



The London Gazette.

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TUESDAY, NOVEMBER 22, 1870.

Downing Street, November 19, 1870.

THE Queen has been pleased to appoint the Reverend Henry Constantine Huxtable, M.A., to be ordained and consecrated Bishop of the See of Mauritius.

*Board of Trade,
November 19, 1870.*

(M. 9595.)

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, the following translation of a Decree issued by the Spanish Government, with respect to the service of Enrolled Seamen in the Mercantile Marine of Foreign Nations at peace with Spain :—

DECREE.

Art. 1. Enrolled seamen who have seen service, or who have given the substitution of the same by the measures authorised for that purpose by law, are completely at liberty to embark as the crew of foreign merchant vessels of any nationality not at war with Spain.

Art. 2. Any seaman, fulfilling the foregoing conditions, who is desirous of making use of this privilege, must make an application to the Branch Authority at the place where he may happen to be, for the necessary permit, which will be forwarded to him on the presentation of the documents in proof of his having served his time, or of being exempt from being liable to be called for service from having given the legal substitution.

Art. 3. In cases of the permit being given to persons whose enrolment (matricula) took place at a different spot to the one where the permit is requested, the Chief of the latter shall take care to make this fact known to the Chief of the Province where the interested party was registered, doing the same also, with respect to all, to the Spanish Consul at the foreign port whither the vessel is destined.

These latter officers may also of themselves grant these same permits after having assured themselves of the person's identity, reporting the same to the respective authorities in the Peninsula.

Art. 4. Spanish Consuls abroad will take every possible precaution to ensure Spanish sailors scrupulously fulfilling the stipulations in their

contracts with the Owners or Captains of the ship on board of which they are serving.

Art. 5. All regulations are annulled contrary to this Decree, which may be suspended in extraordinary cases when, in the opinion of the Government, public convenience demands the same.

Madrid, 29th October, 1870.

(Signed) F. SERRANO.

J. MARIA DE BERANGER,
Minister of Marine.

(M. 9854.)

*Board of Trade, Whitehall Gardens,
November 21, 1870.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, the following translation of a Circular forwarded by the Governor of Alexandria to Her Majesty's Consul at that place, upon the subject of a new regulation in regard to the requirements of the Custom-house in matters connected with Ships' Manifests :—

SIR, (Copy.)

His Excellency, the Director of the Custom-house, has written to me on the 30th Regeb, 1287, that the Custom-house dues are levied on the faith of the manifests, and that henceforth these manifests must be attested as correct by the authority of the port of departure, and bear his official seal. This measure will ensure perfect regularity and correctness, and is as much to the advantage of the Companies as of the Government. I therefore request you to communicate this decision to all the Shipping Companies under your jurisdiction, instructing them henceforth to hand over to the Custom-house the attestation to the manifests of the authority of the port of loading. A delay of thirty days has been granted before this comes into operation, and after this date no manifest will be accepted unless it bears this attestation.

I have sent a copy of this letter to all the Consuls.

Accept, &c.,
(Signed) HASSEM CHIRIM,
Governor of Alexandria.

(C. 1309.)

*Board of Trade, Whitehall,
November 21, 1870.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs, a despatch from Her Majesty's Minister at Athens, inclosing a copy of an Ordinance of the Hellenic Government, which requires all vessels and steamers upon arrival in Greece from any port where yellow fever is prevalent, to undergo quarantine at the Lazaret at Delos.

If the vessel has been ten days or more on the voyage, the quarantine will last for five days, during which time the vessel will be purified and fumigated.

If, however, the voyage shall have lasted less than ten days, the quarantine will be prolonged by so many days as the voyage may have fallen short of ten, and this although no case of sickness may have shown itself on board.

If during the voyage there shall have been a case of yellow fever or a death on board, the vessel will be subjected to a strict quarantine of eleven days at the Lazaret of Delos. These eleven days to count from the day on which the sick person shall have been disembarked. If during the performance of quarantine, a case of yellow fever shall show itself on board the vessel, the eleven days fixed for the duration of the quarantine will commence to count afresh from the days on which the sick person shall have quitted the vessel, and shall have been transferred to the Lazaret.

(C. 1295.)

*Board of Trade, Whitehall,
November 21, 1870.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received through the Secretary of State for Foreign Affairs, from Her Majesty's Minister at Florence, two Legislative Enactments of the Italian Government, modifying the Law relative to maritime and sanitary dues.

The following are the provisions of the Enactments in question :

Maritime Dues.

Every vessel, national or foreign, to pay an anchorage tax of 55 centimes per ton every time it may enter a port to transact commerce. Should the vessel load or unload in several ports, the tax need be paid once only. This will equally apply to passenger ships and ships carrying goods. Sailing vessels or steamers used as tugs will be exempt, upon payment of 1 lira 65 centimes per ton per annum. Steam-vessels will pay the tax once a month. Foreign vessels not assimilated to national vessels by Treaty will pay the double tax.

In calculating the tonnage, 40 per cent. will be deducted for the space of machinery.

Sanitary Dues.

Every vessel, national or foreign, upon entering a port will pay the following sanitary dues :

Steamers and sailing-vessels having touched at Ports in European and Asiatic Turkey, Egypt, Syria, or coming from the Coast of America or West Africa, except Morocco, and those vessels coming from countries beyond Cape Horn and the Suez Canal will pay 45 centimes per ton.

Steamers and sailing-vessels coming from any other foreign ports will pay 25 centimes per ton.

Ships touching at Italian ports without trans-

acting commerce, as well as fishing-boats and coasting traders will be exempt.

In calculating tonnage in steamers 40 per cent. will be deducted for machinery, &c.

Vessels coming from foreign ports will pay the tax at the first port at which they touch.

A fee of 1 lira for vessels under 50 tons, and a fee of 3 lira for vessels of 50 tons and upwards, proceeding to Foreign Ports, will be charged for a Bill of Health.

*War Office, Pall Mall,
22nd November, 1870.*

Royal Regiment of Artillery, Assistant-Surgeon John Henry Hunt, from the Rifle Brigade, to be Assistant-Surgeon, vice Charles Gray, who exchanges. Dated 23rd November, 1870.

Royal Engineers, Lieutenant-Colonel and Brevet-Colonel Henry Arthur White to be Colonel, vice H. D. Harness, C.B., removed from the Corps as a General Officer. Dated 23rd November, 1870.

Lieutenant-Colonel John Joshua Wilson, from the Supernumerary List, to be Lieutenant-Colonel, vice Brevet-Colonel White. Dated 23rd November, 1870.

Lieutenant Felician Rola de Wolski, employed in the Public Works Department in India, to be Seconded, but not to be succeeded in his Corps. Dated 2nd September, 1870.

The second Christian name of Lieutenant Brown, which appeared in the Gazette of 7th January, 1868, is *Faulkner*, and not *Faulker*, as therein stated.

Coldstream Guards, Lieutenant and Captain John Fletcher Hathorn to be Captain and Lieutenant-Colonel, by purchase, vice Henry Armytage, who retires. Dated 23rd November, 1870.

Ensign and Lieutenant Sir Frederick Assheton Des Vœux, Bart., to be Lieutenant and Captain, by purchase, vice Hathorn. Dated 23rd November, 1870.

Charles, Lord Ossulston to be Ensign and Lieutenant, by purchase, vice Sir F. A. Des Vœux, Bart. Dated 23rd November, 1870.

8th Foot, Captain Edwin Jervis, from half-pay, late 33rd Foot, to be Captain, vice Ernest Lewis, who retires on temporary half-pay. Dated 23rd November, 1870.

10th Foot, Ensign Robert Gardner Warton to be Lieutenant, by purchase, vice George Frederick Trevor Parker, who retires. Dated 23rd November, 1870.

William Graham, Gent., to be Ensign, by purchase, vice Warton. Dated 23rd November, 1870.

11th Foot, Gentleman Cadet William Arthur Joyce Murray, from the Royal Military College, to be Ensign, without purchase, vice N. C. Martelli, a probationer for the Indian Staff Corps. Dated 23rd November, 1870.

15th Foot, Captain Charles Pell Heigham, from half-pay, late 25th Foot, to be Captain, vice William Sugden Jemmett, who retires upon temporary half-pay. Dated 23rd November, 1870.

Lieutenant Charles Kennedy Brooke to be Captain, by purchase, vice C. P. Heigham, who retires. Dated 23rd November, 1870.

Ensign Arthur Bowles to be Lieutenant, by purchase, vice Brooke. Dated 23rd November, 1870.

16th Foot, Lieutenant Charles Whitworth Lloyd to be Captain, by purchase, vice Richard Henry Freeman, who retires. Dated 23rd November, 1870.

Ensign Frederick John Harden to be Lieutenant, by purchase, vice Lloyd. Dated 23rd November, 1870.

William Nicholas Biddulph, Gent., to be Ensign, by purchase, vice Harden. Dated 23rd November, 1870.

47th Foot, Captain Valentine O'Connor, from half-pay late 80th Foot, to be Captain, vice Henry Gem, who retires on temporary half-pay. Dated 23rd November, 1870.

Lieutenant J. D. Macpherson, from half-pay late 65th Foot, to be Lieutenant, vice Edward M. Manning, who retires on temporary half-pay. Dated 23rd November, 1870.

Ensign Harry Cooper to be Lieutenant, by purchase, vice J. D. Macpherson, who retires. Dated 23rd November, 1870.

William Henry Gunner, Gent., to be Ensign, by purchase, vice Cooper. Dated 23rd November, 1870.

57th Foot, Lieutenant James R. K. Tredennick to be Adjutant, vice Lieutenant Thompson, promoted. Dated 12th November, 1870.

61st Foot, Ensign Maurice Charles O'Connell to be Lieutenant, by purchase, vice Owen Wynne, who retires. Dated 23rd November, 1870.

68th Foot, Captain Charles Covey, from half-pay late 68th Foot, to be Captain, vice H. J. R. Villiers-Stuart, who retires on temporary half-pay. Dated 23rd November, 1870.

Lieutenant Charles C. Hood to be Adjutant, vice Lieutenant Charles Covey, promoted half-pay Captain. Dated 4th November, 1870.

Lieutenant Herbert C. Molyneux to be Instructor of Musketry, vice Lieutenant C. C. Hood, appointed Adjutant. Dated 4th November, 1870.

69th Foot, Lieutenant Peregrine Maitland French to be Captain, by purchase, vice Robert L. Thorpe, who retires. Dated 23rd November, 1870.

Ensign Alexander Baulislaus Gzowski to be Lieutenant, by purchase, vice French. Dated 23rd November, 1870.

Edmund Randolph, Gent., to be Ensign, by purchase, vice Gzowski. Dated 23rd November, 1870.

71st Foot, Ensign Alan Cameron to be Lieutenant, by purchase, vice Winship Percival Roche, who retires. Dated 23rd November, 1870.

72nd Foot, Captain John Macleod Tingcombe, from half-pay late 91st Foot, to be Captain, vice Thomas Francis Pardoe, who retires on temporary half-pay. Dated 23rd November, 1870.

98th Foot, Lieutenant Allan Græme Raper to be Captain, by purchase, vice Richard Townley, who retires. Dated 23rd November, 1870.

Ensign James Francis Jameson to be Lieutenant, by purchase, vice Raper. Dated 23rd November, 1870.

Griffith Allen, Gent., to be Ensign, by purchase, vice Jameson. Dated 23rd November, 1870.

Rifle Brigade, Lieutenant Jenico J. Preston to be Adjutant, vice Lieutenant L. V. Swaine, who resigns that appointment. Dated 23rd November, 1870.

Lieutenant Edward Annesley Pegge Burnell to be Instructor of Musketry, vice Lieutenant W. Grant, who has resigned that appointment. Dated 31st October, 1870.

Assistant-Surgeon Charles Gray, from the Royal Artillery, to be Assistant-Surgeon, vice John Henry Hunt, who exchanges. Dated 23rd November, 1870.

1st West India Regiment, Ensign William Graham, from the 10th Foot, to be Ensign, vice Macdonald, promoted. Dated 23rd November, 1870.

2nd West India Regiment, Lieutenant Edmond Birch, from half-pay, late 4th West India Regiment, to be Lieutenant, vice A. C. V. Rolleston, who retires upon temporary half-pay. Dated 23rd November, 1870.

Medical Department, Staff Surgeon Major Henry Lionel Cowen to be Deputy Inspector-General of Hospitals, vice Richard George Davys Banon, who retires on half-pay. Dated 23rd November, 1870.

Staff Assistant-Surgeon John James Henry to be Staff-Surgeon, vice Staff-Surgeon-Major Henry Lionel Cowen, promoted. Dated 23rd November, 1870.

Chaplain's Department, Chaplain of the Third Class the Reverend J. B. H. Harris, M.A., to be Chaplain of the Second Class. Dated 22nd October, 1870.

Half-Pay, Lieutenant David Barry Moriarty, from 6th Foot, to be Captain, without purchase. Dated 1st April, 1870.

BREVET.

Major-General Sir William Thomas Denison, K.C.B., retired full-pay Royal Engineers, to be Lieutenant-General, the rank being honorary only. Dated 23rd November, 1870.

Colonel Henry Drury Harness, C.B., Royal Engineers, to be Major-General, vice Sir William Thomas Denison, K.C.B., who retires upon full-pay. Dated 23rd November, 1870.

Lieutenant-Colonel Sydney Joseph Hire, Bengal Staff Corps, having completed the qualifying service with the rank of Lieutenant-Colonel, to be Colonel. Dated 28th May, 1870.

Paymaster and Honorary Major James Robinson, retired upon half-pay late Recruiting District, to have the honorary rank of Lieutenant-Colonel. Dated 26th July, 1870.

Riding-Master Clark Morris, retired upon half-pay late Cape Mounted Riflemen, to have the honorary rank of Captain. Dated 5th June, 1870.

Deputy Inspector-General of Hospitals Richard George Davys Banon, who retires upon half-pay, to have the honorary rank of Inspector-General of Hospitals. Dated 23rd November, 1870.

Admiralty, 18th November, 1870.

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

Reserved Captain John Ross Ward has been advanced to the list of Captains Retired, under Orders in Council of 24th April, 1847, 25th June, 1851, and 26th July, 1867, from the 29th ultimo.

Mr. George Tucker, Inspector of Machinery Afloat, has been placed on the Retired List from the 11th instant.

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

Henry Alexander Butler Johnstone, Esq., younger, M.P., to be Deputy Lieutenant. Dated 14th November, 1870.

Commissions signed by the Lord Lieutenant of the Tower Hamlets.

Colonel George Bryan Milman to be Deputy Lieutenant. Dated 8th November, 1870.

2nd Tower Hamlets (Queen's Own Light Infantry) Militia.

William Henry Bourke, Gent., to be Lieutenant (Supernumerary). Dated 15th November, 1870.

1st Tower Hamlets Rifle Volunteer Corps.

Lieutenant Charles Ronaldson to be Captain. Dated 18th November, 1870.

Lieutenant James De La Mare to be Captain. Dated 18th November, 1870.

Ensign George Purser to be Captain. Dated 18th November, 1870.

George Anderson to be Honorary Assistant-Quartermaster. Dated 18th November, 1870.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Robert Pison in the 2nd Royal Tower Hamlets (Queen's Own Light Infantry) Militia. Dated 29th September, 1870.

Commissions signed by the Lord Lieutenant of the County of Dorset.

Queen's Own Dorset Yeomanry Cavalry.

Captain Marwood Shuttleworth Yeatman to be Major, vice Farquharson, deceased. Dated 17th November, 1870.

Lieutenant Thomas Bowyer Bower to be Captain, vice Yeatman, promoted. Dated 17th November, 1870.

Cornet Thomas Merthyr Guest to be Lieutenant, vice Bower, promoted. Dated 17th November, 1870.

Commissions signed by the Lord Lieutenant of the County of Forfar.

1st Forfarshire Rifle Volunteer Corps.

David MacEwan, Esq., to be Assistant-Surgeon, vice Dewar, deceased. Dated 14th November, 1870.

Alexander Campbell, Esq., to be Assistant-Surgeon, vice Allen, resigned. Dated 14th November, 1870.

10th Forfarshire Rifle Volunteer Corps.

Lieutenant George Scott Lamb to be Captain, vice Jobson, deceased. Dated 14th November, 1870.

Ensign John Jessiman to be Lieutenant, vice Lamb, promoted. Dated 14th November, 1870.

Commission signed by the Lord Lieutenant of the County of Gloucester, and of the City and County of the City of Gloucester, and of the City and County of the City of Bristol.

2nd Gloucestershire Engineer Volunteer Corps.

Lieutenant-Colonel James Henry Dowling to be Lieutenant-Colonel, vice Pigeon, resigned. Dated 18th November, 1870.

Commissions signed by the Governor of the Isle of Wight.

1st Administrative Battalion of the Isle of Wight Rifle Volunteers.

Assistant-Surgeon James Edward Gibson to be Surgeon, vice Ollard, resigned. Dated 11th May, 1870.

1st Isle of Wight Rifle Volunteer Corps.

Arthur Sanders, Esq., to be Lieutenant, vice Marvin, resigned. Dated 14th November, 1870.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

4th Lancashire Artillery Volunteer Corps.

Charles William Carver, Gent., to be First Lieutenant. Dated 28th October, 1870.

15th Lancashire Artillery Volunteer Corps.

Charles Sutton, Gent., to be Second Lieutenant. Dated 2nd November, 1870.

47th Lancashire Rifle Volunteer Corps.

Josias Christopher Gamble, Gent., to be Ensign. Dated 2nd November, 1870.

Commissions signed by the Lord Lieutenant of the County of Middlesex.

1st or Royal East Middlesex Regiment of Militia.

Lieutenant Daniel Charles Maunsell to be Captain, vice Blyth, resigned. Dated 12th November, 1870.

3rd or Royal Westminster Light Infantry Regiment of Middlesex Militia.

William Denoon Campbell to be Lieutenant. Dated 10th November, 1870.

3rd Middlesex Artillery Volunteer Corps.

Lieutenant Bradney Stevens to be Second Lieutenant, vice May, resigned. Dated 5th November, 1870.

Frederic William Smith to be Second Lieutenant, vice Thomson, resigned. Dated 5th November, 1870.

30th Middlesex Rifle Volunteer Corps.

Arthur Henry Blackett to be Lieutenant. Dated 3rd November, 1870.

38th Middlesex Rifle Volunteer Corps.

Lieutenant Charles Edward Perugini to be Captain, vice King Harman, resigned. Dated 15th September, 1870.

Ensign Valentine Cameron Prinsep to be Lieutenant, vice Perugini, promoted. Dated 15th September, 1870.

Thomas Edward Roberts to be Ensign, vice Prinsep, promoted. Dated 15th September, 1870.

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

1st King's Own Staffordshire Militia.

George Canning Talbot, Gent., to be Lieutenant. Dated 12th November, 1870.

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

20th Sussex Rifle Volunteer Corps.

George Hobson Day to be Ensign. Dated 11th November, 1870.

Commissions signed by the Lord Lieutenant of the West Riding of the County of York and of the City and County of the City of York.

5th Regiment of West York Militia.

Edwin Arthur Nicholetts, Gent., to be Lieutenant, vice Burnett, who retires. Dated 27th October, 1870.

1st West Riding of Yorkshire Rifle Volunteer Corps.

Lieutenant John Forth Munby to be Captain, vice Wood, who retires. Dated 27th October, 1870.

15th West Riding of Yorkshire Rifle Volunteer Corps.

William Myers to be Ensign, vice Birkbeck, promoted. Dated 27th October, 1870.

Commission signed by the Lord Lieutenant of the North Riding of the County of York.

North York Regiment of Militia.

James Wilson Richardson, Gent., to be Lieutenant. Dated 17th November, 1870.

MEMORANDA.

The 11th Herts Rifle Volunteer Corps having been struck off the records of the War Office, will henceforth cease to hold any number or designation in the Volunteer Force of the County of Herts.

The 22nd Kent Rifle Volunteer Corps having been struck off the records of the War Office will henceforth cease to hold any number or designation in the Volunteer Force of the County of Kent. Dated 14th November, 1870.

Crown Office, November 16, 1870.

Days and Places appointed for holding Special Commissions of Oyer and Terminer and Gaol Delivery:—

Derbyshire, Monday, December 12, at Derby.

Durham, Saturday, December 10, at Durham.

Glamorganshire, Tuesday, December 6, at Cardiff.

County of Southampton, Saturday, December 3, at the Castle of Winchester.

Leicestershire, Wednesday, December 14, at Leicester.

Borough of Leicester, the same day, at the borough of Leicester.

Norfolk, Tuesday, December 20, at the Castle of Norwich.

City of Norwich, the same day, at the Guildhall of the said City.

Northamptonshire, Saturday, December 10, at Northampton.

Staffordshire, Saturday, December 3, at Stafford.

Warwickshire, Monday, December 12, at Warwick.

Worcestershire, Friday, December 9, at Worcester.

City of Worcester, the same day, at the City of Worcester.

Yorkshire, North and East Riding Division, Wednesday, December 7, at the Castle of York. City of York, the same day, at the Guildhall of the said City.

Yorkshire, West Riding Division, Wednesday, November 30, at Leeds.

Whitehall, September 27, 1870.

The Right Honourable Sir William Bovill, Knt., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed Henry Small, of Buckingham, in the county of Bucks, Gentleman, to be one of the Perpetual Commissioners for taking the acknowledgments of deeds to be executed by married women, under the Act passed for the abolition of fines and recoveries, and for the substitution of more simple modes of assurance, in and for the county of Bucks.

INDIAN MEDICAL SERVICE.

India Office, November 18, 1870.

NOTICE is hereby given, that consequent on information received from the Government of India, it has been determined not to hold an Examination in February, 1871, for Admission to the Indian Medical Service.

*T. T. Pears, Major-General,
Military Secretary.*

In the Matter of "The Abandonment of Railways Act, 1850;" and "The Railway Companies Act, 1867;" and of the West Somerset Mineral Railway Company.

NOTICE is hereby given, that the Board of Trade, by a Warrant bearing date the 4th day of November, 1870, and made in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," have ordered and declared that the "Minehead Extension" and the "Cleeve Branch" Railway, by "The West Somerset Mineral Railway Act, 1857," authorized to be made, and therein described as—

"First. The Minehead Extension Line of Railway, in extension of the main railway, and commencing by a junction with the main railway in a field in the parish of Old Cleeve, in the county of Somerset, numbered sixty-six on the plan deposited for the purposes of the recited Act, and terminating in the parish of Minehead, in that county, at and upon the north-eastern end of the pier or quay of the Harbour of Minehead—

Secondly. The Cleeve Branch Line of Railway, commencing by a junction with the main line, in the parish of Old Cleeve, in the county of Somerset, in a field in that parish, numbered forty-seven on the plan deposited for the purposes of the recited Act, and terminating in that parish by a junction with the Minehead Extension, in or near to a field or close in that parish, called Long Close, numbered four hundred and forty-one on the tithe commutation map of that parish, and now or late in the occupation of William Gooding, as tenant thereof—"

shall be abandoned by the West Somerset Mineral

Railway Company. And notice is further given, that all persons having any claims or demands upon the said West Somerset Mineral Railway Company, for compensation or otherwise, by reason of the abandonment of the hereinbefore-mentioned railways, are hereby required to transmit the statement of such claims or demands to the Secretary of the West Somerset Mineral Railway Company, at the office of the West Somerset Mineral Railway Company, at Stogumber, in the county of Somerset, within four calendar months from the date of the said warrant.

Dated this 7th day of November, 1870.

C. E. Roucliffe, Secretary of the said Company.

In the Matter of the Companies Acts, 1862 and 1867, the Abandonment of Railways Act 1850, the Railway Companies Act 1867, and the Abandonment of Railways Act 1869, and in the Matter of the North and South Wiltshire Junction Railway Company.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery was, on the 18th day of November, 1870, presented to the Lord Chancellor by Henry Kent Norris, of Devizes, in the county of Wilts, Gentleman, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on the 3rd day of December, 1870; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up 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 contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

W. T. Manning, No. 20, Great George-street, Westminster, Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Orwell Oyster Fishery Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was on the 16th

day of November, 1870, presented to the Master of the Rolls by George Smith, of No. 18, Hanover-street, Islington, in the county of Middlesex, Valuer, a creditor of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 3rd day of December, 1870; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up 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 contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

G. Freeborn, of No. 2, Bucklersbury, London, E.C., Solicitor for the Petitioner.

NOTICE is hereby given, that a separate building, named Bridge Chapel, situate at Newton Hill, in the parish of Sturminster Newton, in the county of Dorset, in the district of Sturminster, being a building certified according to law as a place of religious worship, was, on the 10th day of November, 1870, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, being substituted for the building known as Bridge Chapel, now disused.

Witness my hand this 12th of November, 1870.
B. Cheesman, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Church, situate at Castle-street, in the parish of Saint Mary Magdalene, in the county of Cornwall, in the district of Launceston, being a building certified according to law as a place of religious worship, was, on the 15th day of November, 1870, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85, being substituted for the building known as the Wesleyan Chapel, at Castle-street aforesaid, now disused.

Witness my hand this 17th of November, 1870.
John Dingley, Superintendent Registrar.

COTTON STATISTICS' ACT, 1868.

RETURN of the Quantities of COTTON Imported and Exported at the various Ports of the United Kingdom during the Week ended 17th November, 1870.

	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Cotton imported during the Week ended the 17th day of November, 1870 ...	15,980	3,100	19,087	9,323	4,122	51,612
Cotton exported during the Week ended the 17th day of November, 1870 ...	4,097	182	11,321	137	505	16,242

Dated the 18th day of November, 1870.

LOUIS MALLET,
Assistant Secretary, Board of Trade.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1870, and the 19th November, 1870.

REVENUE AND OTHER RECEIPTS.	Budget Estimate for the Financial Year 1870-71.	Total Receipts into the Exchequer from 1st April, 1870, to 19th November, 1870.	Total Receipts for corresponding Period of last Year.	EXPENDITURE AND OTHER PAYMENTS.	Budget Estimate for the Financial Year 1870-71.	Total Issues from Exchequer to meet pay- ments, from 1st April, 1870, to 19th November, 1870.	Total Issues from Exchequer for corresponding Period of last Year.
	£	£	£		£	£	£
Balance on 1st April, 1870 :—							
Bank of England	—	7,633,761	3,775,717				
Bank of Ireland	—	972,897	931,541				
		8,606,648	4,707,258				
REVENUE.				EXPENDITURE.			
Customs	19,300,000	12,585,000	13,878,000	Interest of Debt	26,840,000	18,372,806	18,957,901
Excise	21,660,000	13,121,000	12,626,000	Other charges on Consolidated Fund...	1,820,000	1,529,483	1,164,944
Stamps	8,589,000	5,529,000	5,771,000	Supply Services voted by Parliament	40,466,000	22,302,797	23,812,998
Taxes	2,850,000	802,000	2,254,000	Telegraph Service	360,000	240,000	—
Income Tax	6,350,000	1,548,000	4,005,000				
Post Office	4,775,000	2,460,000	2,500,000				
Telegraph Service	675,000	290,000	—				
Crown Lands	385,000	200,000	148,000				
Miscellaneous	3,050,000	1,822,850	1,580,904				
Revenue	£67,634,000	38,367,850	42,762,904	Expenditure	£69,486,000	42,445,086	43,935,843
Total including Balance ...		46,974,498	47,470,162	OTHER PAYMENTS.			
OTHER RECEIPTS.				Advances, under various Acts, issued from the Exchequer		878,816	1,055,229
Advances, under various Acts, repaid to the Exchequer		1,478,033	970,952	Expenses of Fortifications		—	100,000
Money raised for Fortifications		—	100,000	Exchequer Bonds and Bills, &c., paid off		25,500	2,123,500
Money raised by Exchequer Bonds		—	—	(£600,000 Exchequer Bonds paid off out of Surplus Income.)			
Temporary Advances not repaid		—	—	Surplus Income applied to reduce Debt... ..		2,464,526	—
				(Exclusive of £500,000 applied to repay Bank advances for deficiency.)			
						45,813,928	47,214,572
				Balances on 19th November, 1870:—			
				{ Bank of England		1,915,056	738,526
				{ Bank of Ireland...		723,547	588,016
Totals		£48,452,531	48,541,114	Totals		£48,452,531	48,541,114

Treasury, 22nd November, 1870.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 12th day of November, 1870.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Ashford Bank	Ashford ...	Jemmett, Pomfret, and Co. ...	11477
Aylesbury Old Bank	Aylesbury ...	Cobb and Co.	18075
Baldock Bank and Baldock and } Biggleswade Bank	Biggleswade ...	Wells, Hogge, and Co.	17926
Barnstaple Bank	Barnstaple ...	Marshall and Co.	Not received.
Bedford Bank	Bedford ...	Barnard and Co.	27992
Bicester and Oxfordshire Bank and } Oxford Bank	Bicester ...	Tubb and Co.	12730
Boston Bank	Boston ...	Claypon and Co.	68625
Boston Bank	Boston ...	Gee and Co.	14883
Bridgwater Bank	Bridgwater ...	Sealy and Prior	6174
Bristol Bank	Bristol ...	Miles, Miles, and Co.	20850
Broseley and Bridgnorth and Bridg- } north and Broseley Bank ...	Broseley ...	Pritchard and Co.	14593
Buckingham Bank	Buckingham ...	Bartlett, Parrott, and Co. ...	18193
Bury and Suffolk Bank, Sudbury } Bank, and Stowmarket Bank }	Bury St. Edmunds	Oakes, Bevan, and Co.	41975
Banbury Bank	Banbury ...	J. C. and A. Gillett	21880
Banbury Old Bank	Banbury ...	Cobb and Son	16268
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	28842
Brecon Old Bank	Brecon ...	Wilkins and Co.	39776
Brighton Union Bank	Brighton ...	Hall and Co.	17315
Burlington and Driffeld Bank ...	Burlington ...	Harding, Smith, and Co. ...	12480
Bury Saint Edmunds Bank	Bury St. Edmunds	Huddleston and Co.	2720
Cambridge Bank	Cambridge ...	Mortlock and Co.	14702
Cambridge and Cambridgeshire Bank	Cambridge ...	Messrs. Fosters	43718
Canterbury Bank	Canterbury ...	Hammond and Co.	21854
Carmarthen Bank	Carmarthen ...	David Morris and Sons	10605
Colchester Bank	Colchester ...	Round Green, and Co.	14009
Colchester and Essex Bank, and } Witham and Essex Bank, and } Hadleigh Suffolk Bank ...	Colchester ...	Mills, Bawtree, and Co.	23570
Cornish Bank, Truro	Truro ...	Tweedy and Co.	28782
City Bank, Exeter	Exeter ...	Milford and Co.	10902
Craven Bank	Settle ...	Alcocks, Birkbeck, and Co. ...	78150
Derby Bank	Derby ...	W. and S. Evans and Co.	8431
Derby Bank	Derby ...	Samuel Smith and Co.	34017
Derby Old Bank and Scarsdale and } High Peak Bank	Derby ...	Crompton, Newton, and Co. ...	26595
Devizes and Wiltshire Bank ...	Devizes ...	Locke and Co.	5762
Diss Bank	Diss ...	Fincham and Co.	9180
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank }	Darlington ...	Backhouse and Co.	85446
Devonport Bank	Devonport ...	Hodge and Co.	5135
Dorchester Old Bank and Dorset- } shire Bank	Dorchester ...	Williams and Co.	35697
East Cornwall Bank	Liskeard ...	Robins, Foster, and Co.	74554
East Riding Bank	Beverley ...	Bower and Co.	51513

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Essex Bank and Bishop's Stortford Bank	} Chelmsford ...	Sparrow, Tufnell, and Co. ...	35281	
Exeter Bank		Exeter ...	Sanders and Co.	16891
Farnham Bank	Farnham ...	Knight and Sons	7258	
Faversham Bank	Faversham ...	Rigden, Hilton, and Co. ...	5487	
Godalming Bank	Godalming ...	Mellersh and Co.	5030	
Guildford Bank	Guildford ...	Haydon and Co.	10876	
Grantham Bank	Grantham ...	Hardy and Co.	17931	
Hull Bank and Kingston-upon-Hull Bank	} Hull ...	Smith, Brothers, and Co. ...	19828	
Huntingdon Town and County Bank		Huntingdon ...	Veasey and Co.	31180
Harwich Bank		Harwich ...	Cox, Cobbold, and Co. ...	3597
Hertfordshire, Hitchin Bank ...		Hitchin ...	Sharples and Co.	27397
Ipswich Bank	} Ipswich ...	Bacon and Co.	16015	
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank		Ipswich ...	Alexanders and Co.	42102
Kentish Bank		Maidstone ...	Wigan, Mercers, and Co. ...	18964
Kington and Radnorshire Bank ...	Kington ...	Davies and Co.	19822	
Knaresborough Old Bank and Ripon Old Bank	} Knaresborough ...	Harrison and Co.	21377	
Kendal Bank		Kendal ...	Wakefield, Crewdson, & Co. ...	44720
Leeds Bank	Leeds ...	Beckett and Co.	123058	
Leeds Union Bank	Leeds ...	W. Williams Brown and Co. ...	37950	
Leicester Bank	Leicester ...	T. and T. T. Paget	26926	
Lewes Old Bank	Lewes ...	Whitfield and Co.	31339	
Lincoln Bank	Lincoln ...	Smith, Ellison, and Co. ...	86312	
Llandoverly Bank, Lampeter Bank, and Llandilo Bank	} Llandoverly ...	D. Jones and Co.	32511	
Loughborough Bank		Loughborough ...	Middleton, Cradock and Co. ...	7331
Lymington Bank	Lymington ...	St. Barbe and Co.	2730	
Lynn Regis and Lincolnshire Bank ...	Lynn Regis ...	Gurneys and Co.	26963	
Lynn Regis and Norfolk Bank	Lynn Regis ...	Jarvis and Co.	10390	
Macclesfield Bank	Macclesfield ...	Brocklehurst and Co.	11468	
Merionethshire Bank	Dolgelly ...	Williams and Son	5257	
Miners' Bank	Truro ...	Willyams and Co.	17875	
Monmouth Old Bank	Monmouth ...	Bromage and Co.	2580	
Newark Bank	Newark ...	Godfrey and Riddell	21631	
Newark and Sleaford Bank, and Sleaford and Newark Bank	} Sleaford ...	Handley, Peacock, and Co. ...	48150	
Newbury Bank		Newbury ...	Bunney, Slocock, and Co. ...	11486
Newmarket Bank	Newmarket ...	Hammond and Co.	16188	
Norwich and Norfolk and Fakenham Banks	} Norwich ...	Gurneys, Birkbecks, & Co. ...	66111	
Naval Bank, Plymouth		Plymouth ...	Bulsteel, Harris, and Co. ...	16991
New Sarum Bank	Sarum ...	Pinckney, Brothers	5207	
Nottingham Bank	Nottingham ...	Samuel Smith and Co	28985	

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co. ...	7770
Oxford Old Bank	Oxford	Parsons and Co. ...	30089
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells, Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank	Tonbridge	H. S., T., and A. T. Beeching...	9317
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons ...	5887
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank	Hull	Peases and Co. ...	48587
Penzance Bank	Penzance	Batten and Co. ...	6083
Pembrokeshire Bank	Haverfordwest	J. and W. Walters ...	11237
Reading Bank	Reading	Simonds and Co. ...	22396
Reading Bank	Reading	Stephens, Blandy, and Co. ...	20040
Richmond Bank	Richmond	Roper and Co. ...	7202
Royston Bank	Royston	Fordham and Co. ...	9295
Rye Bank	Rye	Curteis, Pomfret, and Co....	8505
Saffron Walden and North Essex Bank	Saffron Walden	Gibson, Tuke, and Co. ...	18153
Salop Bank	Shrewsbury	Burton, Lloyd, and Co. ...	6793
Scarborough Old Bank	Scarborough	Woodall and Co. ...	24390
Shrewsbury Old Bank and Shrews- bury and Ludlow Bank	Shrewsbury	Rocke, Eyton, and Co. ...	23076
Sittingbourne and Milton Bank	Sittingbourne	Vallance and Co. ...	2035
Southampton Town and County Bank	Southampton	Maddison, Atherley, and Co. ...	10627
Southwell Bank	Southwell	Wyld and Co. ...	11714
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co. ...	16926
Shrewsbury and Welsh Pool Bank	Shrewsbury	Beck, Downward, and Co. ...	20130
Taunton Bank	Taunton	H. R., H. J., and D. Badcock ...	19361
Tavistock Bank	Tavistock	Gill, Sons, and Co. ...	9082
Thornbury Bank	Thornbury	Harwood and Co. ...	5704
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co. ...	7493
Thrapston and Kettering Bank, Northamptonshire	Thrapston	Eland and Elands ...	10760
Tring Bank and Chesham Bank	Tring	Butcher and Sons ...	12269
Towcester Old Bank	Towcester	Mercer and Co. ...	4930
Union Bank, Cornwall	Helston	Vivian and Co. ...	12465
Uxbridge Old Bank	Uxbridge	Hull, Smith and Co. ...	7105
Wallingford Bank	Wallingford	Hedges, Wells, and Co. ...	4623
Warwick and Warwickshire Bank	Warwick	Greenway and Co. ...	20201
Wellington Somerset Bank	Wellington	Fox, Brothers, and Co. ...	3456
West Riding Bank, Wakefield, and Pontefract Bank	Wakefield	Leatham, Tew, and Co. ...	43936
Whitby Old Bank	Whitby	Simpson, Chapman, and Co. ...	14091
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co. ...	8815
Weymouth Old Bank and Dor- chester Bank	Weymouth	Eliot, Pearce, and Co. ...	11958
Wirksworth and Ashbourne Derby- shire Bank	Wirksworth	Arkwright and Co. ...	34908
Wisbech and Lincolnshire Bank	Wisbech	Gurney and Co. ...	46080
Wiveliscombe Bank	Wiveliscombe	W. Hancock ...	2350
Worcester Old Bank and Tewkes- bury Old Bank	Worcester	Berwick, Lechmere, and Co. ...	48552
Wolverhampton Bank	Wolverhampton	R. and W. F. Fryer ...	7948
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth	Gurneys, Birkbeck, and Co. ...	30395
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Bacon, Bt., and Co.	8280
York Bank	York	Swann, Clough, and Co. ...	36177

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount
		£.
Bank of Westmorland	Kendal	12068
Barnsley Banking Company	Barnsley... ..	9446
Bradford Banking Company	Bradford	47460
Bilston District Banking Company	Wolverhampton... ..	8843
Bank of Whitehaven Limited	Whitehaven	28205
Bradford Commercial Banking Company... ..	Bradford... ..	19676
Burton, Uttoxeter, and Ashbourn Union Banking } Company... ..	Burton-upon-Trent	46093
Chesterfield and North Derbyshire Banking Company	Chesterfield	10451
Cumberland Union Banking Company Limited	Carlisle	37695
Coventry and Warwickshire Banking Company	Coventry	15234
Coventry Union Banking Company	Coventry	14041
County of Gloucester Banking Company	Cheltenham	98482
Carlisle and Cumberland Banking Company	Carlisle	24627
Carlisle City and District Bank	Carlisle	20168
Dudley and West Bromwich Banking Company	Dudley	32832
Derby and Derbyshire Banking Company	Derby	16965
Darlington District Joint Stock Banking Company	Darlington	27152
Gloucestershire Banking Company	Gloucester	134640
Halifax Joint Stock Bank	Halifax	15960
Huddersfield Banking Company	Huddersfield	35698
Hull Banking Company	Hull	28526
Halifax Commercial Banking Company Limited	Halifax	13175
Halifax and Huddersfield Union Banking Company	Halifax	39966
Helston Banking Company	Helston	1481
Knarborough and Claro Banking Company	Knarborough	27423
Lancaster Banking Company	Lancaster	64814
Leicestershire Banking Company	Leicester... ..	53143
Lincoln and Lindsey Banking Company	Lincoln	51717
Leamington Priors and Warwickshire Banking Company	Leamington Priors	11002
Ludlow and Tenbury Bank	Ludlow	9174
Moore and Robinson's Nottinghamshire Banking } Company Limited	Nottingham	28610
Nottingham and Nottinghamshire Banking Company	Nottingham	28156
North Wilts Banking Company	Melksham	39261
Northamptonshire Union Bank	Northampton	57154
Northamptonshire Banking Company	Northampton	21028
North and South Wales Bank	Liverpool	63982
Pares's Leicestershire Banking Company	Leicester... ..	50808
Sheffield Banking Company	Sheffield	35480
Stamford, Spalding, and Boston Banking Company	Stamford	50317
Stuckey's Banking Company, Bristol Somersetshire } Bank, and Somersetshire Bank	Langport	322122
Shropshire Banking Company	Shiffhall	31217
Stourbridge and Kidderminster Banking Company	Stourbridge	48964
Sheffield and Hallamshire Banking Company	Sheffield	21782
Sheffield and Rotherham Joint Stock Banking Company	Sheffield	52317
Swaledale and Wensleydale Banking Company	Richmond	52480
Wolverhampton and Staffordshire Banking Company	Wolverhampton	21899
Wakefield and Barnsley Union Bank	Wakefield	13767

Name, Title, and Principal Place of Issue.							Average Amount.
							£
Whitehaven Joint Stock Banking Company	...	...	...	Whitehaven	...	...	28785
West of England and South Wales District Bank	...	...	...	Bristol	...	...	85893
Wilts and Dorset Banking Company	...	...	...	Salisbury	...	...	75355
West Riding Union Banking Company	...	...	...	Huddersfield	...	...	32472
Whitchurch and Ellesmere Banking Company	...	...	...	Whitchurch	...	...	3938
Worcester City and County Banking Company Limited	...	...	...	Worcester	...	...	255
York Union Banking Company	...	...	...	York	...	...	70377
York City and County Banking Company	...	...	...	York	...	...	88515
Yorkshire Banking Company	...	...	...	Leeds	...	...	117980

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 19, 1870.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 19th November, 1870.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	73,662	0	49	10
Barley	85,699	1	36	8
Oats	4,648	4	23	11

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1866 to 1869.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1866	69,827	2	76,207	5	5,049	3	57	6	45	6	23	9
1867	68,391	5	78,252	3	8,464	0	68	11	41	5	25	8
1868	66,613	7	74,887	3	4,646	0	51	6	47	3	28	4
1869	57,506	0	72,221	3	4,077	5	46	8	36	8	23	5

Statistical and Corn Department, Board of Trade,
November 21, 1870.

A. W. FONBLANQUE,
Comptroller of Corn Returns.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the week ended the 19th November, 1870.

	QUANTITIES IMPORTED INTO—				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	143,370	145,102	184,280	472,752	36,473	13,336	49,809
Barley	81,435	11,174	...	92,609	627	465	1,092
Oats... ..	146,274	1,625	...	147,899	4,665	40	4,705
Rye ... ..	...	...	...	...	...	4,760	4,760
Pease	12,982	1,178	...	14,160	100	380	480
Beans	32,690	3,364	...	36,054	...	135	135
Indian Corn	196,117	10,515	84,961	291,593	...	1,545	1,545
Buckwheat ... ..	...	...	...	...	...	...	...
Beer or Bigg ... ..	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)... }	612,868	172,958	269,241	1,055,067	41,865	20,661	62,526
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	36,977	21,211	...	58,188	2,667	13	2,680
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal... ..	...	...	...	...	15	...	15
Rye Meal ... ..	...	...	...	...	...	...	...
Pea Meal ... ..	...	...	...	...	...	...	...
Bean Meal ... ..	...	...	...	...	...	...	...
Indian Corn Meal ..	18	7	...	25	...	24	24
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal ...	36,995	21,218	...	58,213	2,682	37	2,719
Total of Corn and Meal (exclusive of Malt) ... }	649,863	194,176	269,241	1,113,280	44,547	20,698	65,245
Malt (entered by the Quarter) ... }	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
	...	...	...	...	1,429	...	1,429

Office of the Inspector-General of Imports and Exports,
Custom House, London, November 21, 1870.

EDW. BERNARD,
Inspector-General.

In Chancery.

In the Matter of Baugparah Tea Estates Company of Assam Limited, and in the Matter of the Companies Acts, 1862 and 1867.

BY an Order made by the Vice-Chancellor Sir James Bacon in the above matters, dated the 12th day of November, 1870, on the Petition of Thomas Fry, a Shareholder of the above-named Company, it was ordered that the voluntary winding up of the said Baugparah Tea Estates Company of Assam Limited, be continued, but subject to the supervision of this Court, and any of the proceedings under the said voluntary winding up may be adopted as the Judge may think fit, and the creditors, contributories, and liquidators of the said Company, and all other parties interested, are to be at liberty to apply to the Judge at chambers as there may be occasion, and it was ordered that

the Petitioner, and the said Company, and the said Clarence Harcourt, and Robert John Macarthur, Walter Brunn, and Ernest Wilson, and the said Charles Stuart be allowed their costs of this application out of the assets of the said Company, such costs to be taxed by the Taxing Master who is to allow to the said Clarence Harcourt, Robert John Macarthur, Walter Brunn, and Ernest Wilson, and the said Charles Stuart as creditors and contributories of the said Company, such costs only as ought properly to have been incurred, and would have been incurred, if they had respectively employed one solicitor.

Lumley and Lumley, of No. 15, Old Jewry-chambers, Old Jewry, in the city of London, and No. 22, Conduit-street, Bond-street, in the county of Middlesex, Solicitors for the said Petitioners,

India Office, November 17, 1870.

THE Secretary of State for India in Council hereby gives notice, that he has received a Bombay Gazette, containing the following Notice that the undermentioned Insolvents filed their Petitions in the Court for the relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21 :—

Petitions filed praying for relief.

Date of Gazette containing Notice, October 20, 1870.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Dates of Petitions filed.
Kesowjee Jewraz ...	A Native Doctor ...	Hindoo ...	At Kalcadavy, without the Fort	1870. 7th Oct.
Noor Mahomed Hajee Huson	A Dealer in Onions and Potatoes	Mahomedan ...	In Second Don Tarstreet, without the Fort	10th Oct.
Latib Essoob ...	A Butcher ...	Ditto ...	At Khuruck, without the Fort	Ditto
Samuel Pinhas (alias Bapool Pinhas)	Formerly a Guard in the G. I. P. Railway Company (at present unemployed)	Israelite ...	At Khuruck, without the Fort	Ditto
Ramabae, wife of Caloo Pitajee Patell Gowcowar	Unemployed ...	Hindoo ...	At Nowrojee - hill, without the Fort	11th Oct.
Royjee Luckmedass and Nurotum Royjee	Dealers in Grain ...	Ditto ...	At Bhooleshwer, without the Fort	Ditto
Narayan Crustnarao ...	An English Writer	Ditto ...	At Kalcadavy, without the Fort	12th Oct.
Goolam Ali Abbas Ali	Lately carried on trade as a General Merchant	Mahomedan ...	In Old Bengal Poora, without the Fort	13th Oct.
Veerashwar Sudasew ...	A Proprietor of the Sudyman Bodhac Press	Hindoo ...	At Girgaum, without the Fort	Ditto
Ramoodin Oosmanbhoy	A Contractor ...	Mahomedan ...	Lately at Null Bazaar, without the Fort (at present in the Bombay Gaol)	Ditto
Khema Dewcurn ...	A Broker ...	Hindoo ...	Lately within the Fort (at present in the Bombay Gaol)	Ditto
Doongersey Dharsey and Payraz Dharsey	Guzerathi Writers ...	Ditto ...	At Vud Gady, without the Fort	Ditto
Lingoo Rajuna ...	A Butcher ...	Ditto ...	Lately at Camateepoora, without the Fort (at present in the Bombay Gaol)	Ditto
Goolam Hoosein Tyebjee	A Petty Merchant ...	Mahomedan ...	At Null Bazaar, without the Fort	Ditto
Heerjee Hunsraj ...	Who lately traded in partnership with Bharmul Hunsraz, Canjee Lukha, and Malsy Khetsey, in Bombay, Compta, Ooby, Carwar, Vingorla, Parola, and Oomrawuttee, under the name and firm of Heerjee Mooljee and Company, as General Merchants	Hindoo ...	At Mandvy Bunder, without the Fort	Ditto
Cupoorchund Javerchund	A Broker ...	Ditto ...	In Modikhan, within the Fort	Ditto
Dinshaw Sorabjee ...	A Receiver in the service of Jeehan-gerjee Shapoorjee	Parsee ...	In Bazaar Gate-street, within the Fort	Ditto
Soomar Allarukia and Hajee Moosa Soomar	Tailors ...	Mahomedan ...	In Memon Wada, without the Fort	14th Oct.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Dates of Petitions filed.
Dorabjee Byramjee ...	A Hack Buggy Keeper	Parsee ...	At Picket-road, without the Fort	1870. 15th Oct.
Sorabjee Bomanjee ...	A Fitter in the G. I. P. Railway Company	Parsee ...	In Chundunwady, without the Fort	17th Oct.
Ally Shaw bin Peer-shaw	A Priest ...	Mahomedan ...	At Chunam Kiln, without the Fort	Ditto
Patrick James...	A Contractor	East Indian ...	At Mazagon, without the Fort	Ditto
Nowrojee Muncherjee...	A Carpenter	Parsee ...	In Golwar - street, within the Fort	Ditto
Ghoolam Russool Cusumbhoy	A Dyer ...	Mahomedan ...	In Coombarwada, without the Fort	Ditto
Balabae, widow of the late Wamonrao Bulaker	A Milk Seller	Hindoo ...	Near Ramwady, without the Fort	Ditto
Hurjeevun Moorar, and Ruttonbaee, widow of the late Moorar Muthoora	The first-named Insolvent is a Carpenter, and the second is unemployed	Ditto ...	In Hunuman Gully, without the Fort	Ditto
Rowjee bin Pandoojee	A Vegetable Seller	Ditto ...	At Byculla, without the Fort	Ditto
Bhugwanjee Dwarkadass and Vulubdass Bhugwanjee	Who lately traded in Bombay as General Merchants, under the name and firm of Vulubdass Bhugwandass	Ditto ...	At Vud Gady, without the Fort	Ditto
Bapoo Sab bin Soolamon and Mahomed Jaffer bin Bapoo Sab	The first-named Insolvent is an Engine Driver, and the second a Fireman	Mahomedan ...	In Nizam-street, without the Fort	Ditto
Babool Rambhat (alias Narayen Ramchundra Padhe)	A Priest ...	Hindoo ...	In Borebhat - lane, without the Fort	Ditto
Shaik Sulliman Shaik Abdoola and Fatmaboo (alias Bayaboo)	Milk Sellers	Mahomedan ...	In Baba Dubhoo-street, without the Fort	Ditto
Muncherjee Cowasjee...	An English Writer	Parsee ...	In Churney Wady, without the Fort	Ditto
Sumboo Mahadoo, Nanajee Mahadoo, and Tookaram Nanajee	Butchers ...	Hindoo ...	At Khuruck, without the Fort	Ditto

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estates and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

India Office, November 17, 1870.

THE Secretary of State for India in Council hereby gives notice, that he has received a Madras Gazette, containing the following Notice that the undermentioned insolvents have filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Victoria, cap. 21:

Petitions filed praying for relief.

Notice is hereby given, that Petitions to the Court for the Relief of Insolvent Debtors were filed on the 19th day of August instant, by Triplicane Abdool Cawder Saib, a Mahomedan inhabitant of Madras, residing at No. 16, in Soobareecoonda-street, at Triplicane, within the local limits of Madras, and lately carried on business as Petty Merchants in the Purchase and Sale of Culinary

Articles and Manufacture of Shurbut, but now without business; by James Walker, an inhabitant of Madras, residing at No. 50, in Ammayappa Moodelly-street, Royapettah, within the local limits of Madras, and a Watch Maker in the service of Messrs. Orr and Co., Mount-road; and on the 26th day of August instant by John Manickum, a Hindoo inhabitant of Madras, residing at No. 1, in Toddyman's-street, in the Black Town of Madras, and a Supplier of Coolies to the Locomotive Department of the Madras Railway Company; and by Peddoogoo Scobbooramah, a Hindoo inhabitant of Madras, residing at No. 1/2, in Condalier-street, at Peddoonaick's Pettah, in the Black Town of Madras, lately carried on business in the Purchase and Sale of Rubies, &c., but now without employ; the said Insolvents severally being and residing within the

jurisdiction of the High Court of Judicature at Madras, praying for the benefit of the Act passed 11th Victoria, chapter 21, intituled "An Act to consolidate and amend the Laws relating to Insolvent Debtors in India;" and on the same days orders were respectively made by the said Insolvent Court, vesting the estates and effects of the said Triplicane Abdool Cawder Saib, James Walker, John Manickum, and Peddoogoo Soobooramiah, in Benjamin Brooks, Esq., the Official Assignee of the said Court. Date of Gazette containing notice, September 6, 1870.

A. Macdonald Ritchie, Chief Clerk.

Chief Clerk's Office, 29th August, 1870.

Board of Trade—Session 1871.

Hawkhurst Gas Company (Limited).

Application for a Provisional Order for Powers to maintain and continue Gas Works; Limits of District; Power to break up Streets and levy Rates; Incorporation of Acts; and other purposes.

NOTICE is hereby given, that an application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Hawkhurst Gas Company (Limited), hereinafter called the Company, for a Provisional Order, under the Gas and Waterworks Facilities Act, 1870, for all or some of the following purposes (that is to say);

1. To enable the Company to maintain and continue their existing Gas Works in the parish of Hawkhurst, in the county of Kent, and to manufacture and store and supply gas, and sell the same, and all residual and other products thereof, and carry on there all the business usually carried on by a gas company.

2. The land on which the Company may manufacture and store gas consists of half an acre, more or less, situated in the parish and county aforesaid, bounded on the east by land belonging to Ebenezer Comfort, on the south, by the Rye and Flimwell turnpike-road, and on the north and west by land formerly belonging to Henry Maynard, and now to the Right Honourable the Earl of Home and others.

3. To define the district within which the Company may supply gas as the parish of Hawkhurst, in the county of Kent.

4. To enable the Company to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within the limits above defined, and to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages, and places, and also with any sewers, drains and pipes, telegraph wires or posts, in, over, or under the same.

5. To enable the Company to levy and collect rates or rents for the supply of gas, to alter existing rates or rents, to confer, vary, or extinguish exemptions from the payment of rates or rents, and to confer, vary, or extinguish other rights and privileges.

6. To incorporate with the intended Order all or any parts of "The Gasworks Clauses Act, 1847."

7. On or before the 30th day of November, 1870, a map of the above-mentioned piece of

land, and a copy of this notice as published in the London Gazette, will be deposited at the office of the Clerk of the Peace for the county of Kent situate at Maidstone, in the said county, and at the office of the Board of Trade, Whitehall.

8. Printed copies of the proposed Provisional Order, when deposited, and of the same Order when made, will be obtainable at the office of the Company at Hawkhurst, and of the undersigned Parliamentary Agent, at the price of one shilling each.

9. All persons 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 Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st of January next ensuing, and copies of their objections must at the same time be sent to the Promoters.

Dated this 12th day of November, 1870.

Wilson, Farrar, and Philpott, Solicitors,
Cranbrook, Kent.

S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1871.

Boston Gas Light and Coke Company.

(Further money powers; Varying Limitation of Proprietors holdings; Alteration of their rights in other respects; Provisions as to Contingency and Reserve funds; Amendment of Act.)

APPLICATION is intended to be made to Parliament next Session for an Act for the purposes or some of the purposes following, viz:—

1.—To authorise the Boston Gas Light and Coke Company to raise more money, by creating additional shares and stock (preferential or otherwise) in their undertaking, and by borrowing on mortgage, or otherwise.

2.—To vary the provisions of the Boston Gas Amendment Act, 1856, limiting the number of Shares to be held by any Shareholder and to increase the number.

3.—To vary the provisions of that Act relating to Shareholders' Votes and to alter the scale of votes; and to prohibit existing and future Shareholders holding Stock or paid up Capital being less in aggregate amount than fifty pounds from attending at any General or other meetings of the Company, and from taking part in the proceedings of any meetings of the Company.

4.—To provide for the sale of the New Shares or part thereof by auction.

5.—To alter the provisions of the Boston Gas Amendment Act, 1856, as to the Contingency Fund and Reserved Fund, and as to making good deficiencies in Dividends, and to make further provision with respect to those funds and matters, and to amend the said Act in other respects.

6.—To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

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 9th day of November, 1870.

F. T. White, Boston, Solicitor for the Bill.
J. Dorington & Co., 29 Great George street,
Westminster, Parliamentary Agents.

London and Aylesbury Railway.

(Construction of Railways from Aylesbury to the Watford and Rickmansworth Railway at Rickmansworth—Powers of Construction to a Company to be incorporated, or to the Aylesbury and Buckingham Railway Company—Constituting Railway a separate undertaking of the Aylesbury and Buckingham Railway Company—Powers to the Aylesbury and Buckingham Railway Company to raise and apply Capital, and Provisions as to Application and Separation of Authorised Share and Loan Capital of that Company and the Rights and Powers of Shareholders—Change of Corporate Name of Aylesbury and Buckingham Railway Company—Alteration of Number and Quorum of Directors of that Company—Powers to run over and use, and Powers to levy and alter Tolls on Watford and Rickmansworth Railway and Station at Aylesbury—Compulsory Facilities, Working and Traffic Arrangements with, and Powers of Subscription Guarantee, Application and Raising of Money, to London and North-Western Railway Company—Amendment or Repeal 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 purposes following, or some of them, that is to say :—

To make and maintain the following railways, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto respectively, viz. :—

A railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish of Aylesbury, otherwise Aylesbury with Walton, in the county of Buckingham, commencing by a junction with the existing railway belonging to the Aylesbury and Buckingham Railway Company and the Great Western Railway Company, or one of them, at or near the south-eastern end of the passenger platform on the north-eastern side of the Aylesbury Station on that railway, and terminating in a field abutting on to the north-eastern side of the said existing railway at a point 140 yards or thereabouts, measured in a south-easterly direction, from the commencement of the intended Railway No. 1 as above described.

A railway (hereinafter referred to as Railway No. 2) commencing by a junction with Railway No. 1 at the termination thereof as above described, and terminating in the parish of Rickmansworth, in the county of Hertford, by a junction with the Watford and Rickmansworth Railway at the termination thereof, which said intended Railway (No. 2) will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say : Aylesbury, otherwise Aylesbury with Walton, Ellesborough, Stoke Mandaville, Wendover, Great Missenden, Little Missenden, Amersham, Leigh, otherwise Lee, Chesham, Chesham Bois, Chalfont St. Giles, Chalfont St. Peters, and Cheneys, otherwise Chenies, all in the county of Buckingham, Amersham, Rickmansworth, and Chorley Wood, otherwise Charley Wood, all in the county of Hertford.

To purchase, and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the

intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

To incorporate a Company (hereinafter referred to as the Company) for the purpose of making and maintaining the intended railways and works, or one of them, or some part or parts thereof respectively, or to empower the Aylesbury and Buckingham Railway Company, and either alone or jointly with the Company to make and maintain the intended railways and works, or one of them, or some part or parts thereof respectively, and to delegate to the Aylesbury and Buckingham Railway Company, and either alone or jointly with the Company, the execution of all or any of the powers of the Bill, and in the event of the execution of the powers of the Bill being conferred upon the Aylesbury and Buckingham Railway Company to constitute the intended railways and works, or one of them, or some part or parts thereof respectively, and either wholly or partially, a separate undertaking distinct from the rest of the undertaking of the Aylesbury and Buckingham Railway Company.

To authorise the Aylesbury and Buckingham Railway Company, for all or any of the purposes of the Bill, to raise further moneys 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 on mortgage, and by the creation of debenture stock, and to apply to such purposes, or any of them, the whole or any part of the share and loan capital which they are now authorised to raise under the powers in that behalf of "The Aylesbury and Buckingham Railway Act, 1865," and to separate or provide for the separation of such further and authorised share and loan capital from any other (existing or authorised) share and loan capital of the Aylesbury and Buckingham Railway Company, and to charge the same primarily or exclusively upon the intended railways, and the tolls, rates, fares, and charges received in respect thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to authorise the Aylesbury and Buckingham Railway Company to divide any shares in the separate capital into classes and into preferred and deferred shares, and to attach and affix to such shares a preference, priority, or guarantee in payment of interest or dividend, either temporarily or permanently, and other special rights and privileges, and to make such other provisions with respect to all or any of the matters aforesaid as may be incidental thereto, or as may be necessary or expedient, or as may be prescribed in and by the Bill.

To change the corporate name of the Aylesbury and Buckingham Railway Company, to alter the number and the quorum of meetings of the Directors of that Company, and to make provision for the increase or reduction therein respectively.

To empower the Company and the Aylesbury and Buckingham Railway Company, and all other Companies and persons lawfully using the intended railways, or any part thereof, to run into, over, and use with their engines and carriages, waggons, and trucks, and their officers and servants, and

for the purposes of traffic of every description, the following stations and portion of railway, that is to say :—

The station at Aylesbury belonging to the Great Western Railway Company and the Aylesbury and Buckingham Railway Company, or one of them.

So much and such portion of the Watford and Rickmansworth Railway as is situate and lies between the junction therewith of Railway No. 2 and the station at Rickmansworth, including that station, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences, on or connected or used with the said stations and portion of railway respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as in default of agreement shall be determined by the Board of Trade or by arbitration, or defined by the Bill, and to require and compel the Companies owning or working the said stations and portion of railway respectively to afford all requisite facilities for the purpose, and to enable the Company and the Aylesbury and Buckingham Railway Company, and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them into and over the before-mentioned stations and portion of railway respectively, and to alter and restrict the tolls, fares, rates, and duties now leviable, and to fix and determine the tolls, fares, rates, and duties to be hereafter taken upon or in respect of the said stations and portion of railway, and the works and conveniences connected therewith respectively.

To enable the Company and the Aylesbury and Buckingham Railway Company and the London and North-Western Railway Company, or any two of those Companies, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the railways and works, of the other or others of them, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To authorise the London and North-Western Railway Company to subscribe and contribute money towards the making of the intended railways, and to take and hold shares in the capital of the Company and in the Aylesbury and Buckingham Railway Company respectively, and to guarantee to or for the Company and the Aylesbury and Buckingham Railway Company respectively interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and for the purposes of such subscription to apply their corporate funds, and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preferential, and by borrowing.

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 other rights and privileges.

To alter, amend, extend, enlarge, or to repeal, so far as necessary for 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 :—23 and 24 Vic., cap. 192 ; 27 and 28 Vic., cap. 217 ; 28 and 29 Vic., cap. 93 ; and any other Acts relating to or affecting the Aylesbury and Buckingham Railway Company ; 9 and 10 Vic., cap. 204 ; 11 and 12 Vic., cap. 236, and all other Acts relating to or affecting the London and North-Western Railway Company ; 5 and 6 William IV., cap. 107 ; 24 and 25 Vic., cap. 87 ; 26 and 27 Vic., caps. 113 and 198 ; 28 and 29 Vic., cap. 299 ; 29 and 30 Vic., cap. 254 ; and all other Acts relating to or affecting the Great Western Railway Company ; 23 and 24 Vic., cap. 111 ; 26 and 27 Vic., cap. 131, and any other Acts relating to or affecting the Watford and Rickmansworth Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map, with the lines of the intended 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 be deposited for public inspection with the Clerk of the Peace for the county of Buckingham at his office at Aylesbury, and with the Clerk of the Peace for the county of Hertford at his office at St. Albans ; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence ; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

William Toogood, 16, Parliament-street,
Westminster.

Somerset and Dorset Railway (Extension to the Midland Railway at Bath.)

(Construction of Railway from the Somerset and Dorset Railway at Evercreech to the Midland Railway at Bath, with branch to the Bristol and North Somerset Railway at Radstock; Working and Traffic and other Arrangements with the London and South Western and Midland Railway Companies; Running Powers and Compulsory Facilities over Railway, &c., of Midland Railway Company; Compulsory Facilities over Bristol and North Somerset Railway; Purchase and Relinquishment of portions of the undertaking of the Company of Proprietors of the Somersetshire Coal Canal Navigation; Arrangements with the Poole and Bournemouth Railway Company; Confirmation of Agreements; Constitution of separate Undertaking; Powers to raise additional and separate Share and Loan Capital; Provisions as to rights and powers of Shareholders; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, by the Somerset and Dorset Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the purposes following, or some of them, that is to say:—

To authorize the Company to make and maintain the following railways, or one of them, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto, respectively, viz.:

A railway (hereinafter referred to as Railway No. 1), commencing in the parish of Evercreech, in the county of Somerset, by a junction with the Somerset and Dorset Railway, at a point 540 yards or thereabouts, measured along that railway in a north westerly direction, from and on the north-west side of the turnpike-road, where the same is crossed by the Somerset and Dorset Railway, at or near the Evercreech station, and terminating in the parish of Twiverton otherwise Tiverton otherwise Twerton in the said county of Somerset, by a junction with the Mangotsfield and Bath Branch of the Midland Railway, at or near the point where that branch is carried over the road or street, known as Victoria Bridge-road, leading from the Lower Bristol-road, to the bridge over the River Avon, known as "Victoria-bridge" or "Dredge's-bridge," which said intended railway (No. 1) will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Ditcheat, Lamyat, Evercreech, Doulting, Shepton Mallet, Pilton, Croscombe, Dinder, St. Cuthbert Wells, the out-parish of St. Cuthbert Wells, Binegar, Emborrow otherwise Emberrow, Chilcompton, Stratton-on-the-Fosse, Ston Easton, Downside, Midsummer Norton otherwise Midsomer Norton, Radstoke otherwise Radstock, Writhlington, Foxcote, Camerton, Wellow, Charterhouse Hinton, otherwise Hinton Charterhouse, Combe Hay, Freshford, South Stoke, Combe Monkton otherwise Monkton Combe, Lyncombe and Widcombe, Limpley Stoke, Claverton, Twiverton otherwise Tiverton otherwise Twerton, Weston, and Walcot, all in the county of Somerset.

A railway (hereinafter referred to as railway No. 2), to be wholly situate in the parish of Radstoke otherwise Radstock, in the said county of Somerset, commencing by a junction with the intended railway No. 1, at the point where the line of such railway crosses the tramway belonging to the company of proprietors of the Somersetshire Coal Canal Navigation, and dis-

tant 225 yards or thereabouts in a south-westerly direction from the western face of the arch carrying the turnpike road over the said tramway in the said parish of Radstock, and which said arch is near the Bell-inn at Radstock, and terminating by a junction with the authorized line of the Bristol and North Somerset Railway, at the point where such authorized line is co-incident, or nearly so, with the tramway belonging to the said company of proprietors of the Somersetshire Coal Canal Navigation, and distant 530 yards or thereabouts in a south-westerly direction from the western face of the arch carrying the said turnpike road over the said tramway in the said parish of Radstock.

To authorize the Company to purchase and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the intended railways and works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works so far as may be necessary in constructing or maintaining the said intended railways and works.

To enable the Company on the one hand, and the Midland Railway Company, and the London and South Western Railway Company, or either of them on the other hand, from time to time, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the existing and intended railways and works of the Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from, or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To empower the Company and all other Companies and persons lawfully using the intended railways, or any part thereof, to run over and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the following portion of railway, that is to say: so much and such portion of the railway of the Midland Railway Company as is situate and lies between the junction therewith of the intended railway (No. 1) and the station at Bath of the Midland Railway Company, including that station

together with all tramways, sidings, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences, on or connected or used with the said portion of railway and station respectively, upon such terms and conditions pecuniary and otherwise, and on payment of such tolls, rates and charges as may from time to time be agreed upon between the Company and the Midland Railway Company, or as in default of agreement shall be determined by the Board of Trade, or by arbitration or defined by the Bill, and to require and compel the Midland Railway Company to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates and charges in respect of passengers, animals, and things conveyed by them over the before mentioned portion of railway, and to alter and restrict the tolls, rates and duties now leviable, and to fix and determine the tolls, rates and duties to be hereafter taken upon the said portion of railway, and the works and conveniences connected therewith.

To require the Midland Railway Company and the Bristol and North Somerset Railway Company (or other the Company owning or working the Bristol and North Somerset Railway, and so far as relates to that railway) respectively, to book and invoice through traffic over their railways, or any of them, or any part thereof, to, from, and beyond the railways of the Company, or any of them, and by through rates, and by through waggons and carriages and by other facilities to provide for the full and free interchange, passage, transmission, and accommodation of the traffic, to, from, over, and beyond the railways of the Company, from, to, and over the railways, or any part of the railways of the Midland Railway Company, and the Bristol and North Somerset Railway Company respectively, and to require the Midland Railway Company and the Bristol and North Somerset Railway Company (or other the Company owning or working the Bristol and North Somerset Railway, and so far as relates to that railway) respectively, to provide at their stations and depôts accommodation for the booking and other clerks and other officers and servants of the Company, and other parties aforesaid, and to require the division of rates and charges according to mileage or otherwise, in manner to be defined in or authorized by the Bill, and the settlement of rates and of disputes by arbitration in case of failure of agreement, and to make alterations or reductions in the tolls, rates, and charges authorized to be taken by the Midland Railway Company and the Bristol and North Somerset Railway Company (or other the Company owning or working the Bristol and North Somerset Railway, and so far as relates to that railway) respectively, and otherwise to provide full and complete facilities for the passage and transmission, reception and delivery of traffic to, from, over, and by the railways of the Company, from and to, over and in the railways and stations of the Midland Railway Company and the Bristol and North Somerset Railway Company (or other the Company owning or working the Bristol and North Somerset Railway, and so far as relates to that railway) respectively, on terms and under arrangements to be defined in the Bill or settled by arbitration, or by the Board of Trade.

To authorize the Company of proprietors of the Somersetshire Coal Canal Navigation (hereinafter called the Canal Company), to sell and transfer to the Company, so much and such parts

of the undertaking of the Canal Company, as consists of their main tramway, and the side or branch tramways, and all the lands, property, estate, real and personal, plant, rights, powers, privileges, and easements of the Canal Company belonging thereto, or connected, or used, or exercised therewith, and to authorize the Company to make such purchase and accept such transfer upon such terms and conditions and for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorized by the Bill, and upon such sale and transfer, to authorize the Company to exercise and enjoy all the rights, powers, privileges, and authorities of the Canal Company in respect of the works, lands, and property sold and transferred, whether with reference to the purchase, taking, and using of lands and other property, the execution of works, the levying of tolls, rates, and charges, or otherwise, and to sanction and confirm any contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made between the Canal Company and the Company, with respect to all or any of the matters aforesaid, and to authorize the relinquishment and discontinuance of the whole or any part of the said main and side or branch tramways, and the works and conveniences connected therewith.

To authorize the Company and the Poole and Bournemouth Railway Company to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the accommodation, conveyance and delivery of traffic, coming from or destined for their respective undertakings, the fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the payments, allowances, rebates, and drawbacks to be paid, made or allowed by either of the contracting Companies to the other of them for or on account of any of the matters to which the contract, agreement, or arrangement relates and all incidental matters, and to sanction and confirm any such contract, agreement or arrangement which prior to the passing of the Bill may be made or entered into.

To constitute the intended railways and works and, any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or partially a separate undertaking, distinct from the rest of the undertaking of the Company, and to authorize the Company, for the purposes of the Bill, to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond and by the creation of debenture stock, 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 and works or any part thereof; and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others, in reference to the intended railways with such other regulations and limitation as may be prescribed by the Bill.

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 other rights and privileges.

To alter, amend, extend, enlarge, or to repeal, so far as necessary for 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:—15 Vic. cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; 25 and 26 Vic., cap. 225; 27 and 28 Vic., caps. 181 and 223; 29 and 30 Vic., cap. 268; and any other Acts relating to or affecting the Company; 7 and 8 Vic., cap. 18; 27 and 28 Vic., cap. 164; and the several other Acts relating to or affecting the Midland Railway Company; 4 and 5 Wm. 4, cap. 88; 18 and 19 Vic. cap. 188; and all other Acts relating to or affecting the London and South Western Railway Company: 34 Geo. 3, cap. 86; 36 Geo. 3, cap. 48; 42 Geo. 3, cap. 35; and any other Acts relating to or affecting the Canal Company; 28 and 29 Vic., cap. 19; 29 and 30 Vic., cap. 217; 33 and 34 Vic., cap. 164; and any other Acts relating to or affecting the Poole and Bournemouth Railway Company; 26 and 27 Vic., cap. 168; and any other Acts relating to or affecting the Bristol and North Somerset Railway Company or their undertaking; 5 and 6 Wm. 4, cap. 107; 26 and 27 Vic., caps. 113 and 198; and all other Acts relating to the Great Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map, with the lines of the intended 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 be deposited for public inspection with the Clerk of the Peace for the county of Somerset at his office at Wells; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

William Toogood, 16, Parliament-street, Westminster.

Lothersdale Railway.

(Incorporation of Company—Construction of Railway from the Midland Railway at Kildwick to Carlton in Craven—Arrangements with the Midland Railway Company—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 incorporate a Company (hereinafter called "The Company"), and to authorize the Company to make and maintain the following Railway, with

all proper and necessary stations, sidings, approaches, works, and conveniences connected therewith (that is to say)—

A Railway to be wholly situate in the West Riding of the county of York, commencing in the township of Glusburn, in the parish of Kildwick, by a junction with the southernmost siding of the Midland Railway, Leeds and Bradford Extension, at or near the Kildwick and Crosshills Station on that railway, and at a point one hundred yards or thereabouts, measured in a westerly direction from the west end of the goods shed at that station, and terminating in the parish of Carlton, otherwise Carlton in Craven, at or near the point where the private road (belonging to Peter William Spencer, Esq., of Raygill House), leading to the "Springs" crosses Lothersdale Beck, which said intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, Kildwick, Glusburn, Sutton, Cowling, Crosshills, Lothersdale, and Carlton, otherwise Carlton in Craven.

To empower the Company to purchase and acquire, by compulsion or agreement, lands, houses, and other property for the purposes of the said intended railway and works, and to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, rivers, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

To empower the Company to levy tolls, rates, and duties, for or in respect of the said intended railway and works, and to grant exemptions from the payment of tolls, rates, and duties.

To enable the Company and the Midland Railway Company, from time to time to enter into and carry into effect contracts, agreements, or arrangements, for or with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of the intended railway and works, or of any part or parts thereof, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same undertaking, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting companies, the division and appropriation of tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid or made and allowed by either of the contracting companies to the other of them, and all incidental matters, and to authorize the appointment of joint committees for carrying into effect any such contracts, agreements, or arrangements, and to sanction and confirm any such contracts, agreements, or arrangements already made, or which, prior to the passing of the intended Act, may be made.

To vary and 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 alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the several Local and Personal Acts of Parliament following, or some of them, that is to say,—7 and 8 Vic., cap. 118,

and the several other Acts relating to or affecting the Midland Railway Company.

And notice is hereby further given, that plans and sections of the said intended Railway and Works, together with a book of reference to such plans, a published map with the line of the intended Railway delineated thereon, so as to show its general course and direction; 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 West Riding of the county of York, at his office, at Wakefield; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said intended Railway and Works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, one thousand eight hundred and seventy.

William Toogood, No. 16, Parliament-street, Westminster.

North and South-Western Junction Railway.

(Powers of Lease or Sale to, or Amalgamation with London and North Western, London and South Western, North London, and Midland Railway Companies, and Working Traffic and other Arrangements with and between those Companies; and Powers to them to raise and apply Moneys; Appointment and Incorporation of Joint Committees; Confirmation of Agreements; 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 for an Act, for the following, or some of the following, among other purposes (that is to say):

1. To authorize the North and South-Western Junction Railway Company (hereinafter called "the Company"), to lease either in perpetuity or for a limited period, or to sell and transfer their undertaking and all the railways, stations, works, lands, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, now or hereafter vested in or belonging to or enjoyed by the Company, or which they are authorized to construct, purchase, or acquire, and either before or after the completion thereof, to the London and North Western Railway Company, the London and South Western Railway Company, the North London Railway Company, and the Midland Railway Company (hereinafter called "the Four Companies"), or any two or more of them jointly, or to either of the four Companies separately, or partly to any one or more of the four Companies; and partly to the others or other of them; and to authorize the four Companies, or any two or more of them jointly, or either of them separately, to take such lease, or to make such purchase and accept such transfer upon such terms and condi-

tions, and for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorized by the intended Act, and upon such lease or sale and transfer to authorize and require the four Companies, or any two or more of them jointly, or either of them separately, in the case of a lease during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy, perform, fulfil, and discharge, all the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether in relation to their own undertaking or to the undertaking of any other Company, body or person, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates and charges, the running over, user, and working of other undertakings, the raising of money, or otherwise:

2. To authorize the merging, union, consolidation, or amalgamation from and after such period, and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by, or under the provisions of the intended Act, of the undertaking, railways, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Company or some part thereof in or with those of the four Companies or any of them, or partly in or with those of any one or more of the four Companies, and partly in or with those of the other or others of them:

3. To authorize the Company and their proprietors and creditors to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent-charges, annuities, and securities of the four Companies or any of them:

4. To provide, if need be, for the dissolution of the Company and the winding up of their affairs:

5. To provide that, in the event of a lease or sale and transfer to some, or any one of the four Companies, that the other, or others of them, may or shall at such time, or within such period, and upon such terms and conditions, and subject to such restrictions and limitations as may be mutually agreed upon between the four Companies, or any of them, or as shall be prescribed in or provided for by the intended Act, become joint or part lessees or owners, as the case may be of and jointly, or partly participate with the other Company or Companies to whom such lease or sale and transfer shall have been made in the undertaking of the Company, and in all the powers, rights, privileges, and authorities, obligations, liabilities, claims, and demands which may be conferred by or arise from any such lease, sale, or transfer:

6. To authorize the Company on the one hand, and the four Companies or any of them on the other hand, and the four Companies or any of them between themselves to enter into and carry into effect contracts, agreements, and arrangements for or with respect to all or any of the matters aforesaid and other the objects and purposes of the intended Act, and also for or with respect to the running over, working, use, management, and maintenance by any of the contracting Companies of the railway and works of the Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railway, the payments to be made, and the conditions to be performed with respect to such running over, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or

destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them :

7. To constitute, appoint, and if need be, incorporate a joint committee or joint committees for all or any of the purposes aforesaid, and to vest in and delegate to any such committee or committees the exercise and execution of all or any of the powers of the intended Act :

8. To sanction and give effect to any contracts, agreements, or arrangements made or which prior to the passing of the intended Act may be made between any of the said Companies with reference to all or any of the matters aforesaid :

9. To empower the four Companies or any of them, for all or any of the purposes of the intended Act, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges and by borrowing on mortgage or bond or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors :

10. To alter, amend, extend, and enlarge, and if need be to repeal, all or some of the provisions of the following local and personal Acts, or some of them (that is to say): 14 and 15 Vict. cap. 100; 16 and 17 Vict. cap. 69; 17 and 18 Vict. cap. 141; 27 and 28 Vict. cap. 113; 30 and 31 Vict. cap. 50; and all other Acts relating to the Company: 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vict. caps. 58, 60 and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69 and 123; 20 and 21 Vict. caps. 64, 98 and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 309; 28 and 29 Vict. caps. 316, 333, and 334; 29 and 30 Vict. caps. 168, 189, 190, 249, and 284; 30 and 31 Vict. caps. 94, 95, 113, 144, and 151; 31 and 32 Vict. caps. 21, 38, 49, and 118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; and all other Acts relating to the London and North-Western Railway Company: 4 and 5 William IV. cap. 88; 1 Vict. cap. 71; 1 and 2 Vict. cap. 27;

2 and 3 Vict. cap. 28; 4 and 5 Vict. caps. 1 and 39; 7 and 8 Vict. caps. 5, 63, and 86; 8 and 9 Vict. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict. caps. 75, 85, 87, 89, 125, and 157; 51 George III. cap. 196; 12 and 13 Vict. caps. 33 and 34; 13 and 14 Vict. cap. 24; 14 and 15 Vict. cap. 83; 16 and 17 Vict. caps. 99 and 164; 17 and 18 Vict. caps. 186 and 208; 18 and 19 Vict. caps. 122, 177, and 188; 19 and 20 Vict. cap. 120; 20 and 21 Vict. caps. 18, 24, 72, 121, and 136; 21 and 22 Vict. caps. 56, 58, 67, 89, and 101; 22 Vict. cap. 8; 22 and 23 Vict. caps. 31, 44, 81, 95, and 134; 23 and 24 Vict. caps. 92, 103, 124, 158, and 195; 24 and 25 Vict. caps. 111, 220, and 234; 25 and 26 Vict. caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict. caps. 90, 109, 192, and 208; 27 and 28 Vict. caps. 87, 166, 174, 227, and 325; 28 and 29 Vict. caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vict. caps. 216 and 217; 30 and 31 Vict. cap. 156; 31 and 32 Vict. cap. 69; 32 and 33 Vict. caps. 53 and 86; and all other Acts relating to the London and South-Western Railway Company: 9 and 10 Vict. cap. 396; 13 and 14 Vict. cap. 36; 16 and 17 Vict. cap. 97; 17 and 18 Vict. cap. 80; 23 and 24 Vict. caps. 14, 52, and 67; 24 and 25 Vict. caps. 132 and 196; 27 and 28 Vict. cap. 246; 28 and 29 Vict. cap. 72; 30 Vict. cap. 78; 31 Vict. cap. 4; and all other Acts relating to the North London Railway Company: 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; and 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict., caps. 43 and 49; 32 and 33 Vict. caps. 25, 83, and 115; and 33 and 34 Vict. cap. 63; and all other Acts relating to the Midland Railway Company.

And notice is hereby further given, that on or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1870.

Henry Toogood, 16, Parliament-street,
Westminster, Solicitor for the Bill.

The Stourbridge Gas Company.
Extension of Limits of supply to Hagley.
The Gas and Water Works Facilities
Act, 1870.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, under the provisions of the last-mentioned Act, for a Provisional Order, to enable the said Company to maintain and continue their works into and within the parish of Hagley, in the county of Worcester, and to supply Gas for public and private purposes to and within the

said parish; and for that purpose to lay down mains, pipes, and other conveniences in, under, and along the public roads, ways, footpaths, and passages, or paths thereof, in and within the said parish, necessary for such supply, and in connection with and in continuation of the Company's mains and pipes laid down and constructed within the limits of the "Stourbridge Gas Act, 1855." And notice is hereby further given, that a copy of this advertisement, together with a plan and section of the proposed new work, will, on or before the 30th day of November, 1870, be deposited for public inspection at the office of the Clerk of the Peace for the county of Worcester, at Worcester, and at the office of the Board of Trade.

And notice is hereby further given, that on or before the 23rd day of December, 1870, the documents prescribed by part 3, of the said last above mentioned Act, will be deposited at the office of the Board of Trade, and printed copies of the Draft Provisional Order will be deposited at the office of the Clerk of the Peace for the said county of Worcester, at Worcester, and with the parish clerk of the said parish of Hagley. Also printed copies of the Provisional Order when made, of whom respectively copies can be had, at the prescribed statute charges.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the said application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January next ensuing, and that copies of their objections must at the same time be sent to the said Stourbridge Gas Company.

Dated this 12th day of November, 1870.

Corser and Walker, Solicitors for the said Stourbridge Gas Company.

In Parliament—Session 1871.

Metropolitan Railway.

(Arrangements with Metropolitan District and Metropolitan and Saint John's Wood Railway Companies; Confirmation of Agreement with London, Chatham, and Dover Railway Company: Works; Capital and Dividends; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the next session thereof by the Metropolitan Railway Company (who are hereinafter called "the Company") for leave to bring a Bill for the following, or some of the following, among other purposes:

1. To extend and enlarge the powers already granted to the Company on the one hand, and to the Metropolitan District and the Metropolitan and Saint John's Wood Railway Commissioner respectively on the other hand, of contracting with respect to their undertakings and lands, and to the working and conduct of the traffic on the said undertakings and otherwise with respect to the mutual use, conduct, and control of the same undertakings, and of the traffic thereon, and of the lands connected therewith, and the division and apportionment of the revenue arising from the said undertakings, or any of them; and with respect to the interchange of lands, houses, stations, or other property belonging to the Companies respectively, and to confirm any agreements already made by the Companies with respect to the matters aforesaid:

2. To confirm all or any agreements made between the Company and the London, Chatham, and Dover Railway Company, in pursuance of

the powers to that effect contained in "The Metropolitan Railway Act, 1868," for or with respect to the mode of constructing, working, and using the junction railway therein authorised, and the accommodation, conveying, and transmission of traffic passing over the junction railway to or from the London, Chatham, and Dover Railway from or to any part of the railways of the Company, and the other purposes and objects in the said Act mentioned, and, if necessary, to grant further powers to the Company and the London, Chatham, and Dover Railway Company, in reference to such purposes and objects as aforesaid.

3. To enable the Company to make such openings or ventilating shafts in the Euston-road and at such spots between Gower-street and Gray's-inn-lane as shall be agreed upon between the Company and the Vestry of Saint Pancras, or other the local authority having control over the said road, or in default of such agreement as shall be prescribed by an arbitrator, and to erect on the surface of the road such balustrades or other things for the purposes of the said shafts, or connected therewith, as shall be so agreed on or prescribed; and to authorise the Company, for the purposes of the said shafts, to interfere with and divert all sewers, drains, gas and water mains and pipes, telegraph wires, and other works which may impede the construction and use of the said shafts, and to authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said openings or ventilating shafts:

4. To extend, vary, and, if need be, to repeal certain of the powers and provisions of the Acts hereinafter enumerated relating to the Metropolitan Railway Company, and bearing their name with respect to the share or loan capital of the Company, and the dividends paid thereon, or on any part thereof.

5. For the foregoing and other purposes, the Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and will alter, amend, repeal, or enlarge the Acts relating to the Company, and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1864, 1865, 1866, 1867, 1868, 1869, and 1870 (16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 18 and 19 Vict., cap. 102; 19 and 20 Vict., cap. 109; 20 and 21 Vict., cap. 125; 22 and 23 Vict., cap. 97; 23 Vict., cap. 58; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; 26 and 27 Vict., cap. 165; 27 and 28 Vict., caps. 260, 291, and 315; 28 Vict., cap. 117; 29 and 30 Vict., cap. 160; 30 Vict., cap. 85; 31 and 32 Vict., cap. 109; 32 and 33 Vict., cap. 136; 33 and 34 Vict., cap. 103; and any other Acts relating to the Company; and the Bill will, so far as is needful for the purposes thereof, amend and extend the powers and provisions of the Acts relating to the Metropolitan District, the Metropolitan and St. John's Wood, and the London, Chatham, and Dover Railway Companies respectively:

8. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 16th day of November, 1870.

Burchells, 5, Broad Sanctuary, Westminster, S.W.

Manchester Improvement.

(Purchase of Lands and Buildings ; Further provision as to township and highway rates, and as to Lands of the Corporation ; Alteration of Boundary between the townships of Newton and Manchester ; Power to make Bye-Laws for Regulation of Public Libraries, &c. ; Further Powers as to Buildings, Streets, and Water-courses ; Power to impose Penalties for certain offences ; Power to raise Money ; and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Citizens of the city of Manchester, in the county of Lancaster (hereinafter called the Corporation) for an Act for all or some of the following objects and purposes (that is to say) :

To empower the Corporation to acquire by compulsion or agreement for general improvement purposes, or other purposes of the Corporation, the following lands, houses, and buildings, situate and being in the township of Chorlton-upon-Medlock, in the city of Manchester, in the county of Lancaster.

Certain lands, houses, and buildings on the north-easterly side of Portland-crescent, and bounded on three sides thereof by Plymouth-grove, Portland-crescent, and Plymouth-square.

A triangular plot of land, with the buildings thereon, situate on the north-westerly side of Richmond-grove, and abutting thereon between a point distant 497 feet or thereabouts from the junction of Richmond-grove with Stockport-road, in the said city, and another point distant 554 feet or thereabouts from the said junction.

To vary or extinguish all existing rights and privileges in any way connected with the lands, houses, and property proposed to be purchased, or which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To stop up, alter, or interfere with either temporarily or permanently and to vest in the Corporation the sites of all streets, courts, ways, and passages, comprised within the limits of the lands to be acquired under the said Act.

To provide that the Corporation may take only a portion of certain properties notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845."

To alter or repeal the provisions of "The Manchester General Improvement Act, 1851," as to the making and recovery of township and highway rates within the said city, and in lieu thereof to provide that such rates shall be made and be recoverable by the Corporation in the same manner in all respects as the borough or city rate of the said city now is by virtue of the Municipal Corporations Acts.

To empower the Corporation wholly to stop up and discontinue and extinguish all rights of way over so much of the public footpath across the Alexandra Park of the Corporation in the township of Withington, in the county of Lancaster, as lies within such Park.

To make further provision as to the purposes to which the Corporation may apply any lands already or hereafter to be acquired by them, under the provisions of any existing or future Act of Parliament, and as to the sale or demise of any such lands, and to authorize such sale to be upon chief rent, and to provide for the sale of any such chief rent.

To empower the Corporation to make compensation in land to owners, lessees and occupiers in

respect of land taken from them under this or any other Act.

To enable the Corporation from time to time to make bye-laws for regulating any and every public library, museum, or place of instruction for the time being belonging to or vested in or under the control of the Corporation, and for regulating the conduct of persons frequenting the same, and for imposing penalties upon any person improperly obtaining, retaining, or disposing of any book, newspaper, or other article therefrom, or neglecting or refusing compliance with the terms of any guarantee or other document signed by him in relation thereto, and to provide for the recovery of the penalties under such bye-laws before the Justices in and for the said city.

To make further provision with respect to the elevations of new buildings, and with respect to the pulling down either wholly or in part, or the material alteration of existing buildings, and the setting back thereof, and to prescribing a new line in streets, and with respect to dangerous buildings and structures, and to obstructions, projections, or annoyances in the streets of the said city, and with respect to new streets and the erection of dwelling-houses, and other buildings, and the abatement of nuisances, and the construction of ashpits, and also for enabling the Corporation to cover, culvert, divert, or straighten, or otherwise improve the course of any brook, stream, or water-course either wholly or in part within the said city, and for recovering the cost thereof from the owners of the lands adjoining thereto.

To empower the Corporation to impose penalties upon persons injuring or interfering with any of the works, plant, or apparatus of the Corporation upon, in, or near the River Medlock, and also upon Companies or persons who shall use any horn, bell, gong, steam whistle, or other noisy machine or instrument of any description in any place within the city.

To alter the present boundary of the townships of Newton and Manchester, both in the parish of Manchester, in the county of Lancaster, between the bridge over the Shooters Brook, in Marcer-street, and the south-westerly end of the existing culvert over the said brook, at a point 201 yards or thereabouts from Hulme Hall-lane, in the township of Newton, measuring in a direct line in a south-westerly direction from the south-westerly face of the bridge carrying Hulme Hall-lane over the said brook, and to define such new boundary by means of a map to be deposited as hereinafter mentioned.

To make provision as to the sewerage, paving, and otherwise completing, of streets, situate partly within and partly without the city of Manchester, and as to the recovery by the Corporation of the expenses thereof.

To make further provision as to the service of orders and notices of the Corporation, and of summonses before the Justices under the Acts relating to the said city, and to provide for the recovery by the Corporation of all moneys owing to or recoverable by them under such Acts in the manner provided by section 19 of the "Artizans and Labourers Dwellings Act."

To empower the Corporation to raise on the credit of all or any of the rates, rents, tolls, and charges now or hereafter receivable by them, and of all or any other funds or property of the Corporation and of the city rate of the said city, further sums of money for improvement and other purposes, and also to empower the Corporation to raise the whole or any part of the money which they may by the intended Act be authorized to

borrow by the grant of life and perpetual annuities.

And the said Act will, if need be, alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them, relating to the city of Manchester (that is to say): local and personal, 6 Vict. cap. 17; 7 and 8 Vict. caps. 40 and 41; 8 and 9 Vict. cap. 141; 9 and 10 Vict. cap. 219; 10 Vict. cap. 14; 14 and 15 Vict. cap. 119; 16 and 17 Vict. cap. 91; 17 and 18 Vict. cap. 28; 18 and 19 Vict. cap. 44; 20 and 21 Vict. cap. 117; 21 and 22 Vict. cap. 25; 23 and 24 Vict. cap. 48; 28 and 29 Vict. cap. 90; 29 Vict. cap. 29; 30 and 31 Vict. cap. 36; and 32 and 33 Vict. cap. 117.

And notice is hereby further given, that on or before the 30th day of November in the present year, duplicate plans of the lands proposed to be acquired under the intended Act, and a book of reference to such plans, together with a copy of this notice, as published in the London Gazette, and a map showing the new boundary between the townships of Newton and Manchester, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and a copy of the said map will also be deposited at the office, at the Town Hall, of the Town Clerk of the city of Manchester; and that on or before the same day, a copy of the said plans and book of reference will, together with a copy of this notice, be deposited with the parish clerk of the parish of Manchester, at his place of abode; and that, on or before the 21st day of December in the present year, 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, 1870.

Joseph Heron, Town Clerk.

Sherwood, Grubbe, Pritt, and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1871.

London and South Western Railway.

(Construction of new Lines at Pool and Acton, and a Railway or Tramway at Southampton; Abandonment by the London and South Western and Poole and Bournemouth Railway Companies of portions of authorised Lines at Poole; Transfer to South Western Company of Powers of Poole Company as to part of an authorised Railway of the latter Company and extension of time for taking land for and executing the same; Sale or Lease to the South Western Company of undertaking of Poole Company, and of part (Coleford to Okehampton) of undertaking of Devon and Cornwall Railway Company; Agreements and alteration of Agreements with those Companies; Purchase of Lands for Station and other accommodation, and for other purposes, in Parishes of South Stoneham, Hants; Farnham, Surrey, and Clifton Maybank, Dorsetshire; Further Powers as to ballast Lands; Repeal or modification of restrictions as to laying rails across Itchen Bridge-road, Southampton; Compulsory purchase of Lands; Tolls; Further Money Powers; 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 enable the London and South Western Railway Company (in this notice called "the Com-

pany") to make and maintain the railways hereinafter mentioned, or some part or parts thereof respectively, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

First. A Railway (E) commencing by a junction with Railway A, authorised by the South Western Railway (Poole and Bournemouth Junction) Act, 1866, (hereinafter called the Act of 1866), in property numbered (on the plans of that railway deposited with the Clerk of Peace for the county of the town of Poole, and county of Dorset, in respect of the application for that Act) 104 in the tything of Longfleet, in the parish of Canford Magna, in the county of the town of Poole and county of Dorset or one of those counties, and terminating near the termination of Railway B, authorised by that Act by a junction with Railway 2, authorised by the Poole and Bournemouth Railway Act, 1865 (hereinafter called the Act of 1865), as intended to be constructed in land numbered on the said plans 180 in the said tything and parish.

Secondly. A Railway (F) commencing in the parish of Canford Magna aforesaid, by a junction with the intended new Railway E, in land numbered (on the plans deposited as before mentioned in respect of the application for the Act of 1866), 187 in that parish, and at or near a point situate 9 chains measured in a northerly direction from the northern end of Nile-row, Poole, and terminating by a junction with the Railway No. 3, authorised by the Act of 1865, at or near a point 1 furlong and 7 chains from the authorised commencement of that railway measuring from the authorised commencement along the authorised line of that railway, as shewn on the plan deposited with the Clerk of the Peace for the town and county of the town of Poole, in respect of the application to Parliament for the Act of 1865.

The intended new Railways, E and F, will be made, or pass from, in, through, or into, the following parishes and places, or some of them (that is to say), the parish of Canford Magna, in the county of the town of Poole and county of Dorset, or one of them, the tything of Longfleet in that parish, and the parish of Saint James, in the town and county of the town of Poole.

Thirdly. A Railway ("the Acton Curve") wholly in the parishes of Ealing and Acton, in the county of Middlesex, commencing by a junction with the Railway No. 5, authorised by the London and South Western (Kensington and Richmond) Railway Act, 1864, in property numbered (on the plans of that railway, deposited with the Clerk of the Peace for the county of Middlesex, in respect of the application for the last-mentioned Act) 8, in the said parish of Ealing, and terminating by a junction with the Railway No. 3, authorised by the same Act, in land numbered on the last-mentioned plans 38, in the said parish of Acton.

Fourthly. A railway or tramway situate wholly in the parish of Saint Mary, in the town and county of the town of Southampton, commencing in the St. Lawrence-road, at a point 91 yards, or thereabouts, measured along that road, from the south-eastern corner (at the junction of St. Lawrence-road and Canute or Dock-road) of the Company's Southampton Station, passing thence in a southerly direction along St. Lawrence-road and across Canute or Dock-road, and terminating in the premises of the Southampton Dock Company south of Canute or Dock-road, at a point about 30 yards from the south-eastern corner aforesaid of the Company's railway station above mentioned.

The proposed railway or tramway lastly above described will be formed with a single line of rails, and in passing along St. Lawrence-road aforesaid will be parallel to and on the west side of the imaginary centre line of that road, the centre line of the proposed railway or tramway being 20 feet from the said imaginary centre line of the road.

To authorise the Company to abandon and relinquish the construction of Railways B and C, authorised by the Act of 1866, and of so much of Railway A authorised by that Act as lies between the point of junction of the proposed Railway E therewith as aforesaid and the authorised termination of the said Railway A.

To authorise and require the Poole and Bournemouth Railway Company (in this notice called the "Poole Company") to abandon and relinquish the construction of so much of the Railway No. 3, authorised by the Act of 1865 as lies between the authorised commencement of that railway and the junction therewith of the Railway F proposed to be authorised by the Bill.

To authorise and empower the Company, in the place of the Poole Company, to make and maintain so much of the Railway No. 3 authorised by the Act of 1865 as has not been abandoned under the Act of 1866, and as is not proposed to be abandoned under the Bill, and to transfer to and vest in the Company all the powers, rights, and privileges now vested in the Poole Company, with respect to the said portion of the said railway, including powers of taking lands and hereditaments by compulsion, and of making and maintaining the railway and works, and of demanding and taking of tolls, rates, and charges for the same, and to enable the Company to exercise the powers so to be transferred to them of taking lands and hereditaments, and of executing the works within such period as may be limited by the Bill in that behalf, and if necessary to extend the time now limited for the taking of lands and hereditaments for, and executing the works of, the said portion of railway.

To authorise and empower the Poole Company to sell or lease their undertaking, or any part or parts thereof, to the Company, and to enable the Company to purchase or accept a lease of the same upon and subject to such terms and conditions and for such pecuniary or other consideration as may be agreed upon between the two Companies, or as may be determined by or under the Bill.

To authorise, sanction, confirm, and give effect to, or rescind, vary, or modify all or any agreements entered into, or to be hereafter entered into, between the Company and the Poole Company, with reference to any of the matters aforesaid, or with reference to the construction, use, working, maintenance, management, or abandonment of all or any part of their respective undertakings, or any matter connected therewith respectively.

To authorise and empower the Company to purchase, compulsorily or otherwise, certain lands in the parish of South Stoneham, in the county of Southampton, situate near the Company's Bishopstoke Station on the Company's main line of railway from London to Southampton, and immediately abutting on or contiguous to the up platform of that station, for the purpose of providing additional accommodation, sidings, turntables, and other works and conveniences in connection with that station.

To authorise and empower the Company to purchase, compulsorily or otherwise, certain lands in the parishes of Farnham, in the county of

Surrey, and Clifton Maybank, in the county of Dorset, and from any lands so to be purchased, and from any other lands for the time being belonging to the Company, or purchased by them under the powers of any Act or Acts relating to the Company, to dig ballast or get material from time to time for the construction, maintenance, or repair of the whole or any part or parts of the Company's railways and works for the time being.

To repeal, vary, or modify the restrictions placed on the Company by "The London and South Western Railway (Additional Powers) Act, 1866," with reference to the laying down of rails upon or across the Itchen Bridge-road, in the parish of St. Mary, Southampton, and to authorise the Company to lay down the rails authorised by that Act to be laid across that road, either within or beyond the distance of 21 feet from the easternmost of the then existing rails on that road, prescribed by section 45 of the last-mentioned Act.

To authorise the Company to deviate from the lines and levels of the intended new railways and works (except the proposed railway or tramway in the parish of St. Mary, Southampton), as shewn on the plans and sections hereinafter mentioned, to such extent as may be authorised by the Bill, and for the purposes of the intended new railways, tramways, and works, to cross, divert, alter, or stop up temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and water-courses, which it may be necessary or convenient to cross, divert, alter, or stop up, and to purchase and take by compulsion, or otherwise, lands, houses, and hereditaments in any of the parishes or places above mentioned, and to levy tolls, rates, and charges, and to confer exemptions from such tolls, rates, or charges.

And it is further proposed by the Bill to authorise and empower the Devon and Cornwall Railway Company to sell and transfer to the Company, and to empower the Company to purchase and accept a transfer of the railway and works of the Devon and Cornwall Railway Company, authorised by the Okehampton Railway Act, 1862, to be constructed, and the Railway No. 1, authorised by the Okehampton Railway Act, 1864, to be constructed as those respective railways were authorised by the Devon and Cornwall Railway Act, 1868, to be altered, and the sidings, stations, approaches, yards, works and conveniences belonging thereto or connected therewith, and to authorise the Company to purchase and accept a transfer of all or any of the shares or stock constituting such part of the capital of the Devon and Cornwall Railway Company as was authorised to be raised for the purposes of the last-mentioned railways and works. Such purchases and transfers of the last-mentioned railways and works, and shares or stock, to be made upon and subject to such terms and conditions, and for such pecuniary or other considerations as may be or have been agreed on by and between the Companies or persons parties thereto, and to confer on the Company all the powers, whether with reference to the levying of tolls, rates, and charges or otherwise vested in the Devon and Cornwall Railway Company with respect to the above described railways and works of that Company, and to authorise, sanction, and give effect to any agreements which may have been or may be hereafter made between the Company and the Devon and Cornwall Railway Company with reference to any of the matters aforesaid.

To rescind, vary, or modify the provisions, or some of the provisions of the Agreement made between the Okehampton Railway Company and the Company, and scheduled to and confirmed by the London and South Western Railway (Additional Powers) Act, 1866.

To authorise and empower the Company to apply to the purposes of the intended new railways, tramway, and works and of the Bill, any of the funds of the Company, or which they are now authorised to raise, and which may not be required, for the purposes of their now authorised undertaking, and to raise further monies for the purposes aforesaid, and for the general purposes of the Company by borrowing, and by the creation of new shares and stock in the Company, and, if the Company think fit, to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions of the local and personal Acts following (that is to say):—4 and 5 Wm. IV. cap. 88; 1 Vict. cap. 71; 1 and 2 Vict. cap. 27; 2 and 3 Vict. cap. 28; 4 and 5 Vict. caps. 1 and 39; 7 and 8 Vict. caps. 5, 63, and 86; 8 and 9 Vict. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict. caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III. cap. 196; 12 and 13 Vict. caps. 33 and 34; 13 and 14 Vict. cap. 24; 14 and 15 Vict. cap. 83; 16 and 17 Vict. caps. 99 and 164; 17 and 18 Vict. caps. 186 and 208; 18 and 19 Vict. caps. 122, 177, and 188; 19 and 20 Vict. cap. 120; 20 and 21 Vict. caps. 18, 24, 72, 121, and 136; 21 and 22 Vict. caps. 56, 58, 67, 89, and 101; 22 Vict. cap. 3; 22 and 23 Vict. caps. 31, 44, 81, 95, and 134; 23 and 24 Vict. caps. 92, 103, 124, 158, and 185; 24 and 25 Vict. caps. 111, 220, and 234; 25 and 26 Vict. caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict. caps. 90, 109, 192, and 208; 27 and 28 Vict. caps. 87, 166, 174, 227, and 325; 28 and 29 Vict. caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vict. caps. 216 and 217; 30 and 31 Vict. cap. 156; 31 and 32 Vict. cap. 69; 32 and 33 Vict. caps. 53 and 86; and 33 and 34 Vict. cap. 110, relating to the Company; 28 and 29 Vict. cap. 19; 29 and 30 Vict. cap. 217; and 33 and 34 Vict. cap. 164, relating to the Poole and Bournemouth Railway Company; 25 and 26 Vict. cap. 165; 26 and 27 Vict. cap. 129; 27 and 28 Vict. cap. 114; 28 and 29 Vict. cap. 149; 30 and 31 Vict. cap. 125; 31 and 32 Vict. cap. 174; and 32 and 33 Vict. cap. 127, relating to the Devon and Cornwall Railway Company.

And notice is hereby also given, that plans and sections of the intended new railways, tramway, and works, and also plans of the additional lands and hereditaments proposed to be taken compulsorily under the powers of the Bill, with books of reference to such plans respectively, and a published map or published maps with the respective lines of the intended new railways delineated thereon, 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 Middlesex, at his office in Clerkenwell, with the

Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, with the Clerk of the Peace for the town and county of the town of Poole, at his office in Poole, and with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton, and with the Clerk of the Peace for the county of Southampton or Hants, at his office at Winchester, and that on or before the 30th day of November, 1870, a copy of so much of the said plans, sections, and books of reference as relates to each parish and each extra parochial place from, in, through, or into which the intended new railways, tramway, and works will be made, or pass, or in which any lands and hereditaments to be taken 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 in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra parochial place with the parish clerk of some immediately adjoining parish at his residence.

Printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated the 7th day of November, 1870.

Bircham, Dalrymple, Drake, Bircham, and Burt, Parliament-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

Devon and Cornwall Railway.

(Extension of time for completion of Works; Working and traffic arrangements with, and lease or transfer of portion of Company's undertaking to London and South Western and Salisbury and Yeovil Railway Companies or one of them; Powers to those Companies to subscribe and guarantee and to raise and apply moneys; Running powers and facilities over and powers to levy and alter Tolls on Railways of Company, Bristol and Exeter, London and South Western and South Devon Companies; Alteration of existing Agreement between Company and London and South Western Railway Company Provisions as to distribution of Funds amongs Shareholders and cancellation of Shares, &c.; Amendment or repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Devon and Cornwall Railway Company (hereinafter called "The Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To extend the respective periods limited by "The Okehampton Railway Act 1863," "The Okehampton Railway Act 1864," and "The Devon and Cornwall Railway Act 1868," for the completion of the whole or any part of the railways and works by those Acts respectively authorised:

To empower the Company on the one hand and the London and South Western Railway Company and the Salisbury and Yeovil Railway Company (hereinafter referred to as "The two Companies"), or either of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to any of the matters following, and all incidental

matters, on such terms and conditions, pecuniary and otherwise, as the contracting Companies think fit (that is to say): the making, maintaining, working, using, and managing by the contracting Companies, or any or either of them, of the railway of the Company authorised by "The Okehampton Railway Act 1863," with the deviations and alterations thereof respectively authorised by "The Okehampton Railway Act 1864," and "The Devon and Cornwall Railway Act 1868" (and which railway, with the deviations and alterations thereof, is hereinafter referred to as "The Lidford Extension Railway"), or any parts thereof; the supply and maintenance by the contracting Companies, or any or either of them, of rolling or working stock, and of machinery, officers, and servants for any of the purposes of the respective contract, agreement, or arrangement; the regulation, interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collection, division, and apportionment of the tolls, rates, fares, charges, receipts, and revenues levied, taken, or arising from such traffic; the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; the appointment of joint committees for the purposes of any such contract, agreement, or arrangement; and the exercise of all such other powers as may be found desirable in reference to the matters aforesaid, or any of them:

To empower the two Companies, or either of them, to take and hold shares in and subscribe towards the capital of the Company authorised to be raised for the purposes of the Lidford Extension Railway, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan which the Company are now authorised to issue and raise for the purposes of the Lidford Extension Railway:

To authorise a lease or transfer to the two Companies jointly, or to either of them separately, of the Lidford Extension Railway, and either before or after the completion thereof, and to confer upon and vest in the two Companies jointly, or either of them separately, all the powers, rights, privileges, duties, liabilities, and obligations of the Company, whether with reference to the purchase of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise vested in the Company with respect to the Lidford Extension Railway, and to make provision for the repayment by the two Companies jointly, or either of them separately, to the Company of all costs and expenses paid or incurred by the Company for or with respect to the Lidford Extension Railway:

To authorise the two Companies, or either of them, to apply to all or any of the purposes aforesaid their respective corporate funds, and for those purposes to raise further moneys by the creation of new shares and stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest and dividend, and by borrowing on mortgage or bond, or by any of such means:

To sanction and confirm any contract, agreement, or arrangement between the Company and the two Companies, or either of them, already made, or which prior to the passing of the Bill

may be made, with respect to all or any of the matters aforesaid:

To empower the Company and all other Companies and persons lawfully using the Lidford Extension Railway, or any part or parts thereof, to run over and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description the following railways and portions of railways respectively (that is to say):

So much of the railway of the Company as is situate and lies between the commencement of the Lidford Extension Railway at Okehampton and the junction of the Company's railway with the North Devon Railway;

So much of the North Devon Railway as lies between the respective junctions therewith of the railway of the Company and the Exeter and Crediton Railway;

The Exeter and Crediton Railway;

So much of the railways belonging to the Bristol and Exeter Railway Company, the London and South Western Railway Company, and the South Devon Railway Company respectively, as is situated and lies between the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway, and the Queen-street Station at Exeter of the London and South Western Railway Company, including that station, and also the Saint David's Station at Exeter, on the Bristol and Exeter Railway;

Together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with the said railway and portions of railways respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill; and to require and compel the Companies owning or working the said railway and portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company, and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates, and other charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railway and portions of railways respectively, and to alter and restrict the tolls, fares, rates, and duties now leviable, and to fix and determine the tolls, fares, and duties to be hereafter taken upon the said railway and portions of railways respectively, or any part thereof, and the works and conveniences connected therewith:

To alter, vary, or to annul, either wholly or in part, the memorandum of agreement between the Company (under their original name of incorporation "The Okehampton Railway Company") and the London and South Western Railway Company, which is set forth in Schedule (B) to, and confirmed by, "The London and South Western Railway (Additional Powers) Act, 1866," and to amend or repeal all clauses and provisions of that Act relating thereto, and to empower the Company and the London and South Western Railway Company to enter into and carry into effect new and further contracts, agreements, and arrangements for or with reference to any of the matters to which the said memorandum of agreement relates, and either in substitution for, or in addition to, the said memorandum of agreement,

or any of the articles thereof, and to sanction and confirm any such new contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made :

To make provision for the payment and distribution to and amongst the creditors, shareholders, stockholders, bondholders, and mortgagees in the Company, or other the parties entitled thereto, or for other application of any moneys which may be paid to the Company by the London and South Western Railway Company, for or in consideration of the transfer to that Company of any portion of the undertaking of the Company, or of any shares or stock of the Company ; and also to provide for the cancellation of any shares, stocks, bonds, or mortgages in 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 other rights and privileges :

To alter, amend, extend, and enlarge, and, if need be, to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several Acts of Parliament following (that is to say) :—(local and personal Acts) 25 and 26 Vict. cap. 165 ; 26 and 27 Vict. cap. 129 ; 27 and 28 Vict. cap. 114 ; 28 and 29 Vict. cap. 149 ; 30 and 31 Vict. cap. 125 ; 31 and 32 Vict. cap. 174 ; 32 and 33 Vict. cap. 127, and any other Acts relating to the Company ; 4 and 5 Will. IV. cap. 88 ; 18 and 19 Vict. cap. 188 ; 29 [and 30 Vict. cap. 216 ; and the several other Acts relating to the London and South Western Railway Company ; 17 and 18 Vict. cap. 215 ; and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company ; 7 and 8 Vict. cap. 68, and the several other Acts relating to or affecting the South Devon Railway Company ; 6 Will. IV. cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company ; and all other Acts (if any) which may relate to or be affected by the objects of the Bill :

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1870.

Townsend, Lee, and Houseman, No. 3, Princes-street, Westminster ;

J. Brend Batten, No. 32, Great George-street, Westminster ;

Solicitors.

Henry Toogood, No. 16, Parliament-street, Westminster, Parliamentary Agent.

Bushey and Watford Gas, Coke, and Coal Company Limited.

Power to construct Gas Works, and manufacture and supply Gas.

Application under "The Gas and Water Facilities Act, 1870," to Board of Trade for Provisional Order.

NOTICE is hereby given that the undertakers of the Bushey and Watford Gas, Coke, and Coal Company, Limited, intend to apply to the Board of Trade under "The Gas and Water Facilities Act, 1870," for a Provisional Order, to be confirmed by Act of Parliament, and that by such Order the Company will seek for the powers

and purposes or some of the powers and purposes hereunder mentioned :—

1. Objects of the intended application.—To light with gas the parishes and places following or some of them, or some part or parts thereof respectively, viz., the towns and parishes of Bushey and Watford, including the district of the Watford Local Board of Health, all in the county of Hertford. To construct, maintain, and continue gas works, with all necessary buildings, gas-holders, and apparatus. To break up roads, lay down, maintain, alter, and extend mains and service pipes, and to make, store, supply, and sell gas, coals, and residual products arising therefrom in the parishes and places aforesaid, and to carry on the business which is usually carried on by Gas Companies, or which is or may become incident thereto. To raise capital by shares or stock and by borrowing, with power to issue any new shares or stock with or without a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the order for the purposes of a gas undertaking. To purchase and acquire, or take on lease, or otherwise hold land and premises in both or either of the said parishes and district for the purposes of the Company. To confer powers on the Company for the prevention of frauds upon them and the waste of gas supplied by them. To purchase or hire gas meters, pipes, fittings, and other gas apparatus, and to sell or let the same. To levy and collect rents and charges for the sale and supply of gas for public and private lighting, and of gas meters, pipes, apparatus, and fittings. To enable the Company to enter into and carry into effect contracts with any local board, public trustees, highway board, surveyors of highways, and other Corporations, bodies, or persons.
2. Nature of proposed New Works.—The Gas Works will comprise carbonizing, condensing, and purifying apparatus and machinery, storage vessels, regulating, registering, and testing stations, manager's house, board-room, offices, and weighbridge, mains and service pipes.
3. Places of proposed New Works.—The Gas Works will be erected on a piece of meadow land in the parish of Watford aforesaid, now in the occupation of Mr. George Stone, situate on the south-east side of and adjoining the road leading from Watford to Aldenham, and on the north-east side of and adjoining the London and North-Western Railway, and the distributing mains, pipes, and apparatus will be laid in the towns and parishes of Bushey and Watford aforesaid, including the district of the Watford Local Board of Health.
4. Deposit under Part 2 of Schedule to said Act.—A copy of this advertisement, together with a map shewing the land proposed to be used for the manufacture of gas and residual products, also a proper plan and section of the proposed new works, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Hertford, and for the Liberty of Saint Alban, in the same county, at Saint Alban's, in the said county, also at the office of the Board of Trade, Whitehall, London, likewise at the office of the Clerk of the Parliaments, London, and at the Private Bills Office, London.

5 Office.—Printed copies of the draft of the Provisional Order can, on and after the 23rd day of December next, be obtained at the office of John Sedgwick, Esquire, Solicitor, High-street, Watford, on payment of one shilling for each copy, and all persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the application to the said Board for the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board, on or before the 1st day of January next, and copies of such objections must at the same time be also sent to undersigned undertakers or promoters of the Company. After the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the offices of the said John Sedgwick, at a charge of one shilling for each copy, or such sum as the Board of Trade may direct.

Dated this 16th day of November, 1870.

P. Hughes,
C. Dale,
J. Middleton,
R. S. Soar,
Robert Snare,
Thos. Robinson,
S. Curtis,
J. C. Binyon,

The Undertakers or Promoters within the meaning of the Gas and Water Facilities Act, 1870.

Ely and Ogmere Valleys Junction Railways.

(Incorporation of Company—or Powers to Llantrissant and Taff Vale Junction Railway Company—Construction of Railways to connect the Gellyrhaidd Branch of the Ely Valley Railway, and also the Ely Valley Extension Railway, with the Ogmere Valley Railway—Provisions for Laying Down Narrow Gauge on Portions of the Ely Valley and Ely Valley Extension Railways—Running Powers over Ely Valley Extension Railway and Portions of Ely Valley, Llantrissant and Taff Vale Junction, and Ogmere Valley Railways—Arrangements with the Llynvi and Ogmere, the Ely Valley, the Great Western, the Llantrissant and Taff Vale Junction, and the Taff Vale Railway Companies—Additional Capital—Amendment of Acts.)

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 incorporate a Company (hereinafter referred to as the Company), and to empower them to construct the works and exercise the powers hereinafter mentioned, or otherwise to empower the Llantrissant and Taff Vale Junction Railway Company (hereinafter called the Llantrissant Company) to construct those works and exercise those powers. To make and maintain the following railways, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith, respectively, that is to say:—

1. A railway (hereinafter called "Railway No. 1"), commencing in the parish of Llandyfodwg by a junction with the railway authorised by and secondly described in "The Ogmere Valley Railways Act, 1863" (hereinafter called "the Ogmere Valley Railway"), at a point thereon 200 yards or thereabouts north-westward of the bridge

which carries that railway over the River Ogmere, near the village of Melin-Evan-Du, otherwise Black Mill, measuring along the Ogmere Valley Railway, and terminating in the parish of Llantrissant by a junction with the Gellyrhaidd branch of the Ely Valley Railway near the terminus of that branch, at a point 250 yards or thereabouts eastward of the bridge which carries the public road leading from Peterston Super Montem to Hendre Forgan Farmhouse, over the Ely Valley Extension Railway, measuring along that railway and the said Gellyrhaidd Branch Railway, and which said intended Railway No. 1 will pass from, in, through, or into the several parishes, townships, and extra parochial or other places of Llandyfodwg, Llangeinor, Coychurch, and Llantrissant, or some of them, all in the county of Glamorgan.

2. A railway (hereinafter called "Railway No. 2"), commencing in the parish of Llangeinor by a junction with the railway authorised by and firstly described in "The Ogmere Valley Railways Act, 1863," at a point thereon 650 yards or thereabouts south-westward of the bridge which carries that railway over the River Ogmere, near the village of Melin-Evan-Du, otherwise Black Mill, measuring along the Ogmere Valley Railway, and terminating in the parish of Llandyfodwg by a junction with the intended Railway No. 1, in a field numbered 314 on the tithe commutation map for the said parish of Llandyfodwg, at a point 100 yards or thereabouts eastward of the schoolhouse called Black Mill Schoolhouse, at Melin-Evan-Du, otherwise Black Mill, and which said intended Railway No. 2 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Llangeinor, Saint Bride's Minor, Coychurch, and Llandyfodwg, or some of them, all in the county of Glamorgan.

3. A railway (hereinafter called "Railway No. 3"), wholly situate in the parish of Llantrissant, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, in a field numbered 2963 on the tithe commutation map for the said parish of Llantrissant, at a point 170 yards or thereabouts south-westward of the bridge near Hendre Forgan Farmhouse, which carries the public road leading from Llandyfodwg to Ton-yr-efail over the Ely Valley Extension Railway, and terminating by a junction with the Ely Valley Extension Railway, at a point 700 yards or thereabouts south-eastward of the said bridge over that railway measuring along such railway.

To stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, rivers, or streams for the purposes of the said intended Act, or any of them.

To purchase lands and buildings by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands and buildings purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them.

To levy tolls, rates, and duties in respect of the said intended railways, and to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Llantrissant Company, in case the powers of the intended Act are exercised by them, to apply thereto any funds at their disposal, or authorised to be raised by them, and to raise further sums by the creation of new shares

either with or without a preference or priority in payment of interest or dividend, and by borrowing on mortgage, or by any of those means.

To lay down and maintain, on and subject to such terms and conditions as may be agreed upon, or in default of agreement as may be prescribed or provided for by the intended Act, upon the broad gauge railways, or portions of railways hereinafter mentioned, a third rail, so as to adapt the same for the passage of engines and carriages of the narrow gauge of 4 feet 8½ inches, as well as of the broad gauge of 7 feet (that is to say)—

So much of the main line of the Ely Valley Railway as lies between the northern termination thereof and the authorized junction therewith of the railway distinguished in the "Llantrissant and Taff Vale Junction Railway Act, 1866," as Railway No. 4.

The whole of the said Gellyrhaidd Branch Railway.

The whole of the Ely Valley Extension Railway, or the portion or portions thereof upon which the narrow gauge shall not have been laid.

To empower the Company or the Llantrissant Company on the one hand, and the Ely Valley Railway Company and the Great Western Railway Company as their lessees, and the Llynvi and Ogmore Railway Company, respectively, on the other hand, to enter into, and carry into effect, contracts and agreements with respect to the laying down of the said third line of rail, either by the Company or the Llantrissant Company, or by the said other Companies respectively, jointly, or severally, and with respect to the payment of the costs thereof.

To enable the Company, or the Llantrissant Company, or any other Company for the time being working the traffic on the intended railways, to run over and use with engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, and upon such terms and conditions as may be agreed upon, or prescribed or provided for by the intended Act, the railways, or portions of railway following, together with all stations, sidings, watering places, water, booking offices, and other conveniences connected therewith (that is to say)—

The portion hereinbefore described of the Ely Valley Railway,

The Gellyrhaidd Branch Railway.

The Ely Valley Extension Railway.

So much of the Ogmore Valley Railway as extends from the junction therewith of the intended Railway No. 1 to its northern termination.

And if the powers of the intended Act are exercised by the Company, so much and such parts of the authorised railways of the Llantrissant Company as extend from the junction therewith of the Ely Valley Railway to the junction therewith of the Penarth Railway, and to enable the Company, or the Llantrissant Company, to levy tolls and make charges on the railways so run over and used as aforesaid, and if necessary or expedient to alter the tolls and charges now leviable thereon.

To enable the Company or the Llantrissant Company on the one hand, and the Taff Vale Railway Company on the other hand, to enter into and carry into effect contracts and agreements with respect to the working, use, main-

tenance, and management by the last-named Company of the intended railways, or either of them, and to enable that Company to levy tolls on the said railways, or any of them.

To authorise arrangements and agreements between the Company on the one hand and the Ely Valley Railway Company and the Great Western Railway Company, as their lessees, and the Llynvi and Ogmore Railway Company, and the Llantrissant Company and the Taff Vale Railway Company, or any or either of them, on the other hand, or between the Llantrissant Company on the one hand and the Ely Valley Railway, the Great Western Railway, the Llynvi and Ogmore Railway, and the Taff Vale Railway Companies, or any or either of them, on the other hand, for the interchange of traffic, and for facilitating the exchange and forwarding of traffic between and over the railways of the Companies who may be parties to any such arrangement or agreement, and for the division and apportionment of the tolls and charges arising from such traffic.

To alter, vary, or repeal the several Acts of Parliament, local and personal, following, or any of them, that is to say—The Llantrissant and Taff Vale Junction Railway Acts of 1861, 1866, and 1870, and all other Acts relating to that Company; "The Ogmore Valley Railways Act, 1863;" "The Llynvi and Ogmore Railways Act, 1864;" "The Ogmore and Ely Railways Amalgamation Act, 1865;" "The Llynvi and Ogmore Railways Amalgamation Act, 1866;" "The Ogmore Valley Railways Act, 1866;" "The Llynvi and Ogmore Railway Act, 1867;" "The Llynvi and Ogmore Railway Act, 1869;" and all other Acts relating the Llynvi and Ogmore Railway Company; "The Ely Valley Railway Act, 1857," and all other Acts relating to the Ely Valley Railway Company; "The Great Western, Hereford, Ross, and Gloucester and Ely Valley Railways Act, 1862;" the Act 5 and 6 William IV., cap. 107, and all other Acts relating to the Great Western Railway Company; "The Ely Valley Extension Railway Act, 1863;" the Act 6 William IV., cap. 82, and all other Acts relating to the Taff Vale Railway Company.

On or before the 30th day of November, 1870, plans and sections of the intended railways and works, a book of reference to such plans, a published map, with the lines of the 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 Glamorgan, at his office in Cardiff, 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 parish in or through which the said intended railways and works will be made or pass, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each of such parishes, at his residence.

On or before the 21st day of December, 1870, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1870.

Benjamin Matthews, Cardiff, Solicitor for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Gas Light and Coke Company.

(Power to Company and Great Eastern Railway Company, jointly or separately, to make a short connecting Railway or Tramway from the Company's Works at Beckton, to the Great Eastern Railway; Compulsory Purchase of Lands; Tolls; Traffic and other Arrangements; Application of Money; Capital Powers to Company and Great Eastern Railway Company; Amalgamation of the Undertaking of the Equitable Gas Light Company with the Undertaking of the Gas Light and Coke Company; Amendment of the City of London Gas Act, 1868, with reference to testing, &c.; and the Duties of the Referees and Gas Examiners; Capital Arrangements; 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 called the Company), for leave to bring in a Bill and to pass an Act, for effecting the objects and purposes following, or some of them, that is to say:—

To authorise the Company and the Great Eastern Railway Company or one of them to make and maintain the short connecting railway or tramway hereinafter mentioned, or some part or parts thereof, together with all necessary and incidental works, stations approaches, bridges, roads, and communications, that is to say:

A railway or tramway commencing in the parish of West Ham, in the county of Essex, commencing by a junction with the North Woolwich Branch of the Great Eastern Railway at a point 30 yards or thereabouts to the eastward of the railway bridge carrying the North Woolwich Branch Railway over the Victoria Dock Cut or open sewer (marked A on the hereinafter mentioned plans to be deposited), and terminating on the east side of the public road called the East Ham Manor way, in the parish of East Ham, in the said county, at a point 275 yards or thereabout; to the south of the New-road belonging to the Company (marked B on the hereinafter mentioned plans to be deposited), and which said railway or tramway will be made wholly in the said parishes of East Ham and West Ham, or one of them.

And it is also proposed by the said intended Act to confer on the Company and the Great Eastern Railway Company, or one of them, all necessary powers to effect the objects following, or some of them (that is to say):—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike or other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, or within any adjoining parish, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway or tramway and works, or any of them.

To purchase by compulsion or otherwise any lands and houses for the purposes of the said intended railway or tramway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railway or tramway and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect

of the use of the said proposed railway or tramway and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Great Eastern Railway Company to enter into agreements for the management, use, working, and maintenance of the intended railway or tramway and works, or any part thereof, the supply of any rolling or working stock, and of officers and servants for the conduct of the traffic on the intended railway or tramway and works, the payments to be made, and the conditions to be performed with respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic from, or destined for, the railway or tramway and works of the Company, and the railways of the Great Eastern Railway Company, or any railway leased to or worked by them, and the fixing and the division between the said Companies of the receipts arising from such traffic.

To authorise the Great Eastern Railway Company to provide the whole or contribute towards the cost of constructing the intended railway or tramway and works out of their corporate funds, and, if necessary, out of the capital to be raised by them under the powers of the intended Act, by shares or stock, and by loan with or without any priority of dividend or interest and other advantage over their authorised capital; and to enable the Great Eastern Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof.

To authorise the Company to purchase by compulsion or agreement, certain lands in the parish of St. Leonard, Bromley, in the county of Middlesex, containing about 2 roods and 19 perches, such lands being bounded on the south-east, south, and west sides, by lands lately the property of the Great Central Gas Consumers Company, but now vested in the Company, and on the north by a field in the occupation of William Rayner, and to erect thereon works for the manufacture and storing of gas, and to use the same for the general purposes of the Company.

To amalgamate the undertaking of the Equitable Gas Light Company (in this notice called the Equitable Company), with the undertaking of the Company, and for vesting in the Company all or some of the powers, rights, and authorities of the Equitable Company, whether with reference to levying and recovering of rates, or other remuneration or otherwise, on such terms and conditions as may have been or may be agreed upon, or as may be authorised or prescribed by the intended Act, and to enable the Company to have, hold, exercise, and enjoy all or any of the rights, powers, and privileges of the Equitable Company, including the borrowing powers of the Equitable Company, and such other rights, powers, and privileges as may be necessary for enabling them to afford a supply of gas, within the limits comprised in the Acts relating to the Equitable Company, and, if need be, to provide for the dissolution of the Equitable Company, and the winding up of their affairs.

To confirm and give effect to any agreement or agreements existing between the Company and the Equitable Company, for and in respect to all or any of the purposes aforesaid.

To unite the capitals of the Company and the Equitable Company, and to adjust the order of priority of the shareholders in the united capital, and to create a preference or priority in the payment of dividends in respect of any shares

in such united capital, and to extinguish all rights and privileges which would in any way interfere with the carrying into effect the objects and purposes of the intended Act, and to provide a reserved fund for equalizing the dividends of the Company, and to create a fund to meet special contingencies, and to create such other rights and privileges as shall be deemed just in reference to the amalgamation of the undertakings of the respective Companies.

To extend and enlarge the provisions of "The City of London Gas Act, 1868," numbered in the Queen's Printer's copies of that Act 18 to 24, both inclusive, so as to enable the Company, and the several Gas Companies supplying Gas within the metropolis, to avail themselves of, and exercise the powers of, such last-mentioned sections.

To empower the Company to apply to all or any of the purposes of the intended Act any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their Directors, or to create new shares or stock, and, if thought necessary, to attach to such shares and stock a preference or priority in payment of dividends, or otherwise to enable the Company to increase their borrowing powers, and generally to adjust their capital and the priority of their shareholders and mortgagees.

To repeal, alter, and amend the provisions of "The City of London Gas Act," with reference to the hearing of complaints punishable by penalty under the said Act, and to declare that such complaints shall be heard and dealt with by a stipendiary magistrate presiding at the principal police court in the metropolis.

To alter, amend, extend, or enlarge, and, if need be, to repeal, all or some of the provisions of "The City of London Gas Act, 1868," with reference to the testing for illuminating power and purity of the gas supplied by the Company, and the average of such testings.

To increase, alter, amend, reduce, or extinguish, all or any of the powers and duties of the gas referees and of the gas examiners, and of the chief gas examiner, and to make further and better provision with regard to the duties attached to their respective offices.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts or some of them, (that is to say), "The Gas Light and Coke Company's Act, 1868," "The Gas Light and Coke Company's Act, 1870," and any other Act relating to the Company; "The Great Central Gas Consumers Act, 1851," and any other Act relating to the Great Central Gas Consumers Company; "The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Steamboats) Act, 1863," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," "The Great Eastern Railway (Highbeech Branch) Act, 1864," "The Great Eastern Railway (Additional Powers) Act, 1865," "The Great Eastern Railway (Capital, &c.) Act, 1865," "The Great Eastern Railway (Ramsey Branch) Act, 1865," "The Great Eastern Railway (Bishop Stortford Purchase) Act, 1865," "The Great Eastern and London and Blackwall Railways Act, 1865," "The London, Blackwall, and Millwall Extension Railway Act, 1865," "The London, Blackwall, and Millwall Extension Railway Act, 1868," "The Great Eastern Railway (Additional Powers) Act, 1866," "The Great Eastern Railway (Alexandra Park

Branch) Act, 1866," "The Great Eastern Railway (Additional Powers) Act, 1867," "The Great Eastern Railway (Steamboats) Act, 1867," "The Great Eastern Railway (Finance) Act, 1867," "The Great Eastern Railway Act, 1868," "The Bishop Stortford Railway Act, 1868," "The Great Eastern Railway (General Powers) Act, 1870," and "The Great Eastern Railway (Metropolitan Railway) Act, 1870," and any other Act or Acts relating to the Great Eastern Railway Company; 5 and 6 Vic., cap. 36, and any other Act or Acts relating to the Equitable Gas Light Company. "The Metropolis Gas Act, 1860," and "The City of London Gas Act, 1868."

And notice is hereby given, that duplicate plans and sections, showing the railway or tramway and works proposed to be authorized by the said intended Act, and duplicate plans of the lands proposed to be purchased or taken under the compulsory 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 on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county, and with the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the intended railway or tramway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situate, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode; and so far as relates to the parish of Saint Leonard, Bromley, with the Clerk of the District Board of Works for the district of Poplar, at his office in High-street, Poplar.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1870.

Wyatt and Hoskins, No. 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Alcester and Stratford-on-Avon Railway.

(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands; Tolls; Compulsory Facilities and Working and other Arrangements with, and other Provisions affecting the Evesham and Redditch, the East and West Junction, the Midland, and the Great Western Railway Companies; Running Powers over Evesham and Redditch and East and West Junction Railways; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (hereinafter called "the Company") with the following, or some of the following among other powers, that is to say:—To make and maintain the following railways, or some or one of them, with all proper stations, approaches,

works, and conveniences connected therewith, that is to say:

No. 1. A Railway commencing by a junction with the authorized line of the East and West Junction Railway, in the parish of Old Stratford, in the county of Warwick, in a field in the said parish, numbered 101 on the deposited plans of that railway, referred to in the "East and West Junction Railway Act, 1864," and terminating in the parish of Salford Priors, in the county of Warwick, by a junction with the Evesham and Redditch Railway, at a point about 10 chains northward (measuring along the said railway) of the post on such railway, denoting the distance of $6\frac{1}{2}$ miles from Evesham, which intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Old Stratford, Stratford-on-Avon, Shotton, Luddington, Binton, Temple-Grafton, Bidford and Salford Priors, all in the county of Warwick.

No. 2. A Railway wholly situate in the parish of Salford Priors, in the county of Warwick, commencing by a junction with the hereinbefore described Railway No. 1, in a field known as the Big Meadow, in the occupation of Robert Adkins, at a point about 13 chains, measured in an easterly direction from the post above mentioned on the Evesham and Redditch Railway, denoting the distance of $6\frac{1}{2}$ miles from Evesham, and terminating by a junction with the Evesham and Redditch Railway at a point about 15 chains southward (measuring along the said railway) from the said post on that railway.

To purchase by compulsion or otherwise lands, houses, and property for the purposes of the said intended railways and works.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and property so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, footpaths, railways, tramways, streams, and rivers with which it may be necessary to interfere, in the construction and use of the said railways and works.

To levy tolls, rates, and charges for, and in respect of, the use of the said intended railways and works, and to grant exemptions from the payments of such tolls, rates, and charges, also to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

To enable the Company on the one hand, and the Evesham and Redditch Railway Company and the East and West Junction Railway Company, the Midland Railway Company, and the Great Western Railway Company (hereinafter called "the four Companies"), or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts and agreements in respect of the construction, maintenance, working, management, and use by the four Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the supply and maintenance of engines, carriages, machinery, and rolling stock, and other stock and plant, and in respect of the conduct, management, collection, transmission, accommodation, and delivery of traffic of all descriptions, coming from or destined for their respective railways, or any part or parts thereof respectively, and the fixing, levying, dividing,

and apportioning of the tolls and charges arising from such traffic, and the tolls, charges, or other consideration to be paid for such user, or otherwise, and the employment of officers and servants, and the appointment of joint committees for carrying into effect any such contracts and agreements, and to exercise such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

To empower the Company, and any other Company, or Companies, or persons, working or lawfully using the said intended railways, or any part thereof, either by agreement or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, the railways, sidings, stations, platforms, offices, sheds, water, water-engines, works, and conveniences of every description of the Evesham and Redditch Railway Company, and of the East and West Junction Railway Company, or either of them, upon such terms and conditions as may be defined in the Bill, or as may be settled (in default of agreement) by arbitration, or by the Board of Trade, and to alter or vary the tolls, rates, and charges, which those Companies are now authorized to take upon their respective railways.

Provision will also be made in the Bill, requiring and authorizing the four Companies, or some or one of them, to grant all proper and reasonable facilities for the transmission upon and along their railways, or some part or parts thereof respectively, of all traffic (that word being used in the same sense as that in which it is used in "The Railway and Canal Traffic Act, 1854,") which, having passed over the said intended railways, or any part thereof, or which for the purpose of being conveyed on and along the said intended railways, or any part thereof, may be tendered to them for transmission along their own railways, or any part thereof, subject to such rights and regulations, and upon payment of such tolls, rates, and charges, as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the intended Act.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will, so far as may be necessary, amend or repeal the powers and provisions, or some of the powers and provisions, of the "Evesham and Redditch Railway Act, 1863," and the "East and West Junction Railway Act, 1864," the "East and West Junction Railway (Capital) Act, 1866," and the "East and West Junction Railway (Diversion of Roads) Act, 1866," and the local and personal Acts 7 and 8 Vict., caps. 18 and 59, and all other Acts relating to the Midland Railway Company, and 5 and 6 Will. 4, cap. 107; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to the Great Western Railway Company.

And notice is also hereby given, that on or before the 30th day of November instant, duplicate plans and sections, describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-on-Avon, in

the said county, 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 parish or extra-parochial place, in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited in the case of each such parish with the parish clerk of such parish, at his residence, and as regards each such extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office at the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

Jones and Son, Solicitors, Alcester, Local Agents.

Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

Edinburgh and District Water.

(Additional Supply of Water; Power to draw same from St. Mary's Loch and the Loch of the Lowes, and New Works for that purpose; Repeal, Amendment, and Alteration of Acts: New and Increased Rates; Additional Powers to Borrow; and other Purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session by "The Edinburgh and District Water Trustees," incorporated by the "Edinburgh and District Waterworks Act, 1869," and hereinafter called "The Trustees," for leave to bring in a Bill for providing an additional supply of water to the city and royal burgh of Edinburgh, the town and port of Leith, the town of Portobello, and districts and places adjacent, hereinafter more particularly defined; and for authority to the trustees, to execute works for the conveyance of such additional supply of water from St. Mary's Loch, situated in the parishes of Yarrow and Ettrick, in the county of Selkirk, and in the parish of Lyne or Lyne and Meggat, in the county of Peebles, and the Loch of the Lowes, situated in the said parishes of Yarrow and Ettrick, or one or other of them, and county of Selkirk aforesaid; and to abstract and convey such portion of the waters of the said lochs, and of the streams and tributaries of the same, and of the water or river of Yarrow above the embankment first after described, as shall be necessary; and to make all suitable provision in regard to the same.

And by the said Bill power will be taken to alter, amend, and in part repeal the provisions of the said "Edinburgh and District Waterworks Act, 1869," and of the existing Acts of the Edinburgh Water Company, or some of the provisions of such Acts, videlicet—"The Edinburgh Water Company's Act, 1856," and "The Edinburgh Water Company's Amendment Act, 1863," including any portions of the previous Acts of Parliament of the said Edinburgh Water Company which may be reserved, and remain unrepealed (that is to say), of the following Acts (Local):—The Act of 59 Geo. III., cap. 116; 7 Geo. IV., cap. 108; 5 Will. IV., cap. 33; 6 and 7 Vict., cap. 89; 10 and 11 Vict. cap. 202; and 16 Vict., cap. 49.

And by the Bill power will be taken—in order to the introduction of such additional supply of water for the said city, towns, port, district, and places adjacent, from St. Mary's Loch and the Loch of the Lowes, situated as aforesaid, and for

the purpose of affording a supply of water to the parties interested in the waters flowing from the said lochs into the said river or water of Yarrow, which flows into the river or water of Ettrick, which last-mentioned river or water is discharged into the River Tweed—to impound, take, and draw off the water of the said St. Mary's Loch, and of the Loch of the Lowes, and river or water of Yarrow above the embankment first after described, to the depth, and to raise and maintain the level of the same to the height shown on the sections after mentioned, or to such other depth or height as may be authorized by the Bill; and for effectuating the said purpose, power will be taken to construct, erect, and maintain the works following, viz.:—First, An emankment commencing at a point 55 yards or thereby south of the main road leading from Moffat to Selkirk, where such road is joined by the road leading to Dryhope House, and extending across the river and valley of the Yarrow in a south-easterly direction for 290 yards or thereby from its commencement, and there terminating, which embankment will be situated in the parish of Yarrow and county of Selkirk aforesaid. Second, A cut or channel between the said Loch of the Lowes and St. Mary's-loch, commencing in the Loch of the Lowes at a point 130 yards or thereby south of the point where the Oxcleuch-burn enters the said last-mentioned loch, in the parish of Ettrick and county of Selkirk, and terminating at a point in St. Mary's Loch 120 yards or thereby north of a point in the middle of the stream which flows from the Loch of the Lowes to St. Mary's Loch, where the stream enters the said last-mentioned loch in the parish of Yarrow and county of Selkirk aforesaid. Third, An aqueduct, conduit, or pipe, commencing in St. Mary's Loch aforesaid at a point 100 yards or thereby west of the point where the Kirkstead Burn enters the said loch, measuring from the middle of the said burn, in the parish of Yarrow and county of Selkirk, and terminating at the south-west corner of the proposed reservoir after mentioned at or near to the village of Straiton, in the parish of Liberton and county of Edinburgh, at a point at a distance of 150 yards or thereby, measuring in a westerly direction along the road to Broomhill Cottage from a point on the west side of the Edinburgh and Penicuik turnpike-road, where the road to Loanhead leaves the said turnpike-road at the village of Straiton; which aqueduct, conduit, or pipe will pass from, through, or into the said parish of Yarrow, in the county of Selkirk; the parishes of Traquair, Innerleithen, Peebles, Edleston, and Newlands, and the royal burgh of Peebles respectively, or some of them, in the county of Peebles; and the parishes of Penicuik, Glencorse, and Lasswade respectively, or some of them, and the said parish of Liberton, in the county of Edinburgh; together with a cut or channel from the said aqueduct, conduit, or pipe for the conveyance of compensation water to the channel of the river Yarrow, leaving the said aqueduct, conduit, or pipe at a point 700 yards or thereby westward from the turnpike-road bridge over the Douglas-burn, measured along the said road, and proceeding in an easterly direction, and terminating in the bed or channel of the said river Yarrow, which cut or channel will be situated in the parish of Yarrow and county of Selkirk aforesaid. Fourth, A reservoir, to be situated at the termination of the aqueduct, conduit, or pipe, thirdly before described, at or near the village of Straiton aforesaid, in the parish of Liberton and county of Edinburgh, within which parish the said reser-

voir will be situated, and commencing at a point on the west side of the turnpike-road from Edinburgh to Penicuik where the road to Broomhill Cottage leaves the said road near the junction of the Edinburgh and Penicuik and Loanhead roads at the said village of Straiton, and extending in a westerly direction along the road to Broomhill Cottage for a distance of 150 yards or thereby, and in a northerly direction to a point 100 yards or thereby along the turnpike-road towards Burdiehouse, both as measured from the point first mentioned, and extending in a westerly direction from the point on the west side of the said turnpike-road to a point at a distance of 150 yards or thereby, and from such last-mentioned point in a southerly direction to join the point on the road to Broomhill Cottage aforesaid. Fifth, An aqueduct, conduit, or pipe, commencing at the north-west corner of the reservoir last described, in the parish of Liberton aforesaid, at a distance of 150 yards or thereby in a westerly direction from a point on the west side of the turnpike-road from Edinburgh to Penicuik, which point is distant 100 yards or thereby from the point where the road to Broomhill Cottage leaves the Edinburgh and Penicuik-road at the village of Straiton as measured along the said turnpike-road towards Burdiehouse, and terminating at or near a point at the south end of Minto-street where Mayfield Loan joins such street in the parish of St. Cuthberts, and within the municipal boundaries of the city and royal burgh of Edinburgh, from which point the said supply will be distributed.

And by the operations aforesaid, the ground lying between the embankment across the River Yarrow first before mentioned, and the said St. Mary's Loch to the extent of 70 yards or thereby on the north-east side of the said River Yarrow, measuring from the middle thereof and to the extent of 100 yards or thereby on the south-west side thereof so measuring, and also the ground around the margins of the said lochs respectively to an extent not exceeding the water mark of the ordinary winter level of the said lochs will or may be submerged, and power will be taken to use and take the ground to be so submerged, which ground so to be submerged lies within the parishes in which the said lochs respectively before mentioned are situated.

And notice is also given, that by the operations aforesaid, water will be diverted into the intended aqueducts, conduits, reservoirs, and other works of the trustees from the said lochs, which water flows at present into the Rivers Yarrow and Ettrick and Tweed, and from the following cuts, aqueducts and works into which the said water now flows or is conveyed, namely:—the mill-dams, leads, and tailraces of the following mills: Deuchar corn mill, in the parish of Yarrow; Philiphaugh saw and woollen mills, Selkirk flour mill, Forest woollen mills, Ettrick woollen mills, and Dunsdale woollen mills, all in the parish of Selkirk; Lindean meal and flour mill, in the parish of Galashiels; Melrose flour mill, and Newstead flour mill, both in the parish of Melrose; Mertoun meal and flour mill, in the parish of Mertoun; Rutherford flour mill, in the parish of Maxton; Kelso flour mill, and Woodden woollen mill, both in the parish of Kelso; Banff corn mill, in the parish of Sprouston; Sharpitlaw saw mill, in the parish of Ednam; and Tweed flour mill, in the parish of Lennel; collecting well, tank, or reservoir, and pipes with lead therewith connected, forming the waterworks of the town of Selkirk; aqueduct or water-pipe for supply of the town of Kelso; and all or any other cuts, aqueducts, or other works, deriving water from

the said lochs and rivers, including the sluice and aqueduct at the mouth of St. Mary's Loch, and the water channels in the bed of the River Yarrow, connected therewith.

And it is intended, and power will be taken, by the Bill to make and maintain such embankments, dams, weirs, channels, sluices, gauges, and other works and conveniences as may be necessary for impounding and taking the waters of the said St. Mary's Loch and the Loch of the Lowes and River Yarrow, above the embankment first before described, and for regulating the flow therefrom; and for determining and ascertaining the quantity of water to be supplied to the parties interested in the waters of the said lochs and rivers of Yarrow and Ettrick and Tweed, and also to make and maintain all other embankments, weirs, dams, sluices, gauges, pipes, cuts, channels, tunnels, diversions of streams, and of roads, and all other works necessary for carrying out the objects of the Bill, or any of them, and the works to be authorized. And provision will also be made, if necessary or expedient, for compensating parties from whom water may be abstracted, or whose interests may be otherwise prejudiced by the operations of the trustees, or some of them, in such other way and manner as may be agreed on, or suitable and convenient.

And power will be taken to deviate in the construction of the said several works from the lines and levels delineated on the plans and sections to be deposited as after-mentioned, and in the area of the land to be submerged and used or acquired, to the extent defined on the plans and specified in the Bill; and power will also be taken to carry the conduits, pipes, and other works, or any of them through, over, under, along, across, or into, and for that purpose, temporarily or permanently to stop up, divert, or alter any turnpike-road, public highway, statute labour, or other road, street, canal, railway, tramway, bridge, stream, sewer, or drain, in any of the parishes within which the works to be authorized will be situated as aforesaid, or the supply of water be afforded. And with reference to such operations the following Acts of Parliament may, if necessary, be amended:—The Acts (Local) 5 and 6 Will. IV., chaps. 62 and 68; "The Edinburgh Roads and Streets Act, 1862;" "The Peeblesshire Roads Act, 1864;" and "The Selkirkshire Roads Act, 1867," and any other Acts that it may be necessary to amend.

And power will also be taken to the trustees to acquire, compulsorily or by agreement, all lands, houses, and other property necessary for the execution of the works to be authorized, including the water to be abstracted from the said St. Mary's Loch and Loch of the Lowes, and River Yarrow above the embankment first described, and solum of the said lochs and river respectively, if necessary, and ground to be submerged as aforesaid, and also to vary or extinguish all existing rights and privileges connected with such lands, houses, lochs, waters, and other property which may in any way interfere with the purposes of the Bill, or with the discontinuance of works that may be superseded under powers in the said Bill, or with the existing works and property of the trustees, or any portion of them, and generally all rights and privileges conferred by, or in relation to, the provisions of the Acts before and after recited, or any of them, which it may be expedient to vary or extinguish, and also to confer new powers, rights, and privileges, and specially, but without prejudice to the generality of such notice, all powers, rights, and privileges, conferred on the River Tweed Commissioners, which would interfere with the proposed

works, will be altered and repealed; and "The Tweed Fisheries Act, 1857," and "Tweed Fisheries Amendment Act, 1859," will, so far as may be necessary, be amended, and all powers, rights, and privileges conferred on the bailies, council, and community of Selkirk, by an Act of the Parliament of Scotland, dated 28th June, 1683, and the Royal Charters thereby ratified, or by any other Act or Charter, so far as they may obstruct the objects of the Bill, will be also extinguished.

And power will be taken to the trustees to maintain and use their existing pipes and works, and to lay new and additional pipes, and make and maintain such additional works as may be necessary for the distribution of the supply of water to be afforded under the Bill, and power will also be taken to discontinue and sell and dispose of any existing works and property which may be superfluous or superseded by the works to be authorized.

And it is intended by the said Bill to define the area of supply of water by the trustees from the existing sources, and from those sources which they will be authorized by the Bill to appropriate, which area shall include and comprehend as follows—that is to say, the municipal and police areas of Edinburgh, Leith (including the port thereof), and Portobello respectively, with all parishes within such areas wholly or partially, and all parishes next adjoining such parishes, and all places and districts at present supplied by the trustees, or such lesser area as shall be fixed by Parliament, and to adopt the existing area of compulsory supply, or to define to what larger portion of the whole area above described, the supply shall be compulsory, and to what portion of the same the supply shall be conditional or voluntary and by agreement. And the trustees will be empowered within such whole area, to supply water for domestic and all other purposes, including the extinction of fires, and for public wells, fountains, baths, and wash-houses, and for cleansing and flushing streets, squares, lanes, and closes, sewers and drains, and for manufacturing, shipping, and all police, public, and sanitary purposes. And power will be conferred on the trustees to enter into agreements with the local authorities or other persons for supply of the water to such towns, places, and districts beyond the said area of supply, as may desire a supply, for such price or other consideration and on such conditions as may be agreed on.

And it is also intended to take power to levy the rates, duties, or rents now leviable by the trustees, or to alter such rates, duties, or rents, and to repeal the same in whole or in part, and to levy, if necessary, new additional and increased rates, duties, or rents, limited or unlimited in amount, for or in respect of the supply and use of the water, of whatsoever kind, and to levy from the owners and occupiers, or one or other of them, of all lands and heritages within the area of supply, or within the area of compulsory supply, or of all lands and heritages liable in police or sanitary rates within such area of supply, or of compulsory supply, such public rate as shall be necessary, or of appropriating to the purposes of the trust from the police funds and revenues of the city and towns to be supplied, or from the police funds and revenues of such of the said city and towns as may be expedient, such annual payment in lieu or aid of such public rate as may be equitable, and as may be sanctioned by Parliament, and for that purpose, and so far as necessary, to alter and amend the provisions or some of them, of the following

Acts of Parliament, or of some or one or other of them, that is to say, the following local Acts:— "The Edinburgh Police Act, 1848," "The Edinburgh Police Amendment Act, 1854," "The Edinburgh Municipality Extension Act, 1856," and the following public general Acts, viz.:— The Act 23 and 24 Vict., cap. 50; the Act 24 and 25 Vict., cap. 27; "The Edinburgh Provisional Order Confirmation Act, 1867" (including the Edinburgh Provisional Order thereby confirmed), "The Municipal Rate (Edinburgh) Act, 1868," and the Act of 33 and 34 Vict., cap. 87, "The Leith Municipal and Police Act, 1848" (local), and the Act (public general) of 26 and 27 Vict., cap. 60, with the provisional order thereby confirmed as to the town of Leith, and the public general Act of 13 and 14 Vict., cap. 33, in so far as the same has been adopted and is in operation within the town of Portobello. And power will be taken to confer, vary, or extinguish exemptions from payment of rates, rents, and duties, and other rights and privileges.

And power will be taken to incorporate the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Commissioners Clauses Act, 1847," and "The Water-works Clauses Acts 1847 and 1863," or some of them or some parts of them, with such variation and amendment as shall be expedient, and also the provisions of such other public Acts as may be found suitable; and provision will be made for any amendment of the constitution of the trust that may be found expedient and in regard to the qualification or disqualification of the trustees, or of the persons from whom the same are elected, for postponement of the period for the operation of the enactments as to constant pressure in regard to the supply, and for regulation of the preferences of the sums borrowed and to be borrowed by the trust, and for alteration of the provision as to the sinking fund, and other amendments of the existing powers of the trustees, and provisions of the existing Acts and general Acts to be incorporated.

And it is by the Bill intended to alter and amend the provisions as to the supply of water from the Edinburgh and Glasgow Union Canal and the conditions of any agreement between the Edinburgh Water Company and the North British Railway Company in regard thereto, and in regard to the supply of water to the said Railway Company, and to make new provisions in regard to all such matters, and to extend the application and use of such supply, and to make new arrangements and agreements which may be ratified in the Bill, and for such purposes, as well as for any other purposes necessary, besides the provisions in regard thereto of the Edinburgh Water Company's Acts before mentioned, the following Acts of the North British Railway Company (comprehending therein the Acts of the Edinburgh and Glasgow Union Canal Company and the Edinburgh and Glasgow Railway Company) will, so far as may be necessary, be altered and amended, namely, the Acts 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV. and 1 Will. IV., cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions un-

repealed of the Acts referred to in the schedule of such Act) and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, 178, and 195; 24 and 25 Vict. caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226 and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict. caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; and 33 and 34 Vict., caps. 91, 104, and 135; and all other Acts relating to the North British Railway Company, the Edinburgh and Glasgow Union Canal Company, and the Edinburgh and Glasgow Railway Company.

And power will be also taken generally to alter, amend, and repeal the provisions of all Acts of Parliament that may be necessary, and to confer all rights and privileges which will further, and to take away all rights and privileges which will obstruct, the objects of the Bill.

And to enable the trustees to accomplish the objects of the Bill, powers will be taken to them to borrow, with such preference as may be equitable, such additional sums as may be necessary for the purpose of the Bill, on the security of the rates, duties, rents, income, and the general property of the Trust, by mortgage, bond, cash credit, terminable annuity, or otherwise, and in such form as is provided in the said "Edinburgh and District Waterworks Act, 1869," or otherwise as may be expedient; and power will also be taken to fund the debts of the trust.

And notice is hereby given, that duplicate plans and sections describing the lands, houses, and other property intended to be taken, or which may be taken under the powers of deviation before mentioned, and also describing St. Mary's Loch, and the loch of the Lowes, and portion of the River Yarrow above the embankment first described, and the lands that may be submerged, and the lines, situations, and levels of the several works intended to be made and maintained as aforesaid, with duplicate books of reference to the said plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the said lochs, portion of river, lands, and houses, and other property will, together with a copy of this notice, as inserted in the Edinburgh Gazette, be deposited for public inspection on or before the 30th day of November instant in the office of the principal Sheriff-Clerk of the county of Selkirk, at Selkirk, in the office of the principal Sheriff-Clerk of the county of Peebles at Peebles, and in the respective offices of the principal Sheriff-Clerks of the county of Edinburgh, and of the county of the city of Edinburgh at Edinburgh. And a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes before mentioned, in which works are to be executed or property taken, or to the Royal Burghs of Edinburgh and Peebles respectively, together with a copy of

this notice, will, on or before the said 30th day of November, be deposited with the schoolmaster of each such parish, and if there be no schoolmaster, with the session-clerk of such parish, at his residence, and with the town-clerks of the said Royal Burghs of Edinburgh and Peebles at their offices respectively.

And 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.

J. D. Marwick, Clerk to the Trust, Edinburgh.

John Graham, 3, Westminster Chambers, Westminster, Parliamentary Agent, City Chambers, Edinburgh,
8th November, 1870.

Poplar and Greenwich Ferry Roads.

(Purchase, by compulsion or agreement, of the Rights and Powers of the Poplar and Greenwich Ferry Company in or over roads in Middlesex; transfer or repeal of Powers over Roads; appointment of Commissioners; Borrowing Powers; Rates; Powers to Poplar District Board of Works; Abolition of Tolls; Future Repair of Roads by District Board; Powers to Metropolitan Board to contribute; Provisions respecting Ferry; Amendment or Repeal 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 purposes, or some of them; that is to say:—

1. To authorise the purchase, by compulsion or agreement, of so much of the undertaking of the Poplar and Greenwich Ferry Company as consists of any rights or powers, either of levying tolls or otherwise, of the Company, in or over the roads in the parish of All Saints, Poplar, in the county of Middlesex, now under the control and management of the Company by virtue of the Act (Local) 52 Geo. III, cap. 148, and 54 Geo. III, cap. 171, and to amend or repeal those Acts.

2. To require the Company to sell their undertaking, or the part thereof before mentioned, upon such terms and conditions as may be settled by arbitration or otherwise, under the provisions of the Bill, and to regulate the powers under the arbitration, or to confirm in the Bill any agreement for the purchase.

3. To constitute and incorporate Commissioners, and enable them to make such purchase, and to take the transfer of the rights and powers purchased, and also to enable them to borrow money on mortgage, and to charge the rates levied under the powers of the Bill, and to raise and levy rates on the owners, lessees, and occupiers of lands, houses, buildings, and property in the said parish lying between the basins, cuts, docks, and property of the East and West India Dock Company on the north, the River Thames on the west and south, and the Manchester-road, or the Liverpool-road, or a straight line drawn southward from the Liverpool-road to the Thames on the east, or upon such part or parts of the property within the said limits as may be defined by or under the powers of the Bill, subject to such exemptions and modifications as may be contained in the Bill, and to vary or extinguish existing exemptions from rates, and to grant other exemptions, and to apportion the rates between owners, lessees, and

occupiers, and provide for the ultimate extinction of the mortgage debt.

4. To authorise the Poplar District Board of Works to undertake the future repair, lighting, and maintenance of the roads and other duties performed by the Company in respect thereof, and to charge the same on the rates of the district, and to authorise the said Board to carry into effect the objects of the Bill either in the first instance or by a transfer to them by the Commissioners, of the powers conferred by the Bill.

5. To vary and extinguish all rights and privileges interfering with the objects of the Bill, and to abolish, either immediately, or at such time as may be fixed by or under the powers of the Bill, the tolls on the roads.

6. To authorise the Metropolitan Board of Works to contribute towards the purchase and extinction of the tolls and objects of the Bill any sum out of their funds, applicable to the improvement of the Metropolis, and to amend, for that purpose, "The Metropolis Management Act, 1855," and the Acts amending the same.

7. To reserve to the Company their powers as to their ferry and other matters not purchased or transferred, and to enable them to abandon the same, or to sell the same to the Commissioners or other parties, and to enable the Commissioners or other parties to purchase the same, and in the event of such abandonment or purchase to provide for the dissolution of the Company and the winding up of its affairs.

Printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Board of Trade—Session 1871.

Frome Water Company (Limited).

(Application for a Provisional Order for power to construct Waterworks—Limits of District—Power to raise Capital, and for other purposes.)

Pursuant to "The Gas and Waterworks Facilities Act, 1870."

NOTICE is hereby given,—

1. That the Frome Water Company (Limited) intend to apply to the Board of Trade, under the above Act of Parliament, for a Provisional Order authorizing the said Company to construct and to maintain and continue waterworks and works connected therewith, in the parishes and places hereinafter mentioned, and to supply water in the district comprising the Parliamentary borough and the suburbs of Frome, in the county of Somerset, and to enable the said Company to raise by shares or borrowing such additional capital as may be required for the purposes of the intended order.

2.—The works will comprise the following, viz. :

A collecting well, reservoir, or tank, with all proper adits, shafts, tunnels and conduits for collecting the water, to be situated in a field at Whitborne, belonging to the Marquess of Bath, and in the occupation of James Ball, in the parish of Corsley, in the county of Wilts, and numbered 750 on the award map

of the said parish, made in the year 1784; and which well is one chain or thereabouts in a northerly direction from the north-west corner of two certain houses, belonging to the said Marquess of Bath, and in the respective occupations of John Pearce and Charles Staples, in Upper Whitborne, in the said parish of Corsley.

A conduit or pipe along the turnpike-road to the town of Frome, commencing at the above well, reservoir, or tank, passing through the parishes of Corsley, in the county of Wilts; Rodden and Frome, in the county of Somerset, and terminating in the service reservoir next hereinafter described.

A service reservoir to be constructed in a certain field, belonging to the Earl of Cork, and occupied by John Vallis, at about four chains or thereabouts in a westerly direction from a house at Cottle's Oak, lately used as a toll-house, on the road from Frome to Egford, and in the parish of Frome aforesaid.

The construction and maintenance in the before-mentioned parishes or places or some of them of all needful pipes, conduits, culverts, wells, adits, cuts, drains, sluices, filter beds, valves, weirs, by-washes, guages, tanks, engines, pumping establishment, and other works, with power to the Company to use, pump up, and collect all water flowing into such works.

The laying down and maintaining pipes in, over, and under, and the breaking up, altering, stopping, or diverting of streets, roads, highways, lanes, bridges, railways, and other public passages and places for the purposes aforesaid, in the said parishes of Corsley, Rodden, and Frome, and of Marston Bigott in the said county of Somerset.

3.—The names of the parishes in which the proposed new works will be made are Corsley, in the county of Wilts; Rodden, Frome, and Marston Bigott, in the said county of Somerset.

4.—That pursuant to the said Act of Parliament, on or before the 30th day of November, 1870, a copy of this advertisement and a plan and section of the proposed new works will be deposited for public inspection at the offices of the Board of Trade, and also at the respective offices at Marlborough and Wells, in their several counties, of the Clerks of the Peace for the counties of Wilts and Somerset, and at the offices of the above Company, situate in Vicarage-street, in Frome aforesaid.

5.—That printed copies of the draft of the said Provisional Order, when deposited, and of the said Provisional Order, when made, may be obtained at the office of Mr. S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent; and at the offices of the said Company, in Vicarage-street, in Frome aforesaid.

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 1st January next ensuing, and copies of their objections must at the same time be sent to the said Company, at their offices, in Vicarage-street, in Frome, aforesaid.

Cruttwell and Daniel,
Dunn and Payne,
Solicitors, Frome.

S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1871.

Chorley Improvement Bill.

(Purchase of Lands for and power to make Sewerage Works; to purchase Lands for and to erect a Town-Hall, Public Buildings, a Cattle Market, and Gas Works; Powers to purchase existing Market and Gas Works, and extend Gas Works; Election of Commissioners; Register of Owners; Bye-Laws; Auditor; Rates; Borrowing Money; Repeal, 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 Chorley Commissioners (hereinafter called "The Commissioners") for an Act for all or some of the following purposes, that is to say:—

To empower the Commissioners to purchase and take by compulsion or agreement, and to extinguish all rights and privileges in the following lands, and to use and employ such lands for sewage and sewage utilisation purposes, and for the purposes of thereon dealing with, receiving, collecting, storing, disinfecting, deodorizing, distributing, utilizing, and applying to purposes of agriculture, irrigation, or fertilisation, or other like purposes, and in such manner as they may deem fit, the whole, or any part of the sewage, or sewage matter, now or at any time hereafter flowing through, or into, or being in or upon any of the reservoirs, sewers, drains, or channels of the Commissioners within the township and parish of Chorley. The lands to which the compulsory powers above-mentioned relate are:—

Firstly.—A piece of land, situate at Common-bank, called the "Well Croft," and part of the Common Bank-wood, adjoining thereto; bounded on the north, south, and west sides by other lands of the Commissioners, and on the east by other portions of the Common Bank-wood, and containing, by admeasurement, five acres and thirty-two perches, or thereabouts.

Secondly, the Fox Hole-wood, situate at Common-bank, bounded partly on the west and north sides by lands belonging to Robert Townley Parker, Esquire, and partly on those sides, and on all other sides, by lands belonging to the Commissioners, containing six acres, three roods, and twelve perches of land, or thereabouts, and situate partly in the township and parish of Chorley, and partly in the township of Buxton, and parish of Leyland, in the county of Lancaster.

Thirdly.—Several closes or pieces of land, situate over Chorley-moor, near to Plymouth-bridge, forming part of Kingsley's and Plymouth farms, in the occupation of Mr. Richard Barrow and Messieurs. John and Matthew Chester; bounded on the west by the boundaries of the townships of Chorley and Charnock Richard; on the east by lands belonging to Mr. John Yates, the representatives of the late Samuel Freeman, Esquire, and an occupation road leading from the public highway from Welch Whittle to Chorley, called Chorley-moor, to Higher Kingsley-farm; on the south partly by the same public highway, and partly by lands of the said representatives of the late Samuel Freeman, Esquire; and on the north by lands belonging to the representatives of the late Henry Hawarden Fazakerley, Esquire, containing by admeasurement forty-six acres and eleven perches, or thereabouts; all which lands are the property of the representatives of the late Henry Hawarden Fazakerley, Esquire, and except as above-mentioned, are situate in the township and parish of Chorley, in the county of Lancaster.

To enable the Commissioners to acquire lands

No. 23681.

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by compulsion or agreement, for and to construct and maintain, and from time to time, alter, extend, improve, cleanse, and repair, for the purposes aforesaid, all or some of the works following, that is to say:—

Firstly.—A main sewer, or line of pipes, commencing at the termination of the existing sewer of the Commissioners, on Chorley-moor, 23 yards from the south-west side of Katherine-street, and passing along the public highway, called Chorley-moor, to the point where such highway is joined by the occupation road leading to Higher Kingsley Farm, and thence along such occupation road on to the lands thirdly hereinbefore described to a point on such lands, 165 yards distant, in a north-westerly direction from the junction of the above-named occupation road and public highway, and marked A on the plans to be deposited as hereinafter described.

Secondly.—All necessary and proper sewers, drains, channels, and junctions with sewers, and all necessary sluices, cuts, pipes, filtering or disinfecting beds, machinery, waste gates, guages, regulating basins, reservoirs, approaches, and conveniences connected with the before-mentioned main conduit, or pipe, and other works in the said township and parish of Chorley.

Thirdly.—All necessary and convenient tanks, pipes, works, and conveniences for the intercepting, conveying, receiving, storing, disinfecting, distributing, and utilizing the sewage and sewage matter aforesaid, and all such works, matters, and things as may be necessary or convenient for effecting the purposes aforesaid.

To authorize the Commissioners to provide, construct, maintain, and regulate upon the land next herein described within the township and parish of Chorley aforesaid, a place for markets and fairs for cattle, including bulls, oxen, cows, steers, heifers, calves, sheep, rams, wethers, ewes, lambs, goats, pigs, and swine, horses, mares, geldings, foals, fillies, asses, and mules, for the said township and parish; and to provide therein slaughter-houses and other market buildings and conveniences, and to execute and maintain all works for the sewerage and drainage thereof respectively, and to provide all necessary and convenient roads and approaches thereto, and particularly an entrance from the present Market-place by way of Upper Cleveland-street.

The lands to be taken for such cattle market are situate on the south side of the Fellery public footpath, in the township and parish of Chorley, and county of Lancaster aforesaid, and are bounded on the north by Union-street and the said footpath; on the south partly by a street leading from High-street to Upper Cleveland-street, partly by houses and lands belonging to Mr. James Knowles Nightingale, and partly by land belonging to the representatives of the late Henry Hawarden Fazakerley, Esquire; on the east by lands belonging to the Chorley Gas Light Company, and on the west, partly by lands belonging to the representatives of the late John Silvester, Esquire; partly by lands belonging to Mr. John Craven, partly by lands belonging to Messieurs Cunliffe and Grundy, and partly by buildings and land belonging to John Rigby, Esquire.

Such last-mentioned lands are the property of William Standish Carr Standish, Esquire, and the representatives of the late John Silvester, Esquire, and are in the respective occupations of James Entwisle, Robert Lloyd, George Burnet, Hollinhurst Marsden, John Ince, Betty Ainsworth, John Craven, the Mayor, Aldermen, and Burgesses of the borough of Liverpool, and Swithin Dickinson, and contain by admeasure-

ment 3 acres, 1 rood, and 24 perches, or thereabouts.

To make provision for holding in the cattle market, and not elsewhere, from and after the opening thereof for public use of all markets and fairs for and all sales by auction of cattle held within the said township and parish, and for imposing penalties upon all persons selling, or exposing for sale, or selling, or offering for sale, by auction elsewhere within the said township and parish than in the cattle market any cattle without the licence of the Commissioners, and to alter, vary, and extinguish existing markets, fairs, and franchises, and rights, and privileges relating to existing markets and fairs, and to purchase the site of the existing market-place, and the rights of the lords of the manor of Chorley and others in such markets, fairs, and franchises within the said township and parish, and for these purposes, or any of them, to repeal or amend and alter sections 84, 88, and 89 of the Chorley Improvement Act, 1853, relating to markets, or some of them, or some part thereof, and all other provisions of that Act relating to cattle and other markets, fairs, and tolls which may be deemed inconsistent with the objects of the intended Act.

To empower the Commissioners to purchase and take by compulsion or agreement the land proposed for the site of the said proposed cattle market, and to extinguish all rights and privileges therein.

To enable the Commissioners to purchase, and the Chorley Gas Light Company (hereinafter called "the Company"), to sell and transfer to the Commissioners, upon such terms as may be agreed on, or may be determined by the intended Act, the gas works, lands, pipes, apparatus, machinery, revenues, property, and effects, and all the rights, powers, and privileges of the Company, and to confer on the Commissioners and the Company all necessary powers for the purposes aforesaid, and for the winding-up the affairs of and dissolving the Company, and to enable the Commissioners to maintain, renew, enlarge, and improve the said gas works and premises.

To enable the Commissioners to construct and erect, and afterwards from time to time to maintain, improve, alter, extend, enlarge, and renew additional gas and other works, buildings, apparatus, and meters, upon certain lands situate at the north end of Bengal-street, in the township and parish of Chorley, and county of Lancaster aforesaid, and bounded on the north by lands belonging to Mr. Thomas Lee, and measures on such side three hundred and twenty-five feet, or thereabouts; on the south partly by a street leading from Water-street to Bengal-street, and partly by lands belonging to Hugh Neville Brock Hollinshead, Esquire, and measures on such side three hundred and seventy feet, or thereabouts; on the east by the Lancashire and Yorkshire Railway, and measures on such side two hundred and eighteen feet, or thereabouts; and on the west partly by the lands of the Commissioners and partly by lands belonging to the representatives of the late Thomas Livesey, and measures on such side one hundred and forty-five feet, or thereabouts, and which said lands belong to the representatives of the late Henry Hawarden Fazakerley, Esquire, and contain by admeasurement one acre one rood and twenty-five perches, or thereabouts, all which are situate in the township and parish of Chorley, in the county of Lancaster; and to empower the Commissioners to take such lands by compulsion or otherwise, for the purposes of the intended Act.

To authorize the Commissioners to manufac-

ture and supply gas, and for that purpose to lay down and maintain mains, pipes, meters, fittings, and other works in, through, under, over; or across, and for all or any of the purposes of the intended Act, to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, particularly the public footpath and occupation road crossing the site of the intended gas works, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, and watercourses; and to remove and alter telegraph wires in the township and parish of Chorley, and the limits within which they are authorized to supply gas.

To define the limits within which the Commissioners may supply gas, and to include therein in addition to the township and parish of Chorley, the townships of Duxbury, Heath-Charnock, Coppull, Charnock-Richard, Euxton, Heapey, Wheelton, and Whittle-le-woods, in the parishes of Leyland and Standish, all in the county of Lancaster.

To authorize the Commissioners to purchase the lands next hereinafter described, and erect thereon a town hall, with all suitable buildings, offices, and conveniences connected therewith, and to erect other rooms and buildings necessary or convenient for public use, and to widen, enlarge, and otherwise improve the following streets and approaches to such town-hall and buildings, viz.: St. Thomas's-road, commencing at the point where it joins the east side of St. Thomas's-square, and terminating at the point where it joins the west side of Market-street; Market-street, commencing at its junction with St. Thomas's-road, and terminating at its junction with Mealhouse-lane; Mealhouse-lane, commencing at the point where it joins the east side of St. Thomas's-square, and terminating at its junction with the west side of Market-street.

The lands to be taken for the above purpose are situate in the township and parish of Chorley, and county of Lancaster aforesaid, and are bounded as follows, viz.: on the north by Mealhouse-lane, on the south by St. Thomas's-road, on the east by Market-street, and on the west by St. Thomas's-square, and belong partly to the Commissioners, and partly to the representatives of the late Henry Hawarden Fazakerley, Esquire, and partly to Mr. Henry Gornall, and contain by admeasurement 1 rood and 36 perches, or thereabouts.

To authorize the Commissioners to purchase and take by compulsion or otherwise, and to take leases or grants of, or easements in, under, or over all lands, houses, buildings, waters, and hereditaments required for the purposes of the intended Act, or any of them, and to apply any land now vested in them for any of the purposes thereof, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with any of the objects of the intended Act, and confer other rights and privileges.

To empower the Commissioners, in the construction of the said several works hereinbefore mentioned, to deviate laterally from the lines delineated on the plans to be deposited as hereinafter mentioned to the extent to be defined upon the said plans, and to deviate vertically to any extent from the level of those works, as shown upon the sections to be deposited as hereinafter mentioned.

To alter any tolls, rates, rents, charges, duties, stallages, or other payments now authorized to be levied by the Commissioners, whether by virtue of the before-mentioned Act or otherwise,

and to authorize the Commissioners to levy new tolls, rates, rents, charges, duties, stallages, fees, and payments for all or any of the purposes of the intended Act; to provide remedies for the recovery thereof, and to confer, vary, or extinguish exemptions from the payment of any existing or future tolls, rates, rents, charges, duties, stallages, fees, and other payments, and to confer other exemptions, rights, and privileges.

To authorize the Commissioners to raise money for all or any of the purposes of the intended Act, by mortgage of their lands, hereditaments, property, rates or revenues, or of any tolls, rates, rents, charges, duties, stallages, fees, or other payments levied or received by them, or to be authorized or levied by the intended Act.

To enable the Commissioners from time to time to make and alter bye-laws and regulations for all or any of the purposes of the intended Act, and to impose penalties for breach or non-observance thereof.

The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and will enable the Commissioners to carry them into effect, and will constitute the Commissioners, or confer upon the Commissioners, all the powers of a Local Board of Health in the district of Chorley.

The intended Act will alter, amend, extend, enlarge, or repeal all or some of the powers and provisions of "The Chorley Improvement Act, 1853," and particularly to provide for the nomination of the Commissioners to be elected under that Act previously to their election, and for the keeping of a list or register of the owners of property entitled to vote for the election of such Commissioners; and will enlarge the powers of the Commissioners for making bye-laws as to nuisances and other matters, and make further provision as to the appointment and remuneration of the auditor by that Act appointed.

The intended Act will incorporate or extend and make applicable to its purposes all or some of the existing powers, indemnities, and authorities of the Commissioners, and all or some of the existing provisions of the following general Acts, viz.:—"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Commissioners' Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Sewage Utilization Act, 1865," and "The Sewage Utilization Act, 1867," and all other Acts, amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively.

Plans and sections describing the lines, levels, and situations of the intended works, and the lands, houses, or other property which will or 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, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1870, with the clerk of the peace for the county palatine 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 parish, township, or extra-parochial place in or through which the intended works will be made, or in which any

lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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, 1870.

Dated this 9th day of November, 1870.

Richard Jackson, Chorley, Clerk to the Commissioners.

S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

In Parliament—Session 1871.

Carmarthen and Cardigan Railway Company. (Scheme for the re-arrangement and settlement by arbitration of the Capital, Debts, and Obligations of the Company, and for the reconstitution and future government of the affairs of the Company, and the efficient working of their railway, and other purposes, and amendments 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:—

To appoint or provide for the appointment of a person or persons to be an arbitrator or arbitrators for the purposes of determining the matters to be by the Bill referred to arbitration (which person or persons are in this notice referred to as the arbitrators), and to refer to the arbitrators all or any of the following matters, and to provide that the decision of the arbitrators in all matters shall be final and without appeal, or otherwise, as the Bill may provide.

The matters intended to be referred to the arbitrators are the following:—

1. The rights, liabilities, liens, priorities, and interests, as against the Company and as between themselves of the various persons or classes of persons who are or claim to be unpaid vendors of land, statutory and other bondholders, mortgagees, debenture holders, judgment creditors, simple contract and other creditors, and all persons having or claiming to have liens or charges on bonds, heretofore issued by the Company or on their undertaking, or any part thereof or otherwise, or stock and shareholders of the Company or any of them, and the order and priority of the mortgages, debentures, bonds, securities, stocks or shares, respectively, and the nature and particulars of the property, funds, and assets respectively, comprised in and subject to their respective securities and claims or any of them, or in or to such mortgages, debentures, statutory and other bonds and securities or any of them.

2. The distribution and application of any monies, stocks, shares, or securities, now in the hands of, or in any way belonging to, the Company, or in the hands of the Court of Chancery, standing either to the credit of the Company or of receivers, or to any other account in any manner affecting the Company or its undertaking and property, and of the future revenue, both net and gross, of the Company in such manner as the arbitrators shall deem most equitable.

3. The legal and equitable rights, liens, and priorities of the general and other creditors of the Company, or any person or persons having or claiming any lien, charge, or incumbrance upon the undertaking of the Company or any part

thereof, or upon any lands in which the Company is interested, and of the Company against any other Company or persons, and the manner in which, and the funds, stocks, shares, or other property out of which the rights, liens, and priorities of such general and other creditors shall be satisfied and discharged.

4. All matters in question between the Company and all the parties in all actions and suits, and other proceedings at law or in equity to which the Company is in any manner a party.

It is proposed by the Bill to enable the arbitrators not merely to ascertain and determine the matters aforesaid, but also whenever, and to any extent, and for any purpose connected with the undertaking of the Company, in which it shall appear to them that by so doing a substantial benefit will accrue to all parties' interests, or injury to them will be avoided, and the prosperity of the undertaking promoted, and also whenever and to any extent, they deem equitable and expedient to fuse and consolidate the capitals of the Company, and to arrange, abate, adjust, and re-constitute and capitalise the Company's borrowed and share capitals, funds, rent charges, statutory and other bonds, mortgages, interest, arrears of interest and dividend, dividend warrants, debts, and liabilities of all kinds, and to convert the same into such debenture, preference, or other stocks as the arbitrators shall direct.

To provide that such debenture and other stocks shall be taken and accepted in lieu of the borrowed and share capital funds, rent charges, statutory and other bonds, mortgages, interest, arrears of interest, and dividend, dividend warrants, debts, and liabilities, for which the same are substituted respectively.

To enable the arbitrators to settle a scheme for the reconstruction and future government of the Company, and for the safe and efficient working of the Company's railway, and for putting the same into an efficient state of repair, and for the supply of rolling stock, or any of those purposes and any other purposes connected with the Company's undertaking.

The Bill will also define the powers of the arbitrators, and enable them to settle more fully and effectually all matters which may come before them under the provisions of the Bill upon such terms and conditions as they in their absolute and unfettered discretion think most fit, equitable, and expedient.

The Bill will provide, that all actions, suits, motions, petitions, rules, and proceedings which at the time of the passing of the Bill shall be pending in or under appeal from any Court of law or equity in respect of matters or things declared by the Bill to be subjects of arbitration, shall be transferred to dealt with and decided by the arbitrators, as if the same had been originally instituted before the arbitrators.

For suspending wholly or partially the jurisdiction of the Courts of law or equity, or other Court of judicature, in respect to all matters declared by the Bill to be subject to arbitration.

For the appointment of an umpire to act in any matter as to which the arbitrators shall be in difference, and the giving effect to the decisions of the umpire and arbitrators, or any two of them.

And generally the Bill will contain all such provisions as may be deemed necessary or expedient for the effectual carrying out of the several objects aforesaid, the re-arranging the affairs of the Company and the proper working of the scheme, and will confer and impose upon the Company, and all classes of stock and shareholders, mortgagees, debenture holders, bond holders, creditors, or others of or interested in the Company, and all others whomsoever all such powers,

rights, authorities, privileges, and obligations as may be necessary, convenient, or useful for fully carrying into effect the objects aforesaid, and will provide for the payment by the Company of all costs, charges, and expenses of and incident to the preparing for obtaining and passing the Bill into an Act or otherwise in relation thereto, and of and incident to the said scheme or arbitration, or both combined, or otherwise as the Bill will define.

The Bill will vary and extinguish all existing rights, claims, and privileges of the stock and shareholders, and of the mortgagees and other creditors and claimants before mentioned, and all such other rights, priorities, claims, and privileges as will interfere with the objects of the Bill, and will alter, amend, enlarge, or repeal, so far as may be necessary, all or some of the powers and provisions of the following Acts, local and personal: that is to say, "The Carmarthen and Cardigan Railway Act, 1854," "The Carmarthen and Cardigan Railway (Deviation) Act, 1855," "The Carmarthen and Cardigan Railway (Deviation) Act, 1856," "The Carmarthen and Cardigan Railway Act, 1862," "The Carmarthen and Cardigan Railway (Extension to Cardigan) Act, 1863," "The Carmarthen and Cardigan Railway (Kidwelly Branch) Act, 1864," "The Carmarthen and Cardigan Railway (Separation of Capital, &c.) Act, 1865," "The Carmarthen and Cardigan Railway (Kidwelly Extension) Act, 1865," "The Gwendraeth Valleys Railway Act, 1866," and any other Acts relating to the Company, and alter the tolls, rates, and duties authorised to be taken by such Acts, or any of them, and confer, vary, or extinguish exemptions from payment of such tolls.

Printed copies of the proposed Bill will be deposited on or before the 21st day of December next in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1870.

A. W. Rison, 10, Austin Friars, E.C.,
Solicitor for the Bill.

Simson & Wakeford, 11, Great George Street, Westminster, Parliamentary Agents.

Aldborough Harbour and Railways.

(Revival and Extension of Powers of Aldborough Pier and Railway Company; Construction of Harbour and Railways or Tramways in connection therewith; Powers to, and Arrangements with Great Eastern Railway Company; Guarantee by that Company, or Contribution, and by the Lord of the Manor of Aldborough, and Trustees or Tenants for life of Estates abutting on Rivers Alde or Ore; Money Powers; Amendment of Acts.)

NOTICE is hereby given, that the Aldborough Pier and Railway Company (hereinafter called "The Company,") intend to apply to Parliament in the next Session for an Act for the following purposes, or some of them viz. :-

To extend the time limited by the Aldborough Pier and Railway Act, 1864," and by Warrant, under "The Railways Extension of Time Act, 1868," and to revive the powers of the Company for the construction of the railways authorized by their Act of 1864, and to extend, cancel, or renew the Bond to the Crown thereunder, or to confer upon the Company new powers for the construction of the following railways or tramways, with

all proper stations, approaches, works, and conveniences connected therewith :

1. A railway or tramway commencing by a junction with the Aldborough Branch of the Great Eastern Railway, at the southern end of the passenger station, at Aldborough, and terminating at the southern end of the town of Aldborough, at the western side of the public road, No. 63, about 45 yards southward of the southern extremity of the Ropery Yard, No. 62, on the plan referred to in "The Aldborough Pier and Railway Act, 1864."
2. A railway or tramway commencing by a junction with the intended railway or tramway, No. 1, at or near a point on the driftway leading towards the River Alde, No. 82 on the last mentioned plan, and about 160 yards southward of the junction of such driftway with the Town Marsh and Gas Works-road, and terminating at or near the south-eastern corner of Hunt's Shipyard at Slaughden.
3. To make and maintain a cut or channel from the sea at Slaughden to the Rivers Alde and Ore, or one of them, in a west-north-west direction, the centre line of which cut and channel will be about 150 yards southward of the termination of the intended railway or tramway No. 2, with a lock or basin therein, and entrance and exit jetties projecting respectively about 50 yards therefrom into the sea, and into the said rivers, or one of them.
4. To make and maintain a North Shelter Pier to an intended Harbour of Refuge or Tidal Harbour, commencing on the sea beach about 60 yards south-eastward of the termination of the railway or tramway No. 2, and projecting from high water mark about 240 yards seaward in an eastwardly direction, and from thence, by successive cants south-eastwardly, southwardly, and south-westwardly for the further distance of 150 yards or thereabouts.
5. To make and maintain a South Shelter Pier to such intended harbour, commencing on the sea beach about 120 yards southward of the centre line of the said intended cut and channel measured along high water mark and projecting from high water mark about 240 yards seaward in an eastwardly direction, and from thence with successive cants north-eastwardly, northwardly, and north-westwardly for the further distance of 140 yards or thereabouts.

To make and maintain all necessary breakwaters, piers, quays, wharves, docks, sluices, locks, landing places, bridges, approaches, and other works and conveniences in Aldborough Bay, and on the foreshore adjoining the same, and of the Rivers Alde and Ore, or one of them, in connection with the intended harbour, cut, channel, piers, and jetties before described, and to appoint and license pilots and employ harbour masters and other officers, and provide steam tugs in connection with the said harbour.

The aforesaid railways or tramways and harbour and other works will be situated in the parishes of Aldborough, otherwise Aldeburgh, and Sudbourne, or one of them, in the county of Suffolk.

And it is also proposed by the Act to apply for the following or some of the following among other powers :—

To enable the Company to cross, divert, alter,

or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railways or tramways, harbour, piers, and other works ; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways or tramways, harbours, piers, and other works ; to levy tolls, rates, and charges in respect thereof respectively ; to enable the Company to exercise all such powers in and over the part of Aldborough Bay surrounding the intended harbour, and in and over so much of the Rivers Alde and Ore as will be defined by the said Act, and may be necessary for removing obstructions and preventing interference with ships and vessels in approaching, departing from, or using the intended harbour and other works, with power also to lay down buoys, moorings, and other works in the said bay and rivers for the accommodation of shipping using the works of the Company ; and the Act will confer on the Company other rights and privileges.

To enable the Company to apply any moneys which they have raised, or have power to raise towards the construction and maintenance of the works to be authorized by the Act, and to raise further moneys for those purposes by preferential or ordinary shares, and by borrowing.

To enable the Company and the Great Eastern Railway Company to make and carry into effect contracts and agreements for all or any of the following purposes, viz. :—

The working, use, management, and maintenance of the Company's railways or tramways, harbour and works, or parts thereof, and the supply of rolling stock and plant ; the construction, use, and maintenance of junctions, sidings, tramways, wharves, buildings, and other conveniences ; the accommodation and transmission of the traffic destined for or coming from their respective undertakings ; the fixing, levying, and division of tolls, rates, dues and charges, and the allowance of exemptions, compositions, drawbacks, and reductions ; the rents, contributions, payments, and allowances to be paid and allowed between the contracting parties and all incidental matters.

To enable the Great Eastern Railway Company, to contribute, subscribe to, and take and hold shares in the undertaking of the Company, and to promote the intended Act, and to guarantee interest or dividend on the Capital or some part of the Capital of the Company, and to apply corporate and other funds for such purpose, and to appoint Directors of the Company.

To enable the Bailiffs and Burgesses or Corporation of Aldborough and the Lord of the Manor thereof, together with Trustees or Tenants for life of estates abutting on the Rivers Alde or Ore to be benefitted by the works of the said Company, to take and hold shares in payment for any land which may be required for the purposes of the Company, and otherwise.

The intended Act will provide for advances or loans of public money being made to the Company for the purposes of the intended harbour and works in connection therewith, and will make applicable to those purposes the provisions of the Act 24 and 25 Vic., cap. 80, and of the Act 25 and 26 Vic., cap. 30, regulating such advances or loans.

The Act will vary and extinguish all existing rights and privileges in and over the said Rivers Alde and Ore, and the portion of Aldborough Bay adjoining the said intended harbour, and all other rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Con-

solidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

And the Act will alter, amend, or repeal all or some of the provisions of the Aldborough Pier and Railway Act, 1864, and of the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway.

Maps, plans, and sections describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice 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 Suffolk, at his office at Bury St. Edmund's; and on or before the same day, a copy of the said plans, sections, and book of reference, with a copy of this notice, will also be deposited with the parish clerks of the parishes of Aldborough and Sudbourne, or one of them, at his or their respective residences.

Printed copies of the said Act will be deposited at the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 15th day of November, 1870.

William Bell, 27, Great George-street,
Westminster.

In Parliament.—Session 1871.

Lancashire and Yorkshire and London and North Western Railway Companies.

(Acquisition of the Blackpool and Lytham Railway; Junction at Lytham with the Lytham Branch of the Preston and Wyre Railway and Additional Lands there; Further Capital; Further Powers as to the Harbour of Wyre at Fleetwood and the Tolls, &c., leviable thereat; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing 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 all or some of the following purposes:—

To authorize the acquisition by the two Companies of the undertaking of the Blackpool and Lytham Railway Company (hereinafter called "the Blackpool Company") either by its amalgamation with the undertaking of the Preston and Wyre Railway Harbour and Dock Company which is now the joint property of the two Companies or otherwise so as to vest absolutely in the two Companies the first-named undertaking and all the fixed and moveable property, rights, and privileges of the Blackpool Company and to confirm and give effect to any agreements between the two Companies and the Blackpool Company with reference to the said undertaking, and the acquisition thereof, and to confer on the two Companies all the powers, whether with reference to the levying of tolls, rates, and charges, or otherwise of the Blackpool Company, and if thought fit, to dissolve or to make provision for the dissolution of that Company.

To empower the two Companies to make and maintain the Railway following, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A short Junction Railway to be situate wholly in the township and parish of Lytham in the county of Lancaster, commencing by a junction with the Blackpool and Lytham Railway at or near its termination at Lytham, and terminating by a junction with the Lytham Branch of the Preston and Wyre Railway of the two Companies, at a point 500 yards or thereabouts from the termination of the said Branch Railway at Lytham.

To authorize the purchase and acquisition by compulsion or agreement and the holding of lands and houses in the said township and parish of Lytham, for the purposes of the intended railway, and also of additional lands in the same township and parish, for the purposes of or in connection with the Blackpool and Lytham Railway, and the Lytham Branch of the Preston and Wyre Railway, and which additional lands abut upon the station of the Blackpool and Lytham Railway at Lytham, and the line of railway leading thereto, and also to alter, vary, or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorize the stopping up of a certain road called Liggard lane in the said township of Lytham, and the stopping up, crossing, altering, and diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining the aforesaid township and parish, which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended railway and works.

To authorize the levying of tolls, rates, and charges for or in respect of the said intended railway and works, and to alter and vary the existing tolls, rates, and charges payable in respect of the Blackpool and Lytham Railway or the railways of the two Companies, and to grant exemptions from the payment of such tolls, rates, and charges.

To empower the two Companies respectively to increase their capital, and to raise a further sum of money, for the purposes of the intended Act, 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 borrowing or by any of those means, and to apply to the said purposes any capital or funds now belonging to them respectively, or under the control of their respective directors.

To empower the two Companies to demand, levy, and recover tolls, rates, or charges for or in respect of the use by boats, ships, and vessels of the buoys, quays, works, conveniences, and appliances belonging to the two Companies in connection with the harbour of Wyre at Fleetwood, and to make provision for governing and regulating the said harbour, and the boats, ships, and vessels, officers and persons entering and leaving or using the same, and to make bye-laws, and to attach penalties for the breach thereof for better enforcing and carrying out the provisions of the intended Act with reference to all or any of the matters aforesaid.

To authorize the demanding, levying, and recovery of tolls, rates, and charges, in respect of the use of the quays, piers, and landing-places belonging to the two Companies, and connected

with the harbour of Wyre at Fleetwood by passengers and other persons frequenting or using the same, or embarking or disembarking thereat or therefrom, and if thought fit, to alter and vary any tolls, rates, and charges now leviable in respect of the said harbour, and the quays, piers, docks, and warehouses connected therewith, and to authorize the demanding, levying, and recovering of other or increased tolls, rates, and charges in respect thereof.

To provide for the appointment of a joint committee for carrying into effect the objects and exercising the powers of the intended Act, or to provide for the carrying into effect of such objects and the exercise of such powers by any existing joint committee of the two Companies.

To repeal, 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 Blackpool and Lytham Railway Act, 1861," and "The Blackpool and Lytham Railway (Additional Capital) Certificate, 1868," and of the following or of any other Acts relating to or affecting the Lancashire and Yorkshire Railway Company, namely, local and personal Acts 1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6 and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Vic. cap. 25; 2 and 3 Vic. cap. 55; 4 Vic. cap. 25; 7 Vic. caps. 16 and 34; 7 and 8 Vic. caps. 60 and 82; 8 and 9 Vic. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic. caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic. caps. 71 and 115; 12 and 13 Vic. caps. 50, 71, and 74; 13 and 14 Vic. caps. 83, 95, and 99; 14 and 15 Vic. caps. 46, 56, and 89; 15 Vic. cap. 96; 15 and 16 Vic. cap. 132; 16 and 17 Vic. caps. 163 and 211; 17 Vic. caps. 58 and 59; 17 and 18 Vic. cap. 117; 21 and 22 Vic. caps. 106 and 143; 22 and 23 Vic. caps. 110 and 129; 24 and 25 Vic. caps. 34, 36, 37, 50, and 101; 25 and 26 Vic. cap. 97; 26 and 27 Vic. cap. 5; 27 and 28 Vic. caps. 32, 55, 80, 270, and 273; 28 and 29 Vic. caps. 21 and 332; 28 Vic. cap. 23; 29 Vic. caps. 43, 44, and 71; 30 Vic. cap. 95; 30 and 31 Vic. cap. 136; 31 and 32 Vic. caps. 64 and 114; 32 and 33 Vic. cap. 78; and 33 and 34 Vic. caps. 79, 80, 84, and 141; and also of the following and any other Acts relating to or affecting the London and North Western Railway Company, that is to say, local and personal Acts 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 cap. 24; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 201 and 204; 18 and 19 Vic. caps. 172 and 194; 19 and 20 Vic. caps. 52, 69, and 123; 20 and 21 Vic. caps. 64, 98, and 108; 21 and 22 Vic. caps. 130 and 181; 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic. caps. 77 and 79; 24 and 25 Vic. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic. caps. 55, 66, 78, 98, 104, 118, 143, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic. caps. 5, 108, 177, 208, and 217; 27 and 28 Vic. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vic. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 346; 29 and 30 Vic. caps. 168, 249, 189, 190, 134, 276, 311,

87, 233, and 284; 30 and 31 Vic. caps. 94, 95, 113, 144, and 151; 31 and 32 Vic. caps. 21, 38, 118, and 49; 32 and 33 Vic. caps. 78, 103, 109, and 115; and 33 and 34 Vic. caps. 79, 84, 112, 118, and 126; and also of the following and any other Acts relating to or affecting the Preston and Wyre Railway, Harbour, and Dock, that is to say: local and personal Acts 5 and 6 William 4, cap. 58; 7 William 4, caps. 28 and 29; 2 and 3 Vic. caps. 1 and 54; 7 and 8 Vic. cap. 55; 8 and 9 Vic. cap. 125; 9 and 10 Vic. cap. 306; 12 and 13 Vic. cap. 74; 26 Vic. cap. 5; 28 Vic. cap. 22; and 32 and 33 Vic. cap. 78.

And notice is hereby also given, that on or before the 30th day of November, 1870, plans and sections of the intended railway, and showing the lands to be taken for the purposes thereof, and of the additional lands required at Lytham, with a book of reference to such plans, and a published map, with the line or course of the railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Lancaster, at his office at Preston; and on or before the same day, a copy of the said plans, sections, book of reference, and Gazette notice, will also be deposited with the parish clerk of the parish of Lytham, at his residence.

And that on or before the 21st day of December, 1870, 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, 1870.

T. A. and J. Grundy and Co., 104, King-street, Manchester;

James Blenkinsop, 5, Westminster Chambers, Westminster, and Euston Station, London;

Solicitors for the Bill.

Usk and Towry Railway,

(Incorporation of Company—Railway from Senny Bridge to Llandovery—Traffic and Working Arrangements—Running Powers—Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "The Company,") with power to make and maintain a railway, with all proper works and conveniences connected therewith, commencing in the hamlet of Maescar, in the parish of Defynock, in the county of Brecon, by a junction with the Neath and Brecon Railway at a point about two yards south of the bridge carrying that railway over the River Senny, thence passing from, in through, or into the parishes and places of Defynock, Maescar, Cray, Llywel, Treacastle, Yscltydach, and Traiangles, in the county of Brecon; and Myddfai, or Mothvey, Llanfairybryn, Llandingat, and Llandovery, in the county of Carmarthen; and terminating in the said parish of Llandingat, at or near the town of Llandovery, by a junction with the Central Wales Extension Railway of the London and North-Western Railway Company at a point about 150 yards north-east of the railway station at Llandovery.

And it is proposed by the said intended Act to confer on the Company the following or some of the following powers, viz. :—

To purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the

intended railway and works, and to vary and extinguish all existing rights and privileges connected with any lands and hereditaments so proposed to be purchased 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 cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, and other works within or adjoining the aforesaid parishes and places, or any of them, as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act, and to make lateral deviations from the lines of the intended railway and other works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner provided or prescribed by the intended Act.

To levy tolls, rates, and duties for or in respect of the said intended railway and works, and to grant exemptions from the payment of tolls, rates, and duties.

And the said Act will authorize the Company, and all Companies and persons lawfully working or using the said intended railway, to run over, work, and use with their engines and carriages, and for the purpose of traffic of every description, the portions of railways following (that is to say)—

1. So much of the Neath and Brecon Railway as is situated between the junction therewith near Devynock, before described, and the termination of that railway at Brecon.

2. So much of the Brecon and Merthyr Tydfil Junction Railway as is situated between the Neath and Brecon Railway at Brecon, and the stations of the said Brecon and Merthyr Tydfil Junction Railway near the town of Brecon, including those stations.

3. So much of the Central Wales Extension Railway as is situated between the junction therewith before described, near Llandoverly and the Vale of Towy Railway, and

4. So much of the Vale of Towy Railway as is situate between the Llandoverly Station thereon and the Central Wales Extension Railway, including the Llandoverly Station thereon together with all terminal and other stations, roads, platforms, water, water-engines, engine sheds, standing room for engines, booking and other offices, warehouses, sheds, sidings, machinery, works, and conveniences of or connected with the portions of railways hereinbefore mentioned, and also to levy tolls, rates, and duties in respect of passengers and other traffic conveyed over the before mentioned portions of the railways, and to alter the tolls, rates, and duties now authorized to be taken thereon.

And the said intended Act will authorize the Company and the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Company, the Hereford, Hay, and Brecon Railway Company, the Neath and Brecon Railway Company, the London and North-Western Railway Company, and the Llanelly Railway and Dock Company, or any or either of such Companies, or any Company or Companies lawfully using the railways of those Companies, or any or either of them, and the Company, to make and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, and using, by any or either of the contracting Companies of the railways and works of the other or others of them; or any part thereof,

and with reference to the regulation, management, interchange, and transmission of the traffic thereon, the supply and maintenance of engines, rolling stock, and plant, and fixing, collecting, payment, division, appropriation, and apportionment of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and it will provide for securing the forwarding, transmission, collection, and delivery of traffic passing from or destined for the railway of the Company to, from, at, and over the several railways and portions of railways and stations hereinbefore mentioned, and the other railways and stations belonging to any or either of the said Railway Companies.

The Act will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

So far as may be requisite for any of the purposes aforesaid, the Act will amend or repeal the provisions of the local and personal Acts 22 and 23 Vict., cap. 68, and of all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway, "The Hereford, Hay, and Brecon Railway Act, 1859," and of all other Acts relating to the Hereford, Hay, and Brecon Railway; "The Dulais Valley Mineral Railway Act, 1862," and of all other Acts relating to the Neath and Brecon Railway; "The Central Wales Extension Railway Act, 1860," and the Act 9 and 10 Vict., cap. 204, and of all other Acts relating to the London and North-Western Railway; 17 and 18 Vict., cap. 150, and of all other Acts relating to the Vale of Towy Railway; "The Llanelly Railway and Dock Act, 1853," and of all other Acts relating to the Llanelly Railway and Dock Company; and 22 and 23 Vict., cap. 63, and of all other Acts relating to the Mid-Wales Railway Company.

Plans and sections of the said intended railway and works, together with a book of reference to such plans, a published map with the line of railway delineated thereon, 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 Brecon, at his office at Brecon, in the said county, and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandoverly, in the said county; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railway and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and in the case of any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence.

On or before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

J. R. Cobb,
W. Powell Price, } Brecon, Solicitors.

William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1871.

North British Railway.

(Power to make New Railways and Abandon authorized Railways at Carlisle and Stobcross; Deviation and Abandonment of portions of Forth and Clyde Canal; New Railways at Dalmuir and Linlithgow; New Road at Coatbridge; Footbridge over Bo'ness Station in lieu of Level Crossings; Station and Land at Dalkeith; Provisions in reference to Agreement with Midland Railway Company with respect to Station and Works at Carlisle; Running Powers over part of North Eastern Railway at Carlisle; Provisions as to Capital and as to Superfluous Lands and Workmen's Trains, and Company's Liabilities in reference thereto; Vesting of Esk Valley Railway in the Company; Powers to and with respect to Devon Valley Railway Company and their Undertaking; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the North British Railway Company (hereinafter called "the Company") to make and maintain, with all necessary and convenient stations, approaches, works, and conveniences connected therewith, respectively, the following railways and works, or some of them, or some part or parts thereof, respectively (that is to say):

1. A railway (hereinafter referred to as Railway No. 1.), commencing in the township of Caldewgate, and parish of St. Mary, Carlisle, in the county of Cumberland, by a junction with the Port Carlisle Branch of the Caledonian Railway, at a point thereon 415 yards or thereabouts (measured along that branch and the main line of the Caledonian Railway) westward of the signal-house, at the junction of the said branch with the main line of the Caledonian Railway, and terminating in the township of Botchergate and parish of St. Cuthbert Carlisle, in the county of Cumberland, by a junction with the Port Carlisle Canal Branch of the North Eastern Railway, at a point thereon 183 yards or thereabouts (measured along that branch) eastward of the centre of the bridge which carries the said branch of the North Eastern Railway over the River Caldew; which intended railway and works will pass from, through, or into, or be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): the city of Carlisle, Caldewgate, Rickergate, St. Mary within the city of Carlisle, Botchergate, St. Mary Carlisle, and St. Cuthbert Carlisle, in the county of Cumberland;
2. A railway (hereinafter referred to as Railway No. 2), to be situate in the township of Botchergate and parish of St. Cuthbert Carlisle, in the county of Cumberland, commencing by a junction with the said Port Carlisle Canal Branch of the North Eastern Railway, at or near the point thereon hereinbefore described as the termination of Railway No. 1, and terminating by a junction with the main line of the Maryport and Carlisle Railway, at a point thereon 185 yards or thereabouts (measured along that line) south-westward of the centre of the bridge which carries the said Maryport and Carlisle Railway over the public carriage road or highway leading from the city of Carlisle to and beyond the village of Blackwell;
3. A railway (hereinafter referred to as Railway No. 3) to be situate in the township of Botchergate and parish of St. Cuthbert Carlisle, in the county of Cumberland, commencing by a junction with the said Port Carlisle Canal Branch of the North Eastern Railway, at a point thereon 70 yards or thereabouts (measured along that branch), westward from the point where the said Port Carlisle Canal Branch crosses the Lancaster and Carlisle Railway on the level, and terminating by a junction with the said Lancaster and Carlisle Railway at a point thereon 75 yards or thereabouts (measured along that railway) south-eastward of the said point where the said Port Carlisle Canal Branch crosses the Lancaster and Carlisle Railway on the level;
4. A railway (hereinafter referred to as Railway No. 4) commencing in the parish of New or East Kilpatrick, in the county of Dumbarton, by a junction with the Glasgow, Dumbarton, and Helensburgh Branch of the North British Railway, at a point thereon 155 yards or thereabouts westward from the north-west corner of the goods shed at Mary Hill station, and terminating in the burgh of Partick and parish of Govan, in the county of Lanark, by a junction with the railway authorized by "The North British Railway (General Powers) Act, 1870," and therein called Railway No. 1, at its authorized commencement at a point on the south side of Castlebank-street, 23 yards or thereabouts south-eastward of the east side of Orchard-street, at its junction with Castlebank-street, in the burgh of Partick, which intended railway will pass from, in, through, or into, or be situate within the parish of New or East Kilpatrick in the county of Dumbarton, the parish of Govan in the county of Lanark, and the parish of Renfrew in the county of Renfrew;
5. A railway (hereinafter referred to as Railway No. 5) commencing in the said parish of New or East Kilpatrick, in the county of Dumbarton, by a junction with Railway No. 4, at a point 304 yards or thereabouts south-east of the centre of the bridge over the Forth and Clyde Canal, called "the Temple Drawbridge," and terminating in the parish of Renfrew, in the county of Renfrew, in a field or inclosure belonging to Archibald Smith, Esquire, of Jordan-hill, situate immediately to the south-west of Greenlee-pit, at a point in the said field or inclosure 252 yards or thereabouts north-westward from No. 14, or Anniesland pit, and 192 yards or thereabouts north-eastward from Anniesland farm-house, which intended railway will pass from, through, or into, or be situate within, the parish of Govan in the county of Lanark, the parish of Renfrew in the county of Renfrew, and the parish of New or East Kilpatrick, in the county of Dumbarton;
6. A deviation of the Forth and Clyde Canal (hereinafter referred to as "the Canal deviation," commencing in the said parish of New or East Kilpatrick, in the county of Dumbarton, at a point on the said canal about 227 yards east of the centre of the Temple drawbridge before-mentioned, and terminating in the said parish of Govan, in the county of Lanark, at a point on the said canal at or near the bridge over the said canal called "the Govan Cottage Drawbridge," which deviation and works will be

- situate within the parish of New or East Kilpatrick in the county of Dumbarton, and parish of Govan in the county of Lanark;
7. A railway (hereinafter referred to as Railway A) to be situate wholly in the royal burgh of Linlithgow and parish of Linlithgow, in the county of Linlithgow, commencing by a junction with the siding which passes through the goods shed to the loading bank at Linlithgow station at its termination, forty yards or thereabouts westward from the westernmost end of the said goods shed, and terminating by a junction with the Company's existing siding known as Laurie's siding, at a point thereon 385 yards or thereabouts (measured along the North British, late Edinburgh and Glasgow, Railway) westward of the south-west corner of the booking-office at the said station:
 8. A railway (hereinafter referred to as Railway B) to be situate wholly in the parish of Old Kilpatrick, in the county of Dumbarton, commencing by a junction with the Glasgow, Dumbarton, and Helensburgh branch of the North British Railway at a point thereon 288 yards or thereabouts (measured along that branch) north-westward from the eastern side of the bridge which carries the said branch over the Duntocher Burn, and terminating in or near a field or enclosure immediately to the west of the said Duntocher Burn, at a point adjoining the towing-path of the Forth and Clyde Canal, 54 yards or thereabouts westward of the centre of the bridge carrying the said canal over the said Duntocher Burn, and 27 yards or thereabouts southwards from the centre of No. 35 drawbridge over the said canal:
 9. A new road or street at Coatbridge, in the parish of Old Monkland, and county of Lanark, commencing by a junction with Buchanan-street at a point 72 yards or thereabouts south-westwards of the bridge which carries the Caledonian Railway over the said street, and passing into the road leading from Gas-lane, Coatbridge, to Langloan Ironworks, at a point 79 yards or thereabouts south-westward of the bridge by which the Caledonian Railway is carried over the said road, and terminating on the last-mentioned road at a point 182 yards or thereabouts south-westward from the last-mentioned bridge;
 10. A bridge for foot passengers over the Company's railway or station at Bo'ness (hereinafter referred to as the bridge), to be wholly situate in the parish of Borrowstonness, in the county of Linlithgow, and in lieu of the existing level crossings near Bo'ness-harbour, commencing at a point on the road or pathway running along the south-eastern side of the said station 113 yards or thereabouts north-eastward of the eastern corner of the police station at Bo'ness, and terminating on the public parade at a point 67 yards or thereabouts north-eastward of the north-eastern corner of the goods shed at the said station:

And it is proposed by the intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed works as shown on the plans and sections hereinafter referred to within the limits usually authorized or as may be prescribed by the intended Act. Also to authorize the Company to purchase lands and buildings by compulsion or agreement in all or some of the several parishes, townships, royal

burgh, and places aforesaid, for the purposes of the intended railways and works, or any of them; and also the following lands and buildings for station or siding accommodation, or other purposes (that is to say): Lands in the parish of Dalkeith and county of Edinburgh, bounded on the east by the Edinburgh and Hawick Branch of the North British Railway, on the south and west by the turnpike-road leading from Gallowshall tollbar to Gilmerton, and on the north by a line drawn in a westerly direction from a point on the said branch 119 yards or thereabouts northward of the bridge which carries the said turnpike-road over the said branch to a point on the fence wall of the said turnpike-road 145 yards or thereabouts (measured along the said wall) northward of the said bridge:

And it is proposed by the intended Act to authorize the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the railways or works to be authorized by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, passages and places, bridges, rivers, watercourses, natural or artificial, sewers, mains, pipes, buildings, telegraphic wires, and apparatus and works of every description, and to stop up and cause to be discontinued (when the bridge shall have been completed and opened for traffic) all level crossings and rights of way over the said railway or station at Bo'ness, and to vary or extinguish all existing rights and privileges on, over, or affecting any lands or buildings, or which would or might in any way prevent, interfere with, or delay the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended Act to authorize the Company to abandon or relinquish the construction of the following authorized railways and works of the Company, and to release the Company from the payment of any penalties in respect of such railways and works not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and buildings for the purposes of such railways and works, and all or any obligations or liabilities in reference thereto (that is to say):

The railways authorized by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. 2 and Railway No. 3;

The railways authorized by "The North British Railway (Financial Arrangements) Act, 1867," and therein called Railway No. 1 and Railway No. 2, so far as not already abandoned;

The railway authorized by "The North British Railway (General Powers) Act, 1868," and therein called Railway C;

The railway authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and therein thirdly described, so far as not already abandoned;

The railways authorized by "The North British Railway (General Powers) Act, 1867," and therein respectively called Railway No. 1 and Railway No. 3; and

The canal or cut authorized by the last-mentioned Act as therein fourthly described;

And to extend the time for the compulsory purchase of lands in respect of the aforesaid

Railway C, prescribed by "The North British (General Powers) Act, 1868;"

And to extend and make applicable to Railway No. 1, Railway No. 2, and Railway No. 3, or some or one of them, with such alterations and amendments as may be necessary or convenient, or as may be agreed upon between the parties the provisions, conditions, and obligations of the agreement between the Company and the Midland Railway Company, with respect to the establishment and use of a new goods station and approaches at Carlisle, set forth in the schedule to and confirmed by "The North British Railway (New Works) Act, 1866," and to authorize and empower the said Companies to enter into agreements with reference to the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act;

And to enable the Midland Railway Company to apply to the purposes of such agreements any money belonging to them;

And it is proposed by the intended Act to empower the Company, the Midland Railway Company, and all other Companies and persons lawfully using the railways of the Company or any part thereof, to run over and use, with their engines, waggons, trucks, and other carriages for the purposes of traffic of every description, so much of the line of the North Eastern Railway Company as is situate and lies between the termination of Railway No. 1 and the junction of the Lancaster and Carlisle Railway with the North Eastern Railway near to the south end of the Carlisle Citadel station, and to require the North Eastern Railway Company to afford all necessary facilities for the purpose; and to enable the Company and the Midland Railway Company respectively to levy and receive tolls, rates, and charges in respect of traffic conveyed by them over the said portion of railway, or any part thereof, and to alter and restrict the tolls, rates, and duties now leviable upon the said portion of railway, or any part thereof; and to authorize and make provision for carrying into operation agreements between the Company and the Midland Railway Company, or either of them, and the North Eastern Railway Company, as to the terms and conditions upon which the Company and the Midland Railway Company may so run over and use the said portion of railway, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to provide that the proposed deviation of the Forth and Clyde Canal shall belong to the present proprietors of that canal and be declared part thereof, and be subject to the provisions of the Acts regulating the same, and that the portion of the said canal between the points of junction therewith of the proposed deviation, and which will be rendered unnecessary by the deviation, shall be abandoned as a portion of said canal; and to confer upon the Caledonian Railway Company and the trustees of the Clyde Navigation respectively all such and the same or the like powers, rights, and privileges with reference to the Railway No. 4 and Railway No. 5 respectively as they are now entitled to with respect to the aforesaid railways authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The North British Railway (General Powers) Act, 1867," proposed to be abandoned under the intended Act.

And it is proposed by the intended Act to authorize the Company and the owner of the

lands of Dalmuir to enter into agreements with reference to the construction, use, and working of Railway B, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act:

And it is proposed by the intended Act to authorize the Company to appropriate to all or any of the purposes of the intended Act any moneys belonging to them or which they are authorized to raise, to make further provision with respect to the capital and borrowing powers of the Company, and to authorize the Company to raise money by the creation of ordinary, guaranteed, preference, or debenture shares or stock, and by mortgage or debentures, or otherwise, and attach to any shares or stock to be so created a lien upon all or any railways or works of the Company, whether to be constructed under the powers of the intended Act or with which such railways and works will be in connection, and to provide for the consolidation into one or more classes of shares or stock any two or more classes of the ordinary shares or stock of the Company now existing or to be created under the powers of the intended Act, and to provide for the consolidation into one or more classes of debenture shares or debenture stock any two or more classes of the debenture shares or debenture stock of the Company now existing or to be created under the powers of the intended Act, and for the purposes of any or every such consolidation, to alter the several rates of dividend, amounts of capital, or nominal value of shares or stock, debenture shares or debenture stock, priorities, liens, rights and privileges of all or any classes of shares or stock in the Company's capital, and of debenture shares or debenture stock, and to authorize the Company from time to time to buy up and cancel debenture shares or debenture stock of the Company, and to create and issue other debenture shares or debenture stock in lieu thereof:

And it is proposed by the intended Act to enact provisions with respect to superfluous lands, or lands acquired under any Act or Acts relating to the Company or their undertaking, or any part thereof, and which are or may not be required for the purposes of the undertaking, and to exempt certain of such lands from the operation of the provisions of the Company's Acts requiring a sale thereof within a limited period, and to vest all or any such lands in the Company, or authorize and empower the Company to retain and hold the same permanently or for a further limited period, as the case may be, and to sell, dispose of, or let such lands.

And it is proposed to provide for the conveyance of workmen at a limited charge, and with limited liability to compensation on the part of the Company in case of accident upon any lines belonging to, or leased to, or worked by, the Company, either alone or jointly with any other Company:

And it is proposed by the intended Act to vest or authorize and provide for the transfer to and vesting in the Company by amalgamation or sale of the undertaking of the Esk Valley Railway Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed in the intended Act; and to provide for the winding up of the affairs of the Esk Valley Railway Company, and to dissolve or provide for the dissolution of the said Company; and to provide for the payment and discharge of their debts and obligations, and to authorize the Company and the Esk Valley Railway Company, or one of them, to raise money

for the purposes of the Esk Valley Railway Company or their undertaking by the creation of new ordinary guaranteed or preference shares or stock, with or without a lien upon all or any of the railways or works, or any part or parts thereof respectively of the Companies, or either of them, and by mortgage or debenture, or debenture shares or debenture stock, cash, credit, or otherwise, or some one or more of such means; and to authorize the Company to guarantee interest or dividends upon any shares or stock, mortgages, debentures, or debenture shares or debenture stock which may have been or may be created by the Esk Valley Railway Company; and to provide for the conversion into shares or stock of the Company of the shares or stock of the Esk Valley Railway Company; and to provide for the consolidation of any lien stock which may be created under the Act with all or any existing lien stocks of the Company, and to confer all such other powers, rights, and authorities upon the said Companies as may be necessary, useful, or convenient for fully effecting any such amalgamation or sale, and the payment and discharge of the debts, liabilities, and obligations of the Esk Valley Railway Company, or any of those objects, in such manner and upon such terms and conditions as may be agreed upon between the two Companies, or as may be prescribed by the Act, and to authorize the said Companies to enter into agreements for effecting all or any of the objects aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act:

And it is proposed by the intended Act to authorize the Company and the Devon Valley Railway Company, or one of them, to raise money by the creation of new ordinary guaranteed or preference shares or stock, with or without a lien upon all or any of the railways or works, or any part or parts thereof respectively of the said two Companies, or either of them, and by mortgage debentures, debenture shares or debenture stock, cash, credit, or otherwise, or by some or one of those means, for the purposes of the Devon Valley Railway Company, and to authorize the Company to subscribe further sums to the undertaking of the Devon Valley Railway Company, and to guarantee dividends or interest upon any shares or stock, mortgages, debentures, or debenture shares or debenture stock created or granted by the Devon Valley Railway Company, or which may be created or granted under the powers of the intended Act, and to authorize the two last-mentioned Companies to enter into agreements with respect to the said objects, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to make provision for carrying the same or any of them into effect.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of "The North British, Edinburgh Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862;" The Act passed in the Session of Parliament held in the 7th and 8th years of the reign of Her present Majesty intituled, "An Act to Consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" "The North Eastern Railway Company's Act, 1854;" "The Esk Valley Railway Act, 1863;" "The Devon Valley Railway Act, 1858;" and the several Acts following relating respectively to the Company, the Midland Railway Company, the North Eastern Railway Company, the Esk Valley Railway Company,

and the Devon Valley Railway Company, or some or one of them, and to the undertakings belonging to, amalgamated with, or held in lease, or worked by the said Companies respectively, and to the City of Glasgow Union Railway Company, in which the North British Railway Company have an interest (that is to say): Acts passed in the sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, and the 7th years of the reign of King George the Fourth; the 11th year of the reign of King George the Fourth; and the first year of the reign of King William the Fourth; the 4th and 5th, the 6th and 7th, the 12th and 13th, and the 18th and 19th years of the reign of her present Majesty, relating to the Company and the undertakings belonging to, amalgamated with, or held on lease or worked by the Company; Acts passed in the sessions of Parliament held in the 8th and 9th, the 10th and 11th, the 11th and 12th, the 14th and 15th, the 15th, the 16th and 17th, the 19th and 20th, the 23rd and 24th, the 30th and 31st, the 31st and 32nd, and the 32nd and 33rd years of the reign of Her present Majesty, relating to the Company and the Midland Railway Company respectively, and the undertakings belonging to, amalgamated with, or held on lease or worked by those Companies respectively; Acts passed in the sessions of Parliament held in the 17th and 18th, the 20th and 21st, and the 21st and 22nd years of the reign of Her present Majesty, relating to the Company and the North Eastern Railway Company respectively, and the undertakings belonging to, amalgamated with, or held on lease or worked by those Companies respectively; Acts passed in the sessions of Parliament held respectively in the 9th and 10th, the 16th and 17th, the 22nd and 23rd, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, and the 33rd and 34th years of the reign of Her present Majesty, relating to the Company, the Midland Railway Company, and the North Eastern Railway Company respectively, and the undertakings belonging to, amalgamated with, or held on lease or worked by those Companies respectively; Acts passed in the sessions of Parliament held respectively in the 16th and 29th years of the reign of Her present Majesty relating to the Midland Railway Company; Acts passed in the sessions of Parliament held respectively in the 13th and 14th, the 27th and 28th, and the 29th years of the reign of Her present Majesty relating to the North Eastern Railway Company; Acts passed in the sessions of Parliament held in the 24th and 25th, the 26th and 27th, the 29th and 30th, and the 31st and 32nd years of the reign of Her present Majesty relating to the Devon Valley Railway Company; Acts passed in the session of Parliament held in the 29th and 30 years of the reign of Her present Majesty relating to the Esk Valley Railway Company; Acts passed in the sessions of Parliament held respectively in the 27th and 28th, the 28th and 29th, the 30th and 31st, and the 32nd and 33rd years of the reign of Her present Majesty relating to the city of Glasgow Union Railway Company. Also, "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by that Company passed respectively in the sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and

17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, and the 33rd and 34th years of the reign of Her present Majesty :

Acts relating to the Company of proprietors of the Forth and Clyde Navigation, and the Monkland Canal, passed in the sessions of Parliament held respectively in the 10th, 30th, 53rd, 54th, and 57th years of the reign of his late Majesty King George III; and in the 10th year of the reign of his late Majesty King George IV; and in the 6th and 7th years of the reign of his late Majesty King William IV; and in the 4th and 5th, 5th (session 2), 6th and 7th, 7th and 8th, 8th, 8th and 9th, 9th, 9th and 10th, 11th and 12th, 12th and 13th, 13th and 14th, 15th, 18th and 19th, 21st and 22nd, 22nd and 23rd, 27th and 28th, 28th and 29th, 29th and 30th, and 30th and 31st years of the reign of Her present Majesty, and all other Acts (if any) relating to such navigation and canal; "The Carlisle Citadel Station Act, 1861," and the Acts therein recited, and all other Acts (if any) relating to the Carlisle Citadel Station; Acts relating to the trustees of the Clyde Navigation passed respectively in the sessions of Parliament held in the 21st and 22nd, the 27th and 28th, the 31st and 32nd, and the 33rd and 34th years of the reign of her present Majesty :

And notice is hereby also given, that a plan and section, in duplicate, of the intended railways, canal deviation, new road or street, and bridge, and of the lands to be subject to the compulsory powers of purchase to be conferred by the intended Act, a book of reference to the plan, and a published map showing the general course and direction of the intended railways, will be deposited for public inspection as follows, that is to say: so far as relates to Railway No. 1, Railway No. 2, and Railway No. 3, with the clerk of the peace for the county of Cumberland, at his office in Carlisle; so far as relates to Railway No. 4, Railway No. 5, and the canal deviation, with the principal sheriff clerk for the county of Dumbarton at his office in Dumbarton, with the principal sheriff clerk of the county of Renfrew at his office in Paisley, and with the principal sheriff clerk of the county of Lanark at his office in Glasgow; so far as relates to Railway A, and to the bridge respectively, with the principal sheriff clerk of the county of Linlithgow at his office in Linlithgow; so far as relates to Railway B with the principal sheriff clerk of the county of Dumbarton at his office at Dumbarton; so far as relates to the new road or street, with the principal sheriff clerk of the county of Lanark at his offices at Glasgow and Airdrie respectively; and so far as relates to the lands in the county of Edinburgh, with the principal sheriff clerk of the county of Edinburgh at his office in Edinburgh; and that a copy of so much of any of the said plans, sections, and books of reference as relates to any royal burgh or parish, will be deposited, in the case of the royal burgh of Linlithgow with the town clerk thereof, at his office in Linlithgow; in the case of a parish in England with the parish clerk thereof, at his residence; and in the case of a parish in Scotland with the schoolmaster, or, if there be no schoolmaster, with the session clerk thereof, at his residence; and that every such deposit will be made on or before the 30th day of November 1870, and will be accompanied by a copy of this notice; and that printed copies of the Bill for

effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1870.

Dated this 10th day of November, 1870.

Adam Johnstone, 1, Register-place, Edinburgh, Solicitor for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

Bideford Gas.

(Application for Provisional Order; Maintenance of Gas Works; Manufacture and Supply of Gas and residual products; Definition of District; Further Capital; Levying Rates; Variation of Deed of Settlement; Incorporation of Acts.)

NOTICE is hereby given, that it is the intention of the Bideford Gas and Coke Company, or the Bideford Gas and Coke Company Limited, hereafter called "The Company," to apply on or before the 23rd day of December next to the Board of Trade for a Provisional Order, in pursuance of "The Gas and Water Works Facilities Act, 1870," for the purpose of obtaining all or some of the following powers (that is to say):—

1. To maintain and continue their existing gas works, and works connected therewith, already constructed and situate on the east side of the River Torridge, and within the township, parish, and borough of Bideford, in the county of Devon.
2. To continue and carry on the manufacture of gas and coke, and the residual products of gas, on and within their said gas works and premises, which gas works and premises are bounded on the north by waste land and lime kilns belonging to Sir George Stucley Stucley, Baronet, on the east by an arable field belonging to the said Sir George Stucley Stucley, on the south by an arable field belonging to the feoffees of the Long Bridge of Bideford, and on the west by a public road or highway leading from Torrington-lane to the Barton and other farms and a railway in course of construction from Bideford to Torrington, and to store therein and thereon gas, coke, tar, lime, coal, and the residual products of gas.
3. To supply and sell gas, coke, coal, tar, gas lime, and the residual products of gas, and to carry on the general business of a Gas Company, within a district (hereinafter called "The District,") comprising the said township, parish, and borough of Bideford, and that part of the parish and township of Northam, in the said county of Devon (including Orchard Hill), which is bounded on the north by and including Limer's-lane, on the east by the River Torridge, on the south by the northern boundary of the said parish of Bideford, and on the west by and including the turnpike road leading from Bideford to the towns of Northam and Appledore, and to light the streets, highways, and places within the District.
4. To maintain and continue the existing main pipes and service pipes, and from time to time to take up, repair, renew, and lay down such mains and pipes.
5. To construct and lay down within the District additional mains, pipes, and service pipes, and from time to time to take up, renew, and lay down such mains and pipes.
6. For any of the purposes aforesaid, from time to time as may be found necessary or expedient, to open, break up, and excavate all or any of the

streets, roads, bridges, highways, paths, and passages within the District.

7. To raise additional capital by means of the issue of new, ordinary, or preference shares or stock, or by borrowing on mortgage, or on debenture or debenture stock.

8. To levy, demand, and take gas rates, rents, and charges for the supply of gas, and to agree, compound, and arrange with Companies, public bodies, or persons for the supply of gas for public or private purposes.

9. To alter and vary the Deed of Settlement of the Bideford Gas and Coke Company, and to enlarge, vary, or repeal any of the existing powers of that Company, or of the Bideford Gas and Coke Company Limited, inconsistent with the objects of such intended Provisional Order, and as far as may be necessary for any of the above objects, all or some of the following Acts or parts thereof will be incorporated with such Order, viz.:—"The Lands Clauses Consolidation Acts, 1845 and 1860," "The Companies Clauses Act, 1845," and the "Gas Works Clauses Act, 1847."

And notice is hereby given, that on or before the 30th day of November instant, copies of this notice, together with maps showing the lands proposed to be used for the manufacture of gas, or of residual products arising in the manufacture of gas, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Devon, at Exeter, in the said county, and at the office of the Board of Trade, Whitehall, London. Printed copies of the draft Provisional Order will be deposited, on or before the 23rd day of December next, at the offices of Messrs. Hole and Peard, Solicitors, Bideford, on and after which date copies of such Order may be had on application at those offices, and printed copies of the Provisional Order when made will be obtainable at the same offices.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or of bringing before such Board any objection respecting the said intended application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 1st day of January next ensuing, and that copies of such objections must at the same time be sent to the undersigned Solicitors on behalf of the promoters.

Dated this 10th day of November, 1870.

Hole and Peard, Bideford, Solicitors for the Provisional Order.

Marriott, Jordan, and Cooper, 3. Westminster Chambers, S.W., Parliamentary Agents.

Northam Pier.

Application for Provisional Order to extend the time for completion of Pier and Works; Revival of Powers; Amendment of Acts, Tolls, &c.

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 23rd day of December, 1870, by the Northam Pier Company Limited, for a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to extend the time for completing, and to enable the Company to continue the construction of, and to complete, the pier and works authorised to be

constructed at Northam, in the county of Devon, by the Provisional Order made by the Board of Trade in the year 1865, and confirmed by the Public Act, 23 and 29 Vict., cap. 58, and to revive the powers conferred upon the said Company by the said Order and last-mentioned Act, and to levy tolls, rates, and charges, and to alter, amend, and in part repeal all or some of the provisions of the said Order, and of the said Public Act, and to incorporate with the proposed Order all or some of the provisions of the before-mentioned several Acts, and of the said Order, and of "The Companies Clauses Consolidation Acts, 1845 and 1863;" "The Lands Clauses Consolidation Acts, 1845 and 1860;" and "The Harbours, Docks, and Piers Clauses Act, 1847." Copies of this notice will, on or before the 30th November instant, be deposited in the office of the Clerk of the Peace for the said county of Devon, at his office in the city of Exeter, at the Customhouse, Bideford, in the said county, and at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given, that 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 Solicitors.

Dated this 12th day of November, 1870.

Rooker and Bazeley, Bideford, Solicitors for the proposed Order.

Marriott, Jordan, and Cooper, No. 3, Westminster-chambers, S.W., Parliamentary Agents.

In Parliament—Session 1871.

Margate Pier and Harbour.

(Extension and Enlargement of Margate Jetty; Construction of Works and Conveniences; Increase and Regulation of Capital; Borrowing Powers; Power to levy Tolls, Rates, and Charges; Bye-Laws; further Powers; Amendment of Acts; and other Purposes).

NOTICE is hereby given, that the Company of Proprietors of Margate Pier and Harbour, hereinafter called the Company, intend to apply to Parliament in the next session for an Act to confer upon them all or some of the following powers; that is to say:—

To extend the Company's high-water landing-pier or jetty from the northern or seaward end of such pier or jetty by constructing an octagonal pier-head, with approaches, extending from such seaward end, thence in a northerly or seaward direction to, and terminating in, the sea at a point about three hundred and fifty feet from the seaward end of the present pier, and being in width about three hundred feet from east to west.

To enlarge so much of such high water landing pier or jetty or part thereof, as is situate within the limits of deviation shewn on the deposited plan hereinafter mentioned, by widening the same pier or jetty about twenty feet, of which ten feet or thereabouts will be on the easterly side of the said pier, and ten feet or thereabouts on the westerly side thereof.

To construct and maintain in connection with the said proposed extension and enlargement, all such landing places, sheds, landing stairs, refreshment rooms, and other buildings, offices, works, and conveniences as may be necessary or expedient for ensuring the safe landing, embarking, and comfort of passengers and persons frequenting

the pier or jetty, and the safe landing and delivery of goods, animals, and minerals.

The said proposed extension, enlargement, and works, will be within or abut upon the borough and township of Margate, in the parish of Saint John the Baptist, in the Isle of Thanet, in the county of Kent.

To make such deviations in carrying out the proposed, extension, and enlargement from the lines and levels laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such an extent as will be defined upon the said plans.

To purchase, take on lease, or otherwise acquire, all lands, waters, easements, and hereditaments necessary for or liable to interfere with the proposed extension or enlargement, or the approaches thereto.

To raise further capital by the creation of new, ordinary, or preference shares or stock, and by borrowing on mortgage or bond, or by both of such methods to raise the moneys required for the purposes of the intended Act, and to make special provisions for the appropriation of such shares.

To levy and take tolls, rates, rents, and duties, for the use of a portion of the said pier or jetty, and for the use of the proposed extension and enlargement thereof, and the proposed landing places, buildings, works, and other conveniences connected therewith, and to confer, vary, or extinguish exemptions from the payment of all or any existing tolls, rates, or dues, or of all or any of the proposed tolls, rates and dues, and to confer, vary, or extinguish other rights, privileges and exemptions.

And in the said intended Act powers will be taken to vary or reduce the number of directors of the Company, and to give increased facilities for convening general meetings, and in other respects to vary and enlarge the powers of the Company with reference to the conduct or management of such meetings, and to the convening special meetings, and to management of their affairs generally, and to the discharge and redemption of bonds, and other securities issued by the Company, and to authorise the issuing of bonds in place of lost bonds, and to make further provisions regulating the division of profits, the equalization of dividends, and the creation of a reserve fund.

And in the said intended Act powers will be sought to enable the Company to regulate and control the traffic approaching to or leaving or passing along the proposed extension or enlargement, and to make bye-laws and regulations affecting porters, carriages, and persons using the same and the approaches thereto.

And powers will be taken in the Act to define and enforce penalties for breach thereof, and to confer jurisdiction on the Cinque Ports Magistrates, and to alter, vary, and in part repeal the provisions of the Act (local and personal) 52 Geo. 3rd, cap. 186, sec. 70, with reference to putting up and exhibiting bye-laws of the Company.

And so far as may be necessary or expedient for any of the purposes aforesaid, the intended Act will amend, vary, or repeal the powers and provisions of all or some of the following Acts, that is to say: (local and personal) 27 Geo. 3, cap. 45; 39 Geo. 3, cap. 2; 49 Geo. 3, cap. 117; 52 Geo. 3, cap. 186; 53 Geo. 3, cap. 82; 6 Geo. 4, cap. 20; 7 Geo. 4, cap. 31; and, if necessary, the Public Act, 14 and 15 Vic., cap. 98, and the Provisional Order referring to Margate, mentioned in the 8th section of the last-mentioned Act.

And the intended Act will, so far as it may be necessary, incorporate the whole or parts of "The

Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts, 1845 and 1860;" and the Harbour, Docks, and Piers Clauses Act, 1847;" or some or one of them.

Duplicate plans and sections of the said intended extension and enlargement, and of the lands in or through which the same will pass, or which will be required to be taken for the purposes 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 30th day of November instant, be deposited with the Clerk of the Peace for the county of Kent, at his office, at Maidstone; and on or before the said 30th day of November, a copy of the said plans, sections, and a book of reference, and a copy of this notice, as published in the London Gazette, will also be deposited with the parish clerk of the said parish of Saint John the Baptist, at his place of abode, within which parish or abutting thereon the lands necessary for the extension and enlargement and other works will be situate.

On or before the 21st day of December next printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

Sanhey, Son, and Flint, Margate, Solicitors for the Bill.

Marriott, Jordan, and Cooper, No. 3 Westminster Chambers, Victoria-street S.W., Parliamentary Agents.

In Parliament.—Session 1871.

North and South Western Junction Railway.

(Lease to Midland Railway Company, with Provisions for Participation therein by London and North Western, London and South Western, and North London Railway Companies; Provision for Management by Lessees; Agreements; Amendment of Acts).

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 the Midland Railway Company (hereinafter called the Midland Company) to accept and take, and the North and South Western Junction Railway Company (hereinafter called the Junction Company) to make and grant a lease, upon and in consideration of the payment of such rent, or annual or other sum or sums of money, and such other terms and conditions as have been or may be agreed on, or as may be provided for by the intended Act, of the undertaking of the Junction Company, and all their railways, works, lands, property, rights, powers, and privileges, including the power to levy, demand, and recover tolls, rates, and charges, and including the rights, powers, and privileges conferred by, and the power to enforce, a certain agreement between the Junction Company and the London and North Western Railway Company, the London and South Western Railway Company, and the North London Railway Company (hereinafter referred to as the three Companies), dated the 31st January, 1866, or any modification thereof, and all other contracts and agreements entered into by or with the Junction Company, or on their behalf:

To make provision for the three Companies, or any or either of them, becoming jointly with the

Midland Company lessees of the undertaking of the Junction Company, upon such terms as may be or may have been agreed upon or as may be provided for by the intended Act, or otherwise to enable the Midland Company and any or either of the three Companies jointly to accept and take, and the Junction Company to make and grant, a lease of the undertaking of the Junction Company, and to confirm and give effect to any such lease or any agreement for any such lease :

To provide for the maintenance, general control, management, and working by the Midland Company or the joint lessees of the undertaking of the Junction Company instead of by that Company of the railways, stations, approaches, sidings, signals, and other works of the Junction Company, and to empower the Midland Company or the joint lessees to exercise all such powers and authorities as may be necessary for the purposes aforesaid :

To provide for the appointment by the Companies who may be joint lessees of a joint committee for the management of the undertaking of the Junction Company :

To empower the three Companies, or any or either of them, on the one hand, and the Junction Company and the Midland Company on the other hand, to make and enter into and carry into effect agreements with respect to the matters aforesaid, or any of them, and to confirm any such agreement made or hereafter to be made :

To confer upon the Midland Company, the Junction Company, and the three Companies, or some of them, such further and other powers as may be expedient for giving effect to the objects of the intended Act, and to confer, vary, or extinguish other rights or privileges :

And for the purposes aforesaid it is intended if need be, to alter, amend, and extend, or repeal some or all of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say) : Acts relating to the North and South Western Junction Railway Company, 14 and 15 Vict. cap. 100 ; 16 and 17 Vict. cap. 69 ; 17 and 18 Vict. cap. 141 ; 27 and 28 Vict. cap. 113 ; 31 and 32 Vict. cap. 50, and any other Act or Acts relating to that Company ; "The London and South Western Railway (Additional Powers) Act, 1866," and "The London and North Western Railway (New Works and Additional Powers) Act, 1867."

Acts relating to the Midland Railway Company, 7 and 8 Vict. caps. 18 and 59 ; 8 and 9 Vict. caps. 31, 49, 56, 20, and 181 ; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340 ; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270 ; 11 and 12 Vict. caps. 21, 88, and 131 ; 14 and 15 Vict. caps. 57, 88, and 113 ; 16 Vict. cap. 33 ; 16 and 17 Vict. cap. 108 ; 19 and 20 Vict. cap. 54 ; 22 and 23 Vict. caps. 40, 130, and 136 ; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91 ; 24 and 25 Vict. caps. 57, 106, and 139 ; 25 and 26 Vict. caps. 81, 90, 91, and 173 ; 26 and 27 Vict. caps. 74, 82, 182, and 183 ; 27 and 28 Vict. caps. 19, 164, 221, 230, 231, and 245 ; 28 and 29 Vict. caps. 98, 178, 327, 335, and 359 ; 29 Vict. cap. 90 ; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351 ; 30 and 31 Vict. caps. 27, 170, 185, and 207 ; 31 and 32 Vict. caps. 43 and 49 ; 32 and 33 Vict. caps. 25 and 83 ; 33 and 34 Vict. cap. 63 ; and any other Act or Acts relating to that Company.

Acts relating to the London and North Western Railway Company, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198 ; 9 Vict.

cap. 67 ; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396 ; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 183, 228, 236, 270, 278, and 294 ; 11 and 12 Vict. caps. 58, 60, and 130 ; 12 and 13 Vict. cap. 74 ; 13 and 14 Vict. cap. 36 ; 14 Vict. cap. 28 ; 14 and 15 Vict. cap. 94 ; 15 Vict. caps. 98 and 105 ; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222 ; 17 and 18 Vict. caps. 201 and 204 ; 18 and 19 Vict. caps. 172 and 194 ; 19 and 20 Vict. caps. 52, 69, and 123 ; 20 and 21 Vict. caps. 64, 98, and 108 ; 21 and 22 Vict. caps. 130 and 131 ; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134 ; 23 and 24 Vict. caps. 77 and 79 ; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223 ; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 143, 171, 176, 194, 198, 200, 208, and 209 ; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217 ; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 300 ; 28 and 29 Vict. caps. 316, 333, 334, 22, 72, 110, 193, 260, and 267 ; 29 and 30 Vict. caps. 168, 189, 190, 134, 276, 311, 87, 233, 249, and 284 ; 30 and 31 Vict. caps. 24, 95, 113, 144, and 151 ; 31 and 32 Vict. caps. 21, 38, 49, and 118 ; 32 and 33 Vict. caps. 47, 78, 103, and 115 ; 33 and 34 Vict. caps. 79, 84, 112, 118, and 126 ; and any other Act or Acts relating to that Company :

Acts relating to the London and South Western Railway Company (that is to say) : 4 and 5 Will. IV. cap. 88 ; 1 Vict. cap. 71 ; 1 and 2 Vict. cap. 27 ; 2 and 3 Vict. cap. 28 ; 4 and 5 Vict. caps. 1 and 39 ; 7 and 8 Vict. caps. 5, 63, and 86 ; 8 and 9 Vict. caps. 86, 88, 93, 107, 121, 165, 185, and 199 ; 9 and 10 Vict. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391 ; 10 and 11 Vict. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297 ; 11 and 12 Vict. caps. 75, 85, 87, 89, 125, and 157 ; 51 Geo. III. cap. 196 ; 12 and 13 Vict. caps. 33 and 35 ; 13 and 14 Vict. cap. 24 ; 14 and 15 Vict. cap. 83 ; 16 and 17 Vict. caps. 99 and 164 ; 17 and 18 Vict. caps. 186 and 208 ; 18 and 19 Vict. caps. 122, 177, and 188 ; 19 and 20 Vict. cap. 120 ; 20 and 21 Vict. caps. 18, 24, 72, 121, and 136 ; 21 and 22 Vict. caps. 56, 58, 67, 89, and 101 ; 22 Vict. cap. 3 ; 22 and 23 Vict. caps. 31, 44, 81, 95, and 134 ; 23 and 24 Vict. caps. 92, 103, 124, 158, and 185 ; 24 and 25 Vict. caps. 111, 220, and 234 ; 25 and 26 Vict. caps. 42, 71, 78, 143, 152, 165, and 227 ; 26 and 27 Vict. caps. 90, 109, 192, and 208 ; 27 and 28 Vict. caps. 87, 166, 174, 227, and 325 ; 28 and 29 Vict. caps. 89, 102, 103, 104, 268, 273, and 304 ; 29 and 30 Vict. caps. 216 and 217 ; 30 and 31 Vict. cap. 156 ; 31 and 32 Vict. cap. 69 ; 32 and 33 Vict. caps. 53 and 86 ; and any other Act or Acts relating to that Company.

Acts relating to the North London Railway Company, 9 and 10 Vict. cap. 396 ; 13 and 14 Vict. cap. 36 ; 16 and 17 Vict. cap. 97 ; 17 and 18 Vict. cap. 80 ; 23 and 24 Vict. caps. 14, 52, and 67 ; 24 and 25 Vict. caps. 132 and 196 ; 27 and 28 Vict. cap. 246 ; 28 and 29 Vict. cap. 72 ; 30 Vict. cap. 78 ; 31 Vict. cap. 4, and any other Act or Acts relating to that Company :

And notice is hereby also given that 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 9th day of November, 1870.

Beale, Marigold, and Beale, 28, Great George-street, Westminster.

In Parliament.—Session 1871.

Liverpool Tramways.

(Powers to Liverpool Tramways Company to construct new Tramways in the borough of Liverpool and its neighbourhood, and to levy Tolls; Agreements with Corporation of Liverpool and Street Authorities; Further Capital and other provisions; Amendment of Acts.)

NOTICE is hereby given, that the Liverpool Tramways Company (hereinafter referred to as the Company) intend to apply to Parliament in the next Session for an Act for all or some of the following amongst other purposes, that is to say:—

To empower the Company to lay down, make, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, in connection with and in extension of the tramways authorized by the Liverpool Tramways Act, 1868, and therein and hereinafter respectively numbered and referred to as Tramway No. 1, Tramway No. 3, Tramway No. 3A, Tramway No. 7, and Tramway No. 7A, and of the tramways authorized by the Liverpool Tramways Act, 1870.

The tramways proposed to be authorized by the intended Act are as follows:—

Tramway No. 2, wholly in the parish and borough of Liverpool, commencing in Dale-street, by a junction with Tramway No. 1, at or near the point where Dale-street and the street called Moorfields join, and passing thence into and along Moorfields, and thence in a south-western direction into and along Tithebarn-street, and thence into and along and terminating in Old Hall-street, at a point 2 chains, or thereabouts, north-west of the junction therewith of Leeds-street,

The centre line of Tramway No. 2 will be in the centre of Moorfields, and in the centre of Tithebarn-street as far as the end of Bixteth-street, and on the south-eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of the remainder of Tithebarn-street, except in passing the lamp standard at the south-west end of that street, where the distance from the imaginary centre line will be 11 feet, and on the south-western side of and at a distance of 4 feet from the imaginary centre line of Old Hall-street, except that from a point distant 2 chains from its termination the centre line of Tramway No. 2 will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 2A, wholly in the parish and borough of Liverpool, commencing in Dale-street, by a junction with Tramway No. 1 at or near the point where Dale-street and Exchange-street East join, and passing thence into and along Exchange-street East, passing thence in a south-western direction into and along Tithebarn-street, and thence into and along and terminating in Old Hall-street, at a point 2 chains, or thereabouts, north-west of the junction therewith of Leeds-street.

The centre line of Tramway No. 2A will be in the centre of Exchange-street East, and on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of Tithebarn-street, except in passing the lamp standard at the south-west end of that

street, where the distance from the imaginary centre line will be 7 feet, and on the north-eastern side of and at a distance of 4 feet from the imaginary centre line of Old Hall-street, except that from a point distant 2 chains from its termination, the centre line of Tramway No. 2A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the south-western side of the imaginary centre line.

Tramways Nos. 2B and 2c, respectively commencing by junctions with Tramway No. 2A in the parish and borough of Liverpool, in Old Hall-street, at or near the junction therewith of Leeds-street, passing thence along Old Hall-street into and along Great Howard-street, Victoria-road, Bootle-road, and Derby-road, and terminating in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Derby-road, at or near the junction therewith of Ensor-street.

The centre line of Tramway No. 2B will be at its commencement on the easternly side of and at a distance of 4 feet from the imaginary centre line, and will thence gradually approach, and at a point distant 1 chain from such commencement will intersect the imaginary centre line, and will thence gradually diverge from the imaginary centre line to a point distant 2 chains from such commencement, where it will be and whence it will continue to be throughout at a distance of $4\frac{1}{2}$ feet from and on the westernly side of the imaginary centre line.

The centre line of Tramway No. 2c will be at its commencement on the easternly side of and at a distance of 4 feet from the imaginary centre line, and will thence gradually diverge until at a distance of 2 chains from such commencement it will be and will thence continue to be throughout on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of Tramway No. 2c will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the westernly side of the imaginary centre line.

Tramway No. 4, commencing by a junction with Tramway No. 1 in St. John's-lane, in the parish and borough of Liverpool, at or near the end of Roe-street, and passing thence along the carriage-way on the north side of St. George's-place, and thence in a northernly direction into and along Lime-street, thence into and along London-road and Prescott-street, and terminating in the township of West Derby and parish of Walton-on-the Hill, in Prescott-street, at or near the end of Low Hill.

The centre line of Tramway No. 4 will be as follows, that is to say: In St. John's-lane and in the carriage-way on the north side of St. George's-place, on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; in Lime-street, on the westernly side of and at a distance from the imaginary centre line of $14\frac{1}{2}$ feet at the lamp standard in Lime-street,

at the end next St. George's-place, and will gradually decrease from $14\frac{1}{2}$ feet to and will be 11 feet for its whole length between the lamp standards in Lime-street, nearly opposite the end of Lord Nelson-street, and at the end of Lime-street next William Brown-street; in London-road and Prescott-street, on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet.

Tramway No. 4A commencing by a junction with Tramway No. 1 in Lime-street, in the parish and borough of Liverpool, at or near the end of Skelhorne-street, passing thence in a northerly direction along Lime-street, thence into and along London-road and Prescott-street, and terminating in the township of West Derby and parish of Walton-on-the-Hill in Prescott-street, at or near the end of Low Hill.

The centre line of Tramway No. 4A will be as follows:—In Lime-street throughout on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except along the part of Lime-street opposite St. George's Hall, where the distance from the imaginary centre line will be $3\frac{1}{2}$ feet at the lamp standard at the end next St. George's-place, and will gradually increase from $3\frac{1}{2}$ feet to and will be 11 feet for its whole length between the lamp standards in Lime-street nearly opposite the end of Lord Nelson-street, and at the end of Lime-street next William Brown-street; in London-road and Prescott-street on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet.

Tramway No. 4B, commencing in Prescott-street in the township of West Derby and parish of Walton-on-the-Hill, by a junction with Tramway No. 4 at its termination hereinbefore described, and passing thence into and along Low Hill and West Derby-road (keeping on the north side of the Church), and terminating in the township of Everton, in the parish of Walton-on-the-Hill, in West Derby-road, at or near the end of Heber-street.

The centre line of Tramway No. 4B will be at its commencement on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of Prescott-street, and in Low Hill for a length of $1\frac{1}{2}$ chains from the south end thereof it will be on the westernly side of and $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a further length of 1 chain gradually approach until it reaches the imaginary centre line with which it will coincide throughout the remainder of Low Hill to the north end thereof, whence it will gradually diverge from the imaginary centre line for a further length of 1 chain, where it will be and whence it will continue to be until it reaches the junction of Lymedoch-street with West Derby-road, at a distance of $4\frac{1}{2}$ feet from and on the north-westernly side of the imaginary centre line, and will thence gradually approach the imaginary centre line for a further length of 1 chain, where it will be on and whence it will coincide with the

imaginary centre line until it reaches the end of Kilshaw-street, and will thence again gradually diverge from the imaginary centre line for a further length of 1 chain, where it will be, and whence it will continue to be to its termination on the north-westernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 4C, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing in Prescott-street by a junction with Tramway No. 4A at the termination thereof hereinbefore described, and thence passing into and terminating in Low Hill by a junction with Tramway No. 4B at a point $2\frac{1}{2}$ chains or thereabouts from the south end of Low Hill.

The centre line of Tramway No. 4C will be in Prescott-street on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and in Low Hill it will be for a length of $1\frac{1}{2}$ chains on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence gradually approach and will terminate on the imaginary centre line.

Tramway No. 4D, a passing place, 2 chains in length, wholly in Low Hill, opposite the end of Erskine-street, commencing and terminating by junctions with Tramway No. 4B.

The centre line of Tramway No. 4D will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the westernly side of the imaginary centre line.

Tramway No. 4E, a passing place, 2 chains in length, wholly in Low Hill, commencing and terminating by a junction with Tramway No. 4B, and being at its south end opposite the end of Winter-street.

The centre line of Tramway No. 4E will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the easternly side of the imaginary centre line.

Tramway No. 4F, commencing in the township of West Derby and parish of Walton-on-the-Hill by a junction with Tramway No. 4B, at the north end of Low Hill, and passing thence into and along West Derby-road (keeping on the north side of the Church) and terminating in the township of Everton, in the parish of Walton-on-the-Hill in West Derby-road, at or near the end of Heber-street.

The centre line of Tramway No. 4F will be at its commencement in the centre of Low Hill, and will thence gradually diverge from the imaginary centre line for a length of 1 chain, where it will be, and whence it will continue to be until it reaches the junction of Lymedoch-street with West Derby-road, at a distance of $4\frac{1}{2}$ feet from and on the south-easternly side of the imaginary centre line, and will thence gradually approach the imaginary centre line for a further length of 1 chain, where it will be on and whence it will coincide with the imaginary centre line until it reaches the end of Kilshaw-street, and will thence again gradually diverge from the imaginary centre line for a further length of 1 chain, where it will be and whence it will continue to be, to its termination, on the south-easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of

Tramway No. 4f will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the north-western side of the imaginary centre line.

Tramways Nos. 5 and 5A, respectively wholly situate in the township of West Derby and parish of Walton-on-the-Hill, commencing, as regards No. 5, by a junction with the Tramway No. 4, and as regards No. 5A by a junction with Tramway No. 4A in Prescott-street at or near the end of Low Hill, and passing thence into and along and terminating in the street called Kensington, at or near the junction therewith of Deane-road.

The centre line of Tramway No. 5 will be throughout on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

The centre line of Tramway No. 5A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of Tramway No. 5A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the northernly side of the imaginary centre line.

Tramway No. 6, commencing in the parish and borough of Liverpool by a junction with Tramway No. 4 in London-road, at or near the end of St. Vincent-street, and passing thence along London-road, and along the carriage road on the south side of Monument-place, and thence into and along Pembroke-place, West Derby-street, Mount Vernon-road and Irvine-street, and passing thence across the south-western side of Holland-place, into and along Wavertree-road, and terminating in the township of West Derby and parish of Walton-on-the-Hill, in Wavertree-road aforesaid, at or near the centre of the bridge which carries the said road over the London and North Western Railway.

The centre line of Tramway No. 6 will be in West Derby-street from its commencement to the end of Dalton-street, on the northernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of 1 chain gradually approach until it reaches the imaginary centre line with which it will coincide throughout the remainder of West Derby-street, Mount Vernon-road and Irvine-street, to a point in the last-named street, 3 chains east of the end of Mason-street, and will thence for a further length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the northernly side of the imaginary centre line, and will so continue along Wavertree-road, to the end of Marmaduke-street, and will thence for a further length of 1 chain gradually approach until it reaches the imaginary centre line of Wavertree-road, with which it will coincide to a point 2 chains east of the end of Speke-street, and will thence gradually diverge for a further length of 1 chain until it reaches a distance of $4\frac{1}{2}$ feet from and on the north-

ernly side of the imaginary centre line, and will so continue to its termination.

Tramway No. 6A, commencing in the parish and borough of Liverpool by a junction with Tramway No. 4A in London-road, at or near the end of St. Vincent-street, and passing thence along London-road and along the carriage road on the south side of Monument-place, and passing thence into and along Pembroke-place and West Derby-street, and terminating in the township of West Derby and parish of Walton-on-the-Hill, in West Derby-street, at a point 1 chain or thereabouts east of the end of Dalton-street.

The centre line of Tramway No. 6A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 1 chain from its termination the centre line of Tramway No. 6A will gradually approach till it reaches the imaginary centre line at its termination.

Tramway No. 6B, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions with Tramway No. 6 in Mount-Vernon-road and Irvine-street respectively, and being opposite the end of Mount Vernon-place:

The centre line of Tramway No. 6B will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northernly side of the imaginary centre line.

Tramway No. 6C, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 6 in Irvine-street at a point 3 chains or thereabouts east of Mason-street, passing thence across the south-west side of Holland-place into and along and terminating in Wavertree-road at or near the end of Marmaduke-street.

The centre line of Tramway No. 6C will be at its commencement in the centre of Irvine-street, and will thence gradually diverge from the imaginary centre line for a length of 1 chain, where it will be and whence it will continue to be throughout at a distance of $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line, except that from a point distant 1 chain from its termination the centre line of Tramway No. 6C will gradually approach until it reaches the imaginary centre line at its termination.

Tramway No. 6D, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions with Tramway No. 6 in Wavertree-road, at the ends of Juno-street and Chatsworth-street respectively.

The centre line of Tramway No. 6D will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northernly side of the imaginary centre line.

Tramway No. 6E, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions with Tramway No. 6 in Wavertree-road, and being opposite the end of Durning-road.

The centre line of Tramway No. 6E will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northernly side of the imaginary centre line.

Tramway No. 6f, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions with Tramway No. 6 opposite the ends of Byford-street and Ryder-street respectively.

The centre line of Tramway No. 6f will, at each end thereof, be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northernly side of the imaginary centre line.

Tramway No. 6g, wholly in the Wavertree-road, in the township of West Derby, in the parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 6 at a point 2 chains east of Speke-street, and terminating at or near the centre of the bridge which carries the said road over the London and North Western Railway.

The centre line of Tramway No. 6g will be at its commencement in the centre of the street, and will thence for a length of 1 chain gradually diverge from the imaginary centre line until it reaches a distance of $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line; and will so continue to a point distant 2 chains from its termination, from which point the centre line of the Tramway will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the northernly side of the imaginary centre line.

Tramway No. 9, commencing in the township of West Derby, in the parish of Walton-on-the-Hill, in Wavertree-road, by a junction with Tramway No. 6a at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence along Wavertree-road into and along High-street and Church-road and terminating in the township of Wavertree and parish of Childwall, on the west side of Church-road, $4\frac{1}{2}$ chains or thereabouts from its junction with High-street.

The centre line of Tramway No. 9 will be at its commencement on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; and will thence gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its commencement, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line till it reaches a distance of $4\frac{1}{2}$ feet from and on the northernly side of the imaginary centre line, and will so continue to a point 1 chain west of the end of Picton-street, and will thence for a further length of 1 chain gradually approach until it reaches the imaginary centre line with which it will coincide to the junction of High-street and Church-road, and will in Church-road at the north end thereof be at a distance of 12 feet from and on the westernly side of the imaginary centre line, and will thence gradually approach until it reaches the imaginary centre line, and thence it will pass in a curved line to its termination.

Tramway No. 9a, commencing by a junction with Tramway No. 6a at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence

along and terminating in Wavertree-road, in the township of Wavertree and parish of Childwall at or near the end of Picton-street.

The centre line of Tramway No. 9a will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 1 chain from its termination it will gradually approach until it reaches the imaginary centre line at its termination.

Tramway No. 9b, a passing place, 2 chains in length, wholly in the township of Wavertree, in the parish of Childwall, commencing and terminating by junctions with Tramway No. 9 in Wavertree-road at points respectively 4 chains and 2 chains or thereabouts west of the end of Sandown-lane.

The centre line of Tramway No. 9b will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the southernly side of the imaginary centre line.

Tramway No. 9c, wholly in the township of Wavertree and parish of Childwall, commencing by a junction with Tramway No. 9 in High-street, Wavertree, at a point 1 chain or thereabouts east of Waterloo-street, and passing thence along High-street into and terminating in Church-road at the point hereinbefore described as the termination of Tramway No. 9.

The centre line of Tramway No. 9c will be at its commencement in the centre of High-street, and will be in Church-road at the north end thereof at a distance of 21 feet from and on the westernly side of the imaginary centre line, and will thence gradually approach until at a distance of 1 chain from its termination it reaches a distance of 9 feet from the imaginary centre line, and thence it will pass in a curved line to its termination.

Tramway No. 10, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing in Kensington by a junction with Tramway No. 5a at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence along Kensington into and along the Liverpool, Prescott, Ashton, and Warrington Turnpike-road, commonly called Prescott-road, into and terminating on the south-west side of Broad Green-road, 2 chains from the corner of St. Oswald's-street.

The centre line of Tramway No. 10 will be at its commencement on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of 1 chain gradually approach until it intersects the imaginary centre line, and will thence gradually diverge for a further length of 1 chain where it will be and whence it will continue to be throughout on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line except in Broad Green-road, where it will be in the centre of the street up to within half a chain of its termination, whence it will pass in a curved line to its termination.

Tramway No. 10a wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing in Kensington by a junction with Tramway No. 5a at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence along Kensington into and along the said Liverpool, Prescott, Ashton, and Warrington Turnpike-road, commonly called Prescott-

road, into and terminating on the south-west side of Broad Green-road, at the point hereinbefore described as the termination of Tramway No. 10.

The centre line of Tramway No. 10A will be throughout on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except in Broad Green-road, where it will be in the centre of the street up to within half a chain of its termination, whence it will pass in a curved line to its termination.

Tramways Nos. 11 and 11A, respectively commencing in the township of Everton and parish of Walton-on-the-Hill by junctions with Tramway No. 4R, at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence along West Derby-road, into and along Rocky-lane and West Derby-road, and terminating in the township of West Derby and parish of Walton-on-the-Hill in West Derby-road at or near the end of Bankfield-road.

The centre line of Tramway No. 11 will be at its commencement on the south-eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its commencement, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line for a further length of 1 chain, where it will be and whence it will continue to be throughout at a distance of $4\frac{1}{2}$ feet from and on the north-western side of the imaginary centre line, except that for a length of 1 chain from its termination it will gradually approach until it reaches the imaginary centre line at its termination.

The centre line of Tramway No. 11A will be throughout on the south-eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that for a length of 1 chain from its termination it will gradually approach until it reaches the imaginary centre line at its termination.

Tramway No. 12, wholly in the township of West Derby and parish of Walton-on-the-Hill commencing by a junction with Tramways Nos. 11 and 11A at the terminations thereof hereinbefore described, and passing thence along Millbank otherwise West Derby-road into and terminating in Mill-lane at or near the east end thereof.

The centre line of Tramway No. 12 will from its commencement to a point 1 chain or thereabouts west of the end of Lark Hill-lane coincide with the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the north-eastern side of the imaginary centre line, and will so continue to a point 2 chains or thereabouts east of the end of Black Horse-lane, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line, with which it will coincide for a further length of 11 chains, and will thence again for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ chains from and on the western side of the imaginary centre line, and will so continue to its termination.

Tramway No. 12A, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions

with Tramway No. 12 in Millbank aforesaid, at points respectively 10 chains and 12 chains east of the end of Bankfield-road.

The centre line of Tramway No. 12A will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northernly side of the imaginary centre line.

Tramway No. 12B, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 12 in Millbank aforesaid, at a point 1 chain or thereabouts west of the end of Lark Hill-lane, and terminating in Mill-lane by a junction with Tramway No. 12 at a point 3 chains or thereabouts east of the end of Black Horse-lane.

The centre line of Tramway No. 12B will be throughout on the south-western side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 1 chain from each end the centre line of the Tramway will gradually approach the imaginary centre line until at the commencement and termination respectively of the Tramway it reaches the imaginary centre line.

Tramway No. 12c, wholly in Mill-lane in the township of West Derby and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 12 at a point 14 chains or thereabouts east of the end of Black Horse-lane, and terminating by a junction with the same Tramway at the termination thereof hereinbefore described.

The centre line of Tramway No. 12c will be at its commencement in the centre of the street, and will thence for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the eastern side of the imaginary centre line, and will so continue to a point distant 2 chains from its termination, from which point the centre line of Tramway No. 12c will gradually approach the imaginary centre line until it intersects it at a point 1 chain from its termination, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the western side of the imaginary centre line.

Tramway No. 12D, commencing in the township of West Derby and parish of Walton-on-the-Hill by a junction with Tramway No. 11 in West Derby-road, at a point three quarters of a chain or thereabouts east of the end of Saxon-street, and passing thence into and along Saxon-street across Whitefield-road into and along Franklin-place, and terminating in the township of Everton and parish of Walton-on-the-Hill at the northern end of Franklin-place.

The centre line of Tramway No. 12D will be at its commencement in West Derby-road on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will be in Saxon-street on the west side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will cross the centre line of Whitefield-road, and will be in Franklin-place on the eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramways Nos. 13 and 13A, respectively commencing in the township of Kirkdale and parish of Walton-on-the-Hill in Derby-road by junctions with Tramway No. 2A at a point 2 chains from the termination thereof

hereinbefore described, and passing thence along Derby-road into and along Derby-road North, Rimrose-road, Crosby-road South, Crosby-road North, Liverpool-road, and Cook's-road, and terminating in the township of Great Crosby, in the parish of Sefton, in Cook's-road, at a point 1 chain or thereabouts south of the Police-station at the junction of that road and Little Crosby-road.

The centre line of Tramway No. 13 will be at its commencement on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its commencement, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line for a further length of 1 chain, where it will be and whence it will continue to be throughout at a distance of $4\frac{1}{2}$ feet from and on the westernly side of the imaginary centre line.

The centre line of Tramway No. 13A will be throughout on the easternly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of the said Tramway will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the westernly side of the imaginary centre line.

Tramway No. 13B, wholly in the township of Bootle-cum-Linacre and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 13A in Derby-road at or near the end of Balliol-road, passing thence into and along Balliol-road and Canal-street, and terminating on the west side of Canal-street 6 chains or thereabouts from the corner of Balliol-road.

The centre line of Tramway No. 13B will be in the centre of Balliol-road and Canal-street up to within half a chain of its termination, whence it will pass by a curved line to its termination.

Tramway No. 14, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 1 in Lord-street at or near the east end thereof, and passing thence into and along Whitechapel into and terminating in Old Haymarket, at or near the south end thereof, by a junction with Tramway No. 3A.

The centre line of Tramway No. 14 will be in Whitechapel on the south-east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line for a length of $1\frac{1}{2}$ chains at the south end thereof, and will thence for a length of half a chain gradually approach until it reaches the imaginary centre line, with which it will coincide for a further length of 4 chains, and will thence for a length of one chain gradually diverge until opposite the end of Sir Thomas'-buildings it reaches a distance of $4\frac{1}{2}$ feet from and on the south-eastern side of the imaginary centre line, and will so continue to its termination.

Tramway No. 15, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 1 in St. George's Crescent, and passing thence into and along the carriage way of Derby-square

on the north side of St. George's Church into and along James-street, and in a northerly direction into and along the street called Goree on the east side of the Dock Railway to and terminating in George's Dock-gates, at or near the south-west end of Water-street.

The centre line of Tramway No. 15 will be as follows: In the carriage way of Derby-square and in James-street it will be on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards at each end of James-street, where the distance from the imaginary centre line will be 9 feet: In the street called Goree on the east side of the Dock Railway, and in George's Dock-gates it will be on the west side of and $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 15A, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 15 at the termination thereof hereinbefore described, in George's Dock-gates, and passing thence along George's Dock-gates in a westernly direction across the Dock Railway over the Swing-bridge at the north end of George's Dock, on to and along and terminating on the open space at the north end of the said dock at a point 5 chains or thereabouts south-west of the south-west end of the said Swing-bridge.

The centre line of Tramway No. 15A will be as follows:—In George's Dock-gates it will be on the western side, and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line: On the Swing-bridge at the north end of George's Dock it will be on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line: In the open space at the north end of the said Dock it will be on the south side of the paved footway leading from the said Swing-bridge to the bridge at the north end of George's Landing Stage, and at a distance therefrom of 15 feet.

Tramway No. 16, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 15A at the termination thereof hereinbefore described, and passing along the said open space at the north end of George's Dock, over the said Swing-bridge and across the Dock Railway into and in a south-easterly direction along George's Dock-gates, and thence into and along Water-street, and terminating by a junction with Tramway No. 1 at the end of Castle-street, at or near its junction with Dale-street.

The centre line of Tramway No. 16 will be as follows:—In the open space on the north side of the said Dock it will be on the south side of the paved footway leading from the bridge at the north end of George's Landing Stage to the Swing-bridge at the north end of George's Dock, and at a distance therefrom of 15 feet for a length of 2 chains from its commencement, and thence for a length of 2 chains gradually approaching until it reaches a distance therefrom of 6 feet, and so continuing to the said Swing-bridge at the north end of George's Dock, where it will be on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line: In George's Dock-gates it will be on the east side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line: And in Water-street it will be on the northerly side of and

at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except for a length of 1 chain west of Exchange-street West, where the distance from the imaginary centre line will be 4 feet.

Tramway No. 16A, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 15A in George's Dock-gates, at the commencement thereof hereinbefore described, and passing thence into and along Water-street and terminating in Castle-street by a junction with Tramway No. 1 at a point $1\frac{1}{2}$ chains or thereabouts southward from the Town-hall.

The centre line of Tramway No. 16A will be in George's Dock-gates on the western side of and $4\frac{1}{2}$ feet from the imaginary centre line, and in Water-street $4\frac{1}{2}$ feet from and on the southernly side of the imaginary centre line, except that for a length of 1 chain southward from Exchange-street West, where the distance from the imaginary centre line will be 4 feet.

Tramways Nos. 17 and 17A, wholly in the parish and borough of Liverpool, respectively commencing by junctions with Tramway No. 1 in St. George's-crescent, and passing thence through St. George's-crescent into and along South Castle-street and Canning-place, round the north and east and south sides of the Post-office, into and along Park-lane, St. James-street, and Great George-place, and terminating at or near the south end of that place as regards Tramway No. 17 by a junction with Tramway No. 7, and as regards Tramway No. 17A by a junction with Tramway No. 7A.

The centre line of Tramway No. 17 will be $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line of South Castle-street, and will be at the like distance from and on the north side of the imaginary centre line of Canning-place on the north side of the Post-office, and at a like distance from and on the east side of the imaginary centre line of Canning-place on the east side of the Post-office to a point opposite the centre of the east front of the Post-office, from which point it will gradually diverge to the eastward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place opposite the south-west corner of the Sailors' Home, at which point the centre line of the Tramway will be 10 feet from and on the east side of the said imaginary centre line, and the centre line of the Tramway will be at the distance of 10 feet from and on the east side of, and afterwards on the south side of the said imaginary centre line throughout the rest of its course in Canning-place to the north end of Park-lane, and will be 4 feet from and to the east of the imaginary centre line of Park-lane to a point 1 chain north of the public lamp-post in the centre of the carriage way of Park-lane opposite St. Thomas's Church, from which point the centre line of the Tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and eastward of the said imaginary centre line, and will thence again gradually approach until in a length of 1 chain it again reaches the distance of $4\frac{1}{2}$ feet from and on the east side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the

east side of the said imaginary centre line to the end of Sparling-street, and thence for the length of 1 chain will gradually approach until it reaches the distance of 4 feet from and on the east side of the said imaginary centre line, and thence will continue at the said distance of 4 feet from and on the east side of the imaginary centre line to the end of Hardy-street, and will thence again gradually diverge from the imaginary centre line until in a further length of 1 chain it again attains the distance of $4\frac{1}{2}$ feet from and on the east side of that imaginary centre line, and will so continue to its termination.

The centre line of Tramway No. 17A will be $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line of South Castle-street, and at a like distance from and on the south side of the imaginary centre line of Canning-place on the north side of the Post-office, and at a like distance from and on the west side of the imaginary centre line of Canning-place on the east side of the Post-office to a point opposite the centre of the east front of the Post-office, from which point it will gradually diverge to the westward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place opposite the south-west corner of the Sailors' Home, at which point the centre line of the Tramway will be 10 feet from and on the west side of the said imaginary centre line, and the centre line of the Tramway will be at the distance of 10 feet from and on the west side of and afterwards on the north side of the said imaginary centre line through the rest of its course in Canning-place to the north end of Park-lane, and will be 4 feet from and to the west of the imaginary centre line of Park-lane to a point 1 chain north of the public lamp-post in the centre of the carriage-way of Park-lane, opposite St. Thomas's Church, from which point the centre line of the Tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and westward of the said imaginary centre line, and will thence again gradually approach until, in the length of 1 chain, it again reaches the distance of $4\frac{1}{2}$ feet from and on the west side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the west side of the said imaginary centre line to the end of Sparling-street, and thence for the length of 1 chain will gradually approach until it reaches the distance of 4 feet from and on the west side of the said imaginary centre line, and thence will continue at the said distance of 4 feet from and on the west side of the imaginary centre line to the end of Hardy-street, and will thence again gradually diverge from the imaginary centre line until in a further length of 1 chain, it attains the distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, and will so continue to its termination.

Tramways Nos. 18 and 18A, wholly in the extra-parochial place of Toxteth Park, respectively commencing in St. James-place, as regards No. 18, by a junction with Tramway No. 7, and as regards No. 18A by a junction with Tramway No. 7A at a point about 1 chain north of the end of Stanhope-street, thence passing into and along St. James-place and Mill-street, and thence into

and along and terminating in Wellington-place at a point about 2 chains south of its junction with Wellington-road.

The centre line of Tramway No. 18 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the easternly side of the imaginary centre line.

The centre line of Tramway No. 18A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the westernly side of the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of Tramway No. 18A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said Tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the easternly side of the imaginary centre line.

Tramway No. 19, wholly in the extra-parochial place of Toxteth Park, commencing in Mill-street by a junction with Tramway No. 18 opposite the south end of Warwick-street, and thence passing into and eastward along Warwick-street and Upper Warwick-street, and terminating on the northern side of that street 1 chain from the corner of Park-place.

The centre line of Tramway No. 19 will in Mill-street be at the distance of $4\frac{1}{2}$ feet from and on the easternly side of the imaginary centre line, and in Warwick-street and Upper Warwick-street will be $4\frac{1}{2}$ feet from and on the northernly side of the imaginary centre line, up to within half a-chain from its termination, whence it will pass by a curved line to its termination.

The said intended tramways hereinbefore described will pass, or be made from, in, through or into the several parishes, townships and extra-parochial or other places following, or some of them, that is to say:—Liverpool, Walton-on-the-Hill, Childwall, Sefton, Kirkdale, Bootle-cum-Linacre, Litherland, Great Crosby, West Derby, Everton, Wavertree, and Toxteth Park, all in the county of Lancaster.

Each of the said intended tramways hereinbefore described will occupy throughout a space of 5 feet 3 inches in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the street tramway from the imaginary centre line, and the imaginary centre line means in all cases (except where otherwise stated or some other description is given) an imaginary line drawn along the centre of the carriage way of the street, road, or other thoroughfare (by whatever name called or known) through or along which the respective tramway is intended to be made.

In all cases where it is stated that any tramway is intended to be laid at a greater or less distance from the imaginary centre line than $4\frac{1}{2}$ feet, such tramway is (except where otherwise stated) intended to be laid at a gradually varying distance from the imaginary centre line for a length of 1 chain before and after attaining the greater or less distance so stated, so as to make up in that length the difference between the distance of $4\frac{1}{2}$ feet and the greater or less distance so stated.

To empower the Company to acquire by compulsion or agreement, or to take on lease lands, buildings, and hereditaments, or rights or easements therein, for the purposes of the intended Act, and otherwise for the purposes of their undertaking, and to erect on lands so to be

acquired offices, stables, and buildings and other conveniences for the purposes of the intended Act, and of their undertaking, and to dispose by way of sale, letting, or otherwise, of any lands and hereditaments acquired or erected by them.

To authorize the temporary occupation by the Company of lands and buildings for the purposes of the intended Act, and to incorporate all or some of the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company, by compulsion or otherwise, and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, and other thoroughfares, ways, footpaths, water-courses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or of substituting others in their place, or for other purposes of the intended Act.

To provide for the maintenance and repair by the Company of such portions of any streets, roads, or other thoroughfares as may lie between and immediately adjoin any of the said intended tramways, or as may be defined and prescribed in and by the intended Act.

To enable the Company, when, by reason of the execution of any work in, or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Company is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramway, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid parishes, townships, and extra-parochial or other places, 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 required to be removed or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make and maintain from time to time such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be provided or prescribed by or in the intended Act.

To reserve to and to confer upon the Company exclusive rights to use upon the said intended tramways, all or any of them, carriages with flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways.

To prohibit, except by agreement with the Company, the use of the said intended tramways by persons, companies, or corporations other than the Company, with carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways; and to authorize and give effect to agreements between the Company and any other persons, companies, and corporations, for the use of the tramways of the Company by such other persons, companies, and corporations with such

carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement or agreements in reference thereto.

To make provision for regulating the passage of traffic along or across streets, roads, and other thoroughfares through or along which the said intended tramways will be laid, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorize the making and enforcing, whether by the Company, or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations.

To enable the Company, and the Mayor, Aldermen, and Burgesses of the borough of Liverpool, or the Council of the said borough, and other parties (whether bodies corporate or persons) having the direction of the repair, or having the control or management of any streets, roads, and other thoroughfares in the said borough, or in any of the aforesaid parishes, townships, and extra-parochial places, to enter into agreements with reference to all or any of the purposes of the intended Act, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways, and the rails, plates, sleepers, pavements, and works connected therewith, and for facilitating the passage of traffic and carriages over or along the same by means of animal power, and to confirm any such agreements which may have been, or may be made, before the passing of the intended Act.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the said intended tramways, by carriages passing along the same, and for the conveyance of passengers or other 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.

To empower the Company to raise further money for the purposes of the intended Act, and for the general purposes of their undertaking by the creation and issue of new shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing on mortgage and bond, or by any or either of those means, and to enable the Company to divide all or some of the shares in their capital into half shares, and to attach to some of such half shares a preference or priority in the payment of dividend or interest, or other special rights or privileges.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of such existing Acts, viz.: the Liverpool Tramways Act, 1868, and the Liverpool Tramways Act, 1870, and such of the provisions of any other Act in force within the borough of Liverpool, or in any parish, township, or extra-parochial or other place hereinbefore mentioned as may interfere or be inconsistent with the objects or provisions of the intended Act.

To incorporate, if thought fit, with the intended Act all or some of the clauses and pro-

visions of the Tramways Act, 1870, and to make such clauses and provisions with or without alteration or amendment applicable to the whole or parts of the Company's authorized and proposed undertaking in lieu of all or some of the provisions of their existing Acts.

And notice is hereby further given, that on or before the 30th day of November, 1870, plans and sections of the said 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 for public inspection with the Clerk of the Peace for the borough of Liverpool, at his office at Liverpool, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston; 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 parish and extra-parochial place in or through which the said intended tramways or any part thereof will pass or be made, with a copy of the said Gazette notice, will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of the extra-parochial place of Toxteth Park, with the Parish Clerk of the parish of Liverpool, being a parish immediately adjoining thereto, at his residence. And that printed copies of the intended Act will, on or before the 21st day of December, 1870, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1870.

P. F. Garnett, 54, Castle-street, Liverpool,
Solicitor for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, 7,
Great George-street, Westminster, Par-
liamentary Agents.

In Parliament—Session 1871.

Abergavenny Improvement.

(Amendment of Acts—Power to Commissioners to Borrow further Money, and Extension of Time for Repayment of Borrowed Moneys—Improvement of Streets—Purchase of Lands compulsorily or by Agreement—Repeal of old and enactment of new Tolls, and to create Exemptions from Tolls, &c.—To make and alter Bye-Laws—To remove and prohibit Obstructions and Nuisances—Penalties—To divert and cleanse Brook Kibby and cleanse other Streams—Election of Commissioners—Exemptions from Stamp Duties on Deeds, &c.—Power to let Tolls and sell Surplus Lands—Renewal of Powers to purchase Lands—To prohibit Unlicensed Slaughter-houses—and for 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 and to pass an Act for the objects and purposes following, or some of them (that is to say):—

To alter, amend, extend, and enlarge all or some of the powers and provisions of the following Acts; that is to say:—"The Abergavenny Improvement Act, 1854" (hereinafter called the Act of 1854); "The Abergavenny Improvement Act, 1860" (hereinafter called the Act of 1860); "The Markets and Fairs Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Commissioners' Clauses Act, 1847;" "The Water Works Clauses Acts, 1847 and 1863;" "The Gas Works Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Act, 1845," and all other Acts

now in force within the limits defined by the Act of 1854, or to repeal wholly or in part the powers and provisions of such Acts, or any or either of them, and to enact other and additional powers and provisions for the good government and management of the town of Abergavenny, in the county of Monmouth.

To authorise "The Abergavenny Improvement Commissioners" (in this notice called the Commissioners) to borrow money (in addition to the moneys which they are now authorized to borrow) for the purposes of completing the new market and Town-hall, in the said town of Abergavenny, and for other purposes, by bond or by mortgage of their lands, hereditaments, property, funds, rates, or revenues, or of any tolls, rates, rents, charges, duties, stallages, fees, or other payments levied or received, or authorised to be levied or received by the Commissioners, or to be authorised to be levied or received under the powers of the intended Act, or by way of annuity or otherwise.

To extend by thirty years, or such other period as shall be sanctioned by Parliament, the time allowed for repayment of all moneys authorised to be borrowed by the Commissioners under the Acts of 1854 and 1860, or either of them, and for that purpose to defer or postpone the commencement of the sinking fund, and the time for the repayment of the moneys borrowed, and to otherwise alter, amend, and enlarge the powers of the Commissioners with respect to the borrowing and repayment of moneys.

To empower the Commissioners for the purpose of widening and improving the public streets, roads, and lanes in the said town and parish of Abergavenny hereinafter mentioned, that is to say, Lion-street, Frogmore-street, Brecon-road, a lane leading from Brecon-road to the Groffield, Monk-street, and Cross-street; and also for general improvement and other purposes in the town and parish of Abergavenny, to purchase, by compulsion or agreement, the lands, houses, and buildings situate in the said parish of Abergavenny, hereinafter mentioned, that is to say, a messuage, buildings, and land called The Golden Lion Hotel, in Lion-street and Frogmore-street aforesaid, in the occupation of Edward Lewis; the Butcher's Arms Inn, buildings, yard, and field, in the occupation of George Phillips; a house and garden in the occupation of George Phillips and George Watkins; four cottages and land adjoining, three of such cottages being in the respective occupations of John Connolly, Daniel Donovan, and Charles Knight, and one being unoccupied; a cottage and yard adjoining, unoccupied; a cottage in the occupation of Timothy Donohough; a stable, timber yard, and sheds, in the occupation of Henry Hunt; a builder's yard, in the occupation of Messrs. Foster; a builder's yard, in the occupation of Frederick Phillips, all situate in Frogmore-street, Brecon-road, and a lane leading from Brecon-road to the Groffield aforesaid; three houses in Monk-street, aforesaid, in the respective occupations of Ann Morgan, Thomas Jones, and Henry Davies; a dwelling house and shop, in the occupation of James Cottle Hazard; a dwelling house in the occupation of the Reverend Sydney Rogers Young; a shop, buildings, and land in the occupation of Hannah Lockley; a dwelling house in the occupation of John Evans; a dwelling house in the occupation of Edmund Snooks and Walter Jones; a stable and yard in the occupation of Mary Evans; a dwelling house in the occupation of John Dolphin; a dwelling house in the occupation of Thomas Watkins; a dwelling house in the occupation of Henry Weeks and William Powell; a

dwelling-house in the occupation of William Duberly; and a dwelling house in the occupation of John Jones, all in Cross-street aforesaid; eight cottages in the respective occupations of Richard Wood, Nathaniel Richards, William Pugh, Henry Smith, Rachael Watts, James James, Charles Barry, and George Brewer, all situate in Mr. Harvey's Yard, in Cross-street, aforesaid; fourteen cottages in the respective occupations of Robert Thomas, Elizabeth Lewis, John Bowen, Elizabeth Herbert, Henry Weeks, Edward Jenkins, James Howells, Thomas Powell, William Morgan, David Thomas, Abraham Watkins, John Barry, Martha Bond, and Mary Webster, all in Boar's Head Yard, in Cross-street, aforesaid; and to take down and remove all or any of the said houses, buildings, workshops, and premises, and to throw such land and the site of such houses, buildings, workshops, and premises, or some part thereof, respectively into the said streets.

To vary or extinguish all existing rights and privileges in any way connected with the lands, houses, and property proposed to be purchased, 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.

To stop up, alter, or interfere, either temporarily or permanently, with all such streets, roads, and ways as may be requisite for the purposes of the intended Act.

To vest in the Commissioners the sites of all streets, courts, ways, and passages comprised within the limits of the lands to be acquired under the said Act.

To provide for the taxation or adjustment of the costs of Arbitrations in respect of any land or property purchased under compulsory powers by the Commissioners.

To empower the Commissioners to authorise or order any house or building within the town and parish of Abergavenny, to be set forward or backwards, or to take down or set forward or back any house or building for improving the line of the street. To prevent, remove, or alter projections, obstructions, and dangerous openings in, upon, under, or abutting on any highways, pavement, footpath, or public place.

To empower the Commissioners, to remove, pull down, repair, or rebuild ruinous, dangerous, or abandoned buildings, and to recover the expenses thereof from the owners, lessees, or occupiers, and to sell the materials of any buildings so removed or pulled down, and, particularly, to purchase compulsorily, or by agreement, the cottages and land fronting upon and forming a yard called Price's Yard, in Frogmore-street, in the said town and parish of Abergavenny, and to pull down and remove such cottages.

To levy new tolls, rates, stallages, and dues; and to confer new powers for the recovery thereof; to alter, extend, or repeal the tolls, rates, stallages, and dues now leviable, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, stallages, and dues. To levy special rents or rates in respect of the use of the Corn Exchange in the Market House, in the said town of Abergavenny, and to enable the Commissioners to take tolls, rates, and dues from pedlars as defined by "The Pedlars' Act, 1870."

To empower the Commissioners to grant licenses for the exhibition of shows, or the like, and for sales by auction or by private contract on any public grounds, or on any private lands other than the dwelling-house or shop of the seller within the aforesaid limits, and to levy tolls and rents for such exhibitions or sales, and to enforce penalties for such exhibitions or sales without such license.

To authorise the Commissioners from time to time to make, alter, vary, and rescind their Bye-laws, Rules, and Resolutions, and to impose penalties for the breach or non-observance thereof.

To prohibit, restrict, or regulate the displaying of goods for sale in or upon highways, and the carrying on of dangerous, noxious, or offensive trades, manufactures, or businesses. To prevent nuisances, obstructions, street music, itinerent shows, and dangerous animals, and the defacing of walls or fences by placards or writing. To regulate and license places of public entertainment, porters, hackney carriages, carts, and animals plying for hire, and their drivers and attendants.

To make provisions as to fixing of chimneys, disorderly or unhealthy houses, apprehending, detaining, and bailing of offenders and suspected persons, and the preventing indecent, immoral, or disorderly conduct in highways and public places in the said town of Abergavenny, and to compel owners and occupiers of houses to construct proper water-closets, to be approved of by the Commissioners, and to abolish the use of privies, and generally to confer such powers and make such regulations as may be expedient for the good order and government of the said town, and for imposing penalties for offences.

To enable the Commissioners to divert into the main stream the upper course of the brook or stream called the Kibby, from the field belonging to Charles William Latham, Esquire, and others, called King David Field, to the place where the said brook rejoins the main stream in the garden of Mr. Samuel Henry Facey, and to shut up the now existing portion of the said brook or stream when diverted, and to extinguish all rights and privileges in connection with such portion of the said brook or stream, and to vest the site in the owners thereof.

To widen, deepen, straighten, scour, and otherwise improve and alter the whole of the main stream and Brook Kibby.

To enable the Commissioners from time to time to deepen, dredge, cleanse, scour, and conserve all or any waters and watercourses within the aforesaid limits, and to remove obstructions therefrom, and, if necessary, to stop up any stagnant pond or pool, with power to enter upon any lands for that purpose.

To make new provisions for the election and qualification of Commissioners under the Act of 1854, and to enable any ratepayer to vote at such election who shall have paid all rates made prior to the previous 30th day of June, and to qualify the Chairman for the time being of the Commissioners to be appointed a Justice of the Peace for the County of Monmouth.

To exempt the said Commissioners from the payment of stamp duty on any deed, award, mortgage, agreement, or other instrument or document, receipt or writing, made or executed by them, their officers, or servants, for the purposes of or for the appointment of any officer or person under the said Acts of 1854 and 1860, and of the intended Act, or any or either of them.

To enable the Commissioners to let or lease their tolls, rates, and dues, and to effect sales or leases, or otherwise dispose of their surplus lands or buildings.

To extend or re-create the powers of taking lands conferred on the Commissioners by the said Acts of 1854 and 1860, or any other Act.

To exempt the gas and water meters, pipes, and fittings belonging to the Commissioners let on hire, or unpaid for by the purchaser thereof, from liability to distress or seizure for rent, or by any

process of law or equity, or in bankruptcy, against the person in whose possession or reputed ownership they shall be, and to enable the Commissioners to remove the same at any time.

To provide, licence, and regulate public slaughter-houses, and to prohibit, restrict, license, or regulate the use of existing or future slaughter-houses, and to prevent the slaughter of animals elsewhere than in public or licensed slaughter-houses.

And notice is hereby further given, that on or before the 30th day of November, 1870, plans, shewing the lands which will or may be subject to the compulsory powers of purchase to be conferred by the intended Act, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, 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 Monmouth, at his office, at Newport, in the said county, and on or before the said 30th day of November, a copy of the said plans and book of reference, together with a copy of the said notice, will be deposited for public inspection with the parish clerk of the said parish of Abergavenny, at his residence.

On or before the 21st day of December, 1870, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1870.

J. Gilbert Price, Abergavenny, Solicitor.

Wyatt and Hoshins, 28, Parliament-street, Westminster, Parliamentary Agents.

Stamford Inclosure.

(Provisions for the Inclosure of Lands in Stamford and the Parish of Tinwell—Fixing Sites for Exercise and Recreation and for Freemen's Allotments—Arrangements as to Encroachments—Exchanges of Land—Laying-out Roads, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize and provide for the inclosure and fencing of all or some, or some part or parts of the several open fields, meadows, and wastes in the parishes of All Saints, Saint George, Saint Michael, Saint John, and Saint Mary, or some or one of them, in Stamford, in the county of Lincoln, and in the parish of Tinwell, in the county of Rutland, containing together 1621 acres, or thereabouts.

And it is proposed to effect such inclosure and fencing, as far as practicable, through means of the machinery and powers provided and conferred by the Public General Acts now in force for the inclosure of lands, or some or one of them; or otherwise by separate machinery and distinct powers to be provided and conferred by the intended Act, or partly in one way and partly in the other, and for the purposes of such intended inclosure and fencing, to repeal, alter, and amend certain of the provisions of the said Public General Acts and to enact other provisions in lieu thereof, and to confer new and additional powers for effecting the objects of the intended Act.

And it is proposed to appoint or provide for the appointment of a commissioner or commissioners, or a trustee or trustees, and other officers, and to confer upon such commissioner or commissioners, or trustee or trustees, and officers respectively all powers, privileges, authorities, rights, and immunities necessary, usual, or proper for enabling them to carry into complete

effect the objects and purposes of the intended Act.

And it is proposed to authorize and require the said commissioner or commissioners or trustee or trustees, out of the moneys to be raised under the powers of the Act, to purchase, by compulsion or agreement, or otherwise to allot and award, for the purposes of exercise and recreation, the following lands, that is to say—

A piece or parcel of land, to contain 8 acres, situate partly in the parish of Saint Michael and partly in the parish of All Saints, in the said borough, bounded on part of the west by a road or footpath (partly used as a rope-walk), and in other part by property belonging to Thomas Charles Gibson, on the north by open field lands, the property of Brown's Hospital, on the east by a road leading from North-street into the open fields, and on the south by the end of the North-street Chapel and other buildings ranging in a line therewith.

And it is proposed to authorize and require the said Commissioner or Commissioners, or Trustee or Trustees, out of the moneys to be raised under the powers of the Act, to purchase, by compulsion or agreement, or otherwise to allot and award to or for the freemen of the borough of Stamford the following lands, that is to say—

All the several pieces or parcels of meadow ground, called or known by the name of the Bull Meadow, the Bottom Meadow, the Horse Common, and the Breadcroft Meadow, all in the parish of All Saints, in the said borough, extending from the point at the eastern end, near the town bridge, to the iron bridge across the river Welland at the western end, where a fence is intended to be made across the said meadow, called Breadcroft Meadow, to the mill stream, and all which meadows contain in the whole 35A. 1R. 12P. (or thereabouts), and are bounded on the south by the river Welland, and the Syston and Peterborough Railway, on the north by the mill stream and lands belonging to the Marquis of Exeter and Richard Thompson, and on the west by the said intended fence from the iron bridge to the mill stream.

And it is proposed to vest or provide for the vesting of all or some of the lands above described in trustees to be appointed in the manner provided by the Public General Acts now in force with respect to allotments made to freemen or others as a class upon trust for the respective purposes aforesaid, and to authorize the said trustees so to be appointed as aforesaid from time to time to make bye laws, rules, and regulations for the maintenance, management, enjoyment, and use of the said lands for the respective purposes aforesaid, and to enforce the observance of such bye laws by the imposition of penalties and forfeitures, and by other means, and to provide that the said lands firstly above described shall be in lieu of any other allotment under the Act for the purposes of exercise and recreation, and that the said lands secondly above described shall be in lieu of any other allotment under the Act to the freemen of the said borough.

And it is proposed by the intended Act to make provision for settling or quieting the title with respect to certain encroachments upon the waste of the Manor of Stamford in all or some of the parishes herein before-mentioned, some of which encroachments are included within the area to be enclosed under the Act and others are beyond such area, and to empower the occupiers or others interested in all or any of such encroachments to acquire the fee-simple and in-

heritance, or other estate and interest in their respective holdings upon certain terms and conditions.

And it is proposed to authorize and provide for the exchange of any of the lands to be enclosed for any other lands near the town of Stamford, and for the allotment of all or any of the said lands (whether the lands to be enclosed, or taken, or given in exchange, are or are not lands comprised within the area to be enclosed under the powers of the intended Act), and to confer upon all persons empowered to sell and convey lands, or any interest therein, under the provisions of the Lands Clauses Consolidation Act, 1845, like powers to exchange or join in the exchange of any lands in which they may be interested, whether forming part of the lands to be enclosed, or situate in the said open fields, and to sell and convey the same, and generally to do or join, and concur in doing all acts, matters, and things which may be necessary or proper for giving effect to any such exchange, and to incorporate and amend all or some of the provisions of the Lands Clauses Consolidation Act, 1845, and of all other Acts subsequently passed amending or extending the same; and to authorize all persons interested, or whose concurrence or consent may be necessary to enter into agreements with respect to any such exchange as aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to authorize and provide for the laying out of new roads, footpaths, and ways, or the alteration or improvement of existing roads, footpaths, and ways over or upon the said lands (whether to be enclosed or taken in exchange), or any of them, and over or upon any lands adjoining or near to such first-mentioned lands, and whether situate in the same or any other parish; and to stop up, alter, or divert all or any existing roads, footpaths, or rights of way, watercourses, drains, fences, and other works over or upon the said lands, or any of them, or leading to the same lands or any part thereof.

And it is proposed to provide for the expenses of the intended Act and to be incurred in carrying the provisions thereof into operation, and to authorize the levying of rates, assessments, and charges, and the borrowing of money or the sale of land for that purpose, and to alter existing rates, assessments, and charges, and to confer exemptions from payment of rates, assessments, and charges, and to vary or extinguish all existing rights and privileges of any description which might in any way prevent or hinder the objects of the Act being fully effected, and to confer other rights and privileges.

And it is proposed to authorize any persons interested to make agreements for effecting any of the objects of the Act, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And Notice is hereby also given, that a plan in duplicate of the lands intended to be taken by compulsion under the powers of the Bill, and a Book of Reference thereto will be deposited for public inspection with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Stamford, and with the Clerk of the Peace for the borough of Stamford at his office in Stamford; and that a copy of so much of the said plan and book of reference as relates to any parish will be deposited with the parish clerk of such parish at his residence, and that all such deposits will be made in the latter part

of the present month of November, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1870.

Dated this 4th day of November, 1870.

Thompsons, Phillips, and Evans, Stamford,
Solicitors for the Bill.

Sherwood, Grubbe, Pritt, and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

Great Southern and Western Railway (No. 1.)

(Extension to North Wall Quay; New Road; Additional Capital; Power to London and North Western Railway Company to Subscribe and Apply Funds; Power to Run over Liffey Branch of the Midland Great Western Railway of Ireland, and over Portion of Line belonging to the Dublin and Drogheda Railway Company; Provision as to separate Station Accommodation for Great Southern and Western Railway Company at North Wall; Power to enter into Traffic Agreements; Amendment of Acts.)

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 the Great Southern and Western Railway Company (hereinafter called "the Company") to make and maintain the following railways and road, with all proper approaches, stations, works and conveniences connected therewith (that is to say) :

Railway No. 1, commencing by a junction with the railway of the Company at a point distant one hundred and eighty-four yards or thereabouts from the centre of the bridge, on the east side thereof, which bridge carries the public road leading from Island-bridge to Kilmainham over the railway of the Company, in the parish of Saint James and county of the city or borough of Dublin, and passing thence in, through, or into the following parishes, townships, townlands, and extra-parochial or other places, or some of them (that is to say) : Conyngham-road, Saint James, Saint James Phoenix-park, Phoenix-park, Usher's Quay Ward, Arran Quay Ward, in the city or borough of Dublin; Grangegorman South, in the county of Dublin; Grangegorman Middle, partly in the county and partly in the city or borough of Dublin; Grangegorman North, in the county of Dublin; Grangegorman, Slutsend otherwise West-farm, Glasnevin, partly in the county and partly in the city or borough of Dublin; Glasnevin in the county of Dublin; and terminating by a junction with the Liffey Branch of the Midland Great Western Railway of Ireland, at a point distant forty-four yards or thereabouts from the west side of the bridge crossing the said Liffey Branch of the said Midland Great Western Railway of Ireland near the sixth lock of the Royal Canal :

Railway No. 2, commencing by a junction with the said Liffey Branch of the said Midland Great Western Railway of Ireland at a point distant one hundred yards or thereabouts from the south-east side of the

north abutment of the Lattice-bridge which carries the Dublin and Drogheda Railway over the Royal Canal, in the parish of Saint Thomas, county of the city or borough of Dublin, passing thence in, through, or into lands in the South Dock Ward, parish of Saint Thomas and said county of the city or borough of Dublin, and terminating at a point sixty-five yards or thereabouts from the crossing of Church-road by the Dublin and Drogheda Railway North Wall Extension in a north-easterly direction, in the parish of Saint Thomas and county of the city or borough of Dublin aforesaid ;

Railway No. 3, commencing by a junction with the Dublin and Drogheda Railway North Wall Extension, at a point eighty-five yards or thereabouts from the crossing of Church-road by the Dublin and Drogheda Railway North Wall Extension in a north-easterly direction, passing through certain lands in the parish of Saint Thomas, county of the city or borough of Dublin, and terminating on the north side of Upper Sheriff-street, at a point distant one hundred and thirty yards or thereabouts to the east of the centre of East-road at its junction with Upper Sheriff-street aforesaid, in the parish of Saint Thomas, and county of the city or borough of Dublin :

To empower the Company to make a new road situate wholly in the parish of Saint Thomas and county of the city or borough of Dublin, commencing at a point forty-eight yards or thereabouts from the south-west corner of North Court Avenue Middle measured in a southerly direction towards the authorized North Wall Extension of the Dublin and Drogheda Railway, and terminating on the north side of Upper Sheriff-street at a point one hundred and ninety-three yards or thereabouts to the east of the centre of East-road at its junction with Upper Sheriff-street :

To empower the Company to stop up and discontinue as public thoroughfares, and to extinguish all rights of way over and to vest in and appropriate to the purposes of the Company, all or part of Hawthorn-terrace, Church-road, Blythe's-avenue, Abercorn-road, and East-road, and so much of the public footpath from West-road to Church-road as lies contiguous to and on the eastern side of the Liffey Branch of the Midland Great Western Railway of Ireland, in the parish of Saint Thomas aforesaid :

To empower the Company to acquire by compulsion or agreement lands and buildings for the purposes of the intended railways, road, and works, and also for those purposes, and for other purposes of the Company's undertaking, the lands and buildings hereinafter referred to (that is to say) :

Certain lands, houses, and buildings in the parish of Grangegorman, townland of Grangegorman South, in the county of Dublin, and Grangegorman Middle, partly in the county and partly in the city of Dublin, lying to the west of the Circular-road at or near the Cattle Market, to the north of Blackhorse-lane, and to the south of the public road leading from Blanchardstown to Dublin ;

Certain lands, houses, and buildings in the parish of Saint Thomas and county of the city or borough of Dublin, lying on the west side of Upper Sheriff-street and north-east side of Church-road ;

Certain lands, houses, and buildings in the parish of Saint Thomas and county of the city or borough of Dublin, lying on the east of Upper Sheriff-street, the north of Wapping-street, and west of Mayor-street:

To vary and extinguish all existing rights and privileges connected with any lands or buildings proposed to be purchased for the purposes of the intended Act which would in any manner impede or interfere with such purposes 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 turnpike roads, highways, streets, railways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes, townlands, or places which it may be necessary to cross, stop-up, alter, or divert in executing the several purposes of the intended Act:

To empower the Company to levy tolls, rates, and charges for or in respect of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, and charges:

To empower the Company to apply for 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 by shares or by stock or by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest as the Bill will define:

To empower the London and North Western Railway Company, if they think fit, to take shares in and to subscribe or contribute towards the cost of the intended railways and works, and to apply for that purpose any part of their funds which may not be required for the purposes of their own undertaking, and if necessary to raise additional capital by the creation of new shares or stock in their own undertaking with or without a guaranteed or preference dividend or other rights or privileges attached thereto:

To empower the Company and all other Companies and persons lawfully using the railways of the Company at all times to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and for traffic of every description, so much of the railway of the Midland Great Western Railway of Ireland Company as lies between the proposed junction of Railway No. 1, at a point distant forty-four yards or thereabouts from the west side of the bridge crossing the said Liffey Branch near the sixth lock of the Royal Canal and the proposed junction with Railway No. 2, at a point distant one hundred yards or thereabouts from the south-east side of the north abutment of the Lattice-bridge which carries the Dublin and Drogheda Railway over the Royal Canal, and also so much of the authorized North Wall Extension of the Dublin and Drogheda Railway Company as lies between a point on that railway where the proposed Railway No. 2 joins the said North Wall Extension of the Dublin and Drogheda Railway to the termination of the said extension at Upper Sheriff-street aforesaid, together with all stations, sidings, watering-places, booking offices, works, or conveniences upon or near or connected with the portions of the railways of the Midland Great Western Railway of Ireland Company and of the Dublin and Drogheda Railway Company, or either or both of those Companies, so to be used as aforesaid, upon such terms and conditions, and subject to such payments, rents, tolls, and charges, or other considerations, as may be agreed upon between

the said Companies, or either of them, or as may be prescribed by the intended Act; and, if necessary or expedient, to alter and vary the tolls and charges now authorized to be taken by the said Companies or either of them:

To empower the Company and the London and North-Western Railway Company to enter into contracts and agreements with respect to traffic passing over the railways to be authorized by the intended Act, and over the Liffey Branch of the Midland Great Western Railway of Ireland Company, and the authorized North Wall Extension of the Dublin and Drogheda Railway so to be run over and used as aforesaid:

To empower the Company and the London and North-Western Railway Company, the Midland Great Western Railway of Ireland Company, and the Dublin and Drogheda Railway Company, or any or either of them, to enter into contracts and agreements for and with reference to the management and transmission of traffic upon or over their respective railways, the fixing, collection, payment, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the rents, drawbacks, allowances, and payments to be made or paid by either of them to the other of them, the appointment of joint committees for carrying into effect any such agreements, and all matters incidental thereto:

To provide for the construction and maintenance of a station for the separate use by and accommodation of the Company at North Wall, upon certain lands belonging to the London and North Western Railway Company, in manner to be agreed upon between the said Companies, or failing agreement in such other manner as may be prescribed by the intended Act:

To enable the Company and the London and North Western Railway Company and the Dublin and Drogheda Railway Company to enter into and carry into effect contracts and agreements with reference to the sale by either or any of said Companies to any or either of them, and to the exchange of any lands belonging to them respectively, or which may belong to them, adjoining or near to the North Wall:

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges, and for the purposes aforesaid it is intended, if need be, to alter, amend, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say: Acts relating to the Company and their undertaking, 7 and 8 Vict. cap. 100; 8 and 9 Vict. cap. 124; 9 and 10 Vict. caps. 196, 197, 198, and 209; 10 and 11 Vict. cap. 93; 14 and 15 Vict. cap. 80; 15 and 16 Vict. cap. 24; 16 and 17 Vict. cap. 142; 17 and 18 Vict. cap. 132; 20 and 21 Vict. caps. 1, 62, and 85; 24 and 25 Vict. caps. 147 and 148; 28 and 29 Vict. cap. 43; and 29 and 30 Vict. caps. 57 and 144; and any other Acts relating to the Company;

Acts relating to the London and North Western Railway Company (that is to say): local and personal, 9 and 10 Vict. cap. 204; and all other Acts relating to the London and North Western Railway Company:

Acts relating to the Midland Great Western Railway of Ireland Company (that is to say): local and personal, 8 and 9 Vict. cap. 119; and all other Acts relating to the Midland Great Western Railway of Ireland Company:

Acts relating to the Dublin and Drogheda Railway Company (that is to say): local and personal, 6 and 7 Will. IV. cap. 132, and all other

Acts relating to the Dublin and Drogheda Railway Company :

And notice is hereby also given, that on or before the 30th day of November instant maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the Dublin Gazette, will be deposited with the clerk of the peace for the county of the city of Dublin, at his office in Green-street, Dublin, and with the clerk of the peace for the county of Dublin, at his office in Kildare-street, Dublin ; and that a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended works are proposed to be made or the said lands are situate, and a copy of this notice as published in the Dublin Gazette, will on or before the said thirtieth day of November be deposited as follows (that is to say) : so much thereof as relates to the parish of Saint James, with the clerk of the South Dublin Poor Law Union, at his office at the South Dublin Poor Law Union Workhouse ; and so much thereof as relates to the parishes of Saint James, Grange-gorman, Glasnevin, and Saint Thomas, with the clerk of the North Dublin Poor Law Union, at his office at the North Dublin Poor Law Union Workhouse :

And notice is hereby further given, that, on or before the twenty-first day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated 12th November 1870.

Barrington and Jeffers, 10, Ely-place
Dublin, Solicitors for the Bill.

Sherwood, Grubbe, Pritt and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1871.

Union Bank of Australia.

Power to sue and be sued ; Registration of Memorials ; Vesting of Property and Funds ; Alteration of Deeds of Settlement ; Further Powers.

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 all or some of the following purposes :—

1. To confer on the Company or Copartnership carrying on business in Australia and Great Britain and elsewhere, under the name and style of the Union Bank of Australia (hereinafter called the Company), power to sue and be sued in the name of the Company or of public officers to be appointed by or under the provisions of the Bill, and to confer on the Company such further powers, rights, and privileges as may be necessary or expedient for facilitating proceedings by and against them.

2. To provide for the registration of memorials of the names, descriptions, and places of abode of the public officers and trustees, and of the names of the members or shareholders of the Company, or of any of them.

3. To provide for the vesting (without deed) of the property and funds of the Company in the Company, or in trustees on their behalf.

4. To regulate the meetings, actings, and proceedings of the Company and their directors and officers ; to provide for the management of the business and affairs of the Company, and the regulation of the duties, powers, and proceedings of their directors and officers ; and to confer on the Company such further powers, rights, and

privileges as may be necessary or expedient for enabling them to carry on their business.

5. To repeal, alter, or amend, and to enlarge the powers of the deeds of settlement of the Company, dated the 26th day of October, 1837, and the 13th day of January, 1864 ; to vary or extinguish all such rights or privileges of the Company, or the shareholders, directors, or officers thereof, and all such other rights or privileges as would interfere with or prevent the execution of the purposes of the Bill, or of the said deeds of settlement ; and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

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, 1870.

Dated this 14th day of November, 1870.

Murray and Hutchins, 11, Birchin-lane,
London, Solicitors.

Loch and Maclaurin, 8, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1871.

South Eastern Railway.

(Revival and Extension of Powers as to portion of Railway No. 1, authorised by the Company's Act of 1866, and Amendment of Acts.)

NOTICE is hereby given, that the South Eastern Railway Company (who are hereinafter referred to as the Company) intend to apply to Parliament in the next session for leave to bring in a Bill for the following, or some of the following, among other purposes :

To revive and extend both as to the compulsory purchase of lands and for the construction of works, the powers granted by "The South Eastern Railway Act, 1866," as extended by "The South Eastern Railway (Capital) Act, 1867," with respect to so much of Railway No. 1 authorised by the said Act of 1866, as is situate in the parish of Greenwich, otherwise Saint Alphage, Greenwich, in the county of Kent, between the point where the centre line of railway according to the deposited plans referred to in the said Act crosses the outside wall forming the western boundary of the properties in Greenwich numbered 38 on those plans, and a point upon Railway No. 2, authorised by "The South Eastern Railway Act, 1865," about 22 chains to the eastward of Conduit-lane, and to confer upon the Company all needful powers both as to the compulsory purchase of lands, houses, and other property, and the construction of works so far as may be necessary to enable the Company to make and maintain the said portion of railway ; and for this purpose the Bill will enable them to cross, alter, and divert roads, railways, sewers, drains, pipes, and other works, and to make deviations vertically and horizontally from the line of works, and to levy tolls, rates, and charges in respect thereof.

To authorise the Company to apply any monies which they are already authorised to raise, or which may be from time to time received by them, to the purposes of the said Bill, and also in discharge of the cost of certain experiments to be made under arrangement with the Admiralty.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects. It will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863 ;" and it will

amend, enlarge, and repeal some of the powers and provisions of the following and of any other Acts relating to the Company, namely:—6 Will. 4, cap. 75; 28 and 29 Vict., cap. 343; 29 and 30 Vict., caps. 227, 235, and 318; 30 and 31 Vict., cap. 8; 31 and 32 Vict., caps. 123 and 172; and 33 and 34 Vict., cap. 147.

Duplicate plans and sections describing the line, situation, and levels of the before-mentioned portion of railway, and the lands, houses, and other property in or through which it will be made, or 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 of the occupiers of such lands, houses, and other property; also a published map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of the said plans, sections, book of reference, and notice will be deposited with the clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich.

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, 1870.

E. P. Cearns, 6, St. Thomas-street, Solicitor to the Company.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

Minehead Railway.

Incorporation of Company; Railway from West Somerset Line at Watchet to Minehead; Traffic arrangements with Bristol and Exeter Railway Company; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter referred to as the Company) with power to make and maintain a railway with all proper stations, approaches, works and conveniences connected therewith, commencing in the parish of Saint Decumans, by a junction with the West Somerset Railway at the termination thereof at Watchet Station, thence passing through and into the parishes, townships, and places of Watchet, Saint Decumans, Old Cleeve, Washford, Billbrook, Withycombe, Carhampton, Dunster, Alcombe, and Minehead, in the county of Somerset, and terminating in the said parish of Minehead, near to the sea-beach, and at the south-east side of the road known as the Station-road.

The intended Act will empower the Company to exercise all or some of the following powers (that is to say):

To purchase, by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed railway and works connected therewith, to levy tolls, rates, and charges upon or in respect of the proposed railway and works, to confer exemptions from the payment of tolls, rates, and charges, to vary or extinguish all rights and privileges inconsistent with the objects

of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

The Act will authorize and give effect to contracts and arrangements between the Company and the Bristol and Exeter Railway Company for or with reference to the management, maintenance, working, and use of the railway of the Company, and the stations, sidings, works, and conveniences connected therewith; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising therefrom; the contributions, payments, and allowances to be made and allowed by either of the said Companies to the other for or with reference to, or on account of, all or any of the objects of the intended Act, or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by the said Companies, and any matters incidental to or connected with the objects and purposes aforesaid; and the Act will authorize the said Companies to apply their corporate funds to such purposes, and it will confirm and give effect to any agreements or arrangements which have been or may be made by or on behalf of the said Companies relating to the matters aforesaid.

The intended Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

The Act will alter, amend, extend, and enlarge or repeal, all or some of the provisions of the local and personal Acts, 6 Will. 4, cap. 36, and all other Acts relating to the Bristol and Exeter Railway Company.

Maps, plans and sections, showing the lines and levels of the said intended railway and works, and describing the lands intended 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 on or before the 30th day of November, in the present year, with the Clerk of Peace for the county of Somerset, at his office, at Wells, and so much of the said plans, sections, and book of reference, as relates to each of the parishes, in or through which the said railway and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and in case of any extra parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 10th day of November, 1870.

Warden and Ponsford, Bardon, Taunton, Solicitors;

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

London Street Tramways Company

(Kensington, Westminster, and City Lines).

(Construction of Street Tramways—Compulsory taking of Lands—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and powers to Metropolitan Board of Works, Corporation of London, Street Authorities, &c.—Working and other arrangements with other Companies and Bodies—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 effecting the objects or some of the objects hereinafter mentioned, that is to say:—

To authorize and empower the London Street Tramways Company (hereinafter called "the Company") to make and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected there with respectively.

The particular description given in this Notice of any proposed tramway or tramways is to be read in connection with and subject to the following general description and interpretation:—

Note 1.—The expression "centre line," used with reference to any street, is intended to mean an imaginary line drawn along the centre of the street.

Note 2.—All distances given from the tramway to the centre line of any street or to any other point are to be taken as measured from the centre of the particular tramway.

Note 3.—(General description of centre lines of each pair of tramways forming a double line.)—Where two tramways are described under the same number, but one of them is further distinguished by the letter (a) (as for example Tramway No. 1 and Tramway No. 1a), the pair of tramways forms an up and a down line, the up line being distinguished by the number alone (as Tramway No. 1) and the down line by the number and letter (as Tramway No. 1a); the up line being in each case the left hand line and the down line in each case the right hand line proceeding from the commencement of the tramways. For the purpose of effecting a junction between the up and the down lines the two tramways will (unless otherwise stated) be arranged thus at their commencement and termination respectively. They will both commence at a common point 4 feet 6 inches from and on the right hand side of the centre line of the street, and for a length of half a chain from their commencement they will occupy the same ground and continue at the distance of 4 feet 6 inches from the centre line of the street. Thence the up line will gradually diverge from the down line until in the length of 1½ chain from the common point of commencement the two tramways are 9 feet from each other, the centre of each being 4 feet 6 inches from the centre line of the street. In like manner the pair of tramways will terminate at a common point on the left hand side (proceeding from the commencement of the tramways) of, and 4 feet 6 inches from the centre line of the street, and reckoning backwards from such common point of termination the two tramways will for half a chain occupy the same ground and continue at the distance of 4 feet 6 inches from the centre line of the street, and thence the down line will gradually diverge from the up line until, in the length of 1½ chain, still reckoning backwards

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from the common point of termination, the two tramways are 9 feet from each other, the centre of each being 4 feet 6 inches from the centre line of the street. Except so far as is implied by the above description or as may be otherwise stated in the case of any particular tramway the up line will be throughout on the left hand side, and the down line will be throughout on the right hand side (proceeding in each case from the commencement of the tramways) of the centre line of each of the streets along which the tramways are intended to be laid, and, except as aforesaid and except at the points specially mentioned below in the case of any particular tramway, each tramway will be throughout at the distance of 4 feet 6 inches from the centre line of the street.

Note 4.—Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Note 5.—Every tramway will (unless otherwise stated) be 4 feet 6 inches from the centre line of each street through which it will pass. The expression "exceptional distance" used with reference to the distance of any tramway from the centre line of the street, means a distance of more or less than 4 feet 6 inches.—Where at any point any tramway is stated to be at an exceptional distance from the centre line of the street, the tramway will be laid for a length of 1 chain on each side of such point at a gradually increasing or diminishing distance (as the case may be) from the centre line of the street, so as in that length to make up the difference between the distance of 4 feet 6 inches and the exceptional distance. But, if within 2 chains on either side of the point at which any such exceptional distance occurs, another point occurs on which the tramway is also at an exceptional distance from the centre line of the street, the tramway will be laid between the two points at a distance from the centre line of the street, gradually varying from the one exceptional distance to the other.

(Tramways 1 to 6a—Kensington to Westminster.)

(1 and 1a).—A Tramway No. 1 and a Tramway No. 1a, commencing respectively on the bridge over the West London Railway, at a point about 75 yards west of Russell-road, passing thence respectively in an easterly direction into and along Kensington-road (including High-street, Kensington), and terminating respectively in Kensington-road, at a point about 52 yards east of Victoria-road.

At the following points, Tramway No. 1 and Tramway No. 1a will respectively be at the exceptional distances specified below, from the centre line of the street:—

	ft. in.
Between two points 117 yards and 152 yards respectively east of Horn-ton-street	3 6
At 33 yards west of Young-street ..	1 9
At 12 yards west of Young-street ..	On centre of road.
At 20 yards east of Young-street ..	2 3
At 40 yards east of Young-street ..	3 8
At 67 yards east of Young-street ..	1 10
At 85 yards east of Young-street ..	1 6

	ft. in.
At 115 yards east of Young-street ..	2 0
Between two points, 117 yards and 17 yards respectively west of Victoria-road	3 ft. 3 in. at former point, gradually increasing to 3 ft. 6 in. at the latter.

(2 and 2a).—A Tramway No. 2 and a Tramway No. 2a, commencing respectively in the Russell-road, near the entrance to the Addison-road Station of the West London Railway, at a point about 350 yards north-westward of the junction of Russell-road with Kensington-road, and passing thence respectively in a south-easterly direction along Russell-road into Kensington-road, and terminating respectively in that road at a point 60 yards east of the junction of Russell-road with Kensington-road, there forming a junction with the proposed Tramway No. 1.

The general description of centre lines given above (Note 3), applies in the case of Tramways No. 2 and No. 2a, except that at the south-eastern corner of the main building of the Addison-road Station aforesaid Tramway No. 2 will be 3 feet eastward and Tramway No. 2a 5 feet westward from the centre line of the Russell-road, and thence Tramway No. 2 will gradually approach, and Tramway No. 2a will gradually diverge from the centre line of the road until at the south end of Russell-road Tramway No. 2 reaches the distance of 2 feet 4 inches eastward and Tramway No. 2a the distance of 5 feet 8 inches westward from the centre line of the road.

For the purposes of the above description of Tramways No. 2 and No. 2a, the open space in front of the Addison-road Station to the westward of the general line of Russell-road, is not deemed to be part of that road.

(3).—A Tramway No. 3, commencing in William-street Hammersmith-road, at a point about 80 yards south of the junction of that street with Hammersmith-road, running thence in a northerly direction along William-street, into and in an easterly direction along Hammersmith-road, and on to the bridge aforesaid, over the West London Railway, and terminating there by a junction with the proposed Tramways Nos. 1 and 1A at their common point of commencement, as above described.

The proposed Tramway No. 3 will be laid along the centre of William-street, and from the north end of that street to the termination of the Tramway its centre line will be at the distance of 4 ft. 6 in. from and on the south side of the centre line of the street.

(4).—A Tramway No. 4, commencing in the Hammersmith-road, at a point about 28 yards east of the junction of William-street with that road, and there forming a junction with the proposed Tramway No. 3 above described, running thence in an easterly direction along the Hammersmith-road and across the bridge over the West London Railway, and into Kensington-road, and terminating in that road at a point about 43 yards west of the junction with that road of Russell-road, and there forming a junction with the proposed Tramway No. 1 above described.

The proposed Tramway No. 4 will, at its commencement, be 4 feet 6 inches from and on the south side of the centre line of Hammersmith-road, and will thence diverge to the north-eastward, until in the length of half a chain it intersects the centre line of the road from which it will again diverge northeastward until in the further length of half a chain it attains the distance of 4 feet 6 inches from and on the north side of the

centre line of the road, and thence to its termination the centre line of the Tramway will be at the last-mentioned distance from and on the north side of the centre line of the street.

(5 and 5a).—A Tramway No. 5 and a Tramway No. 5a, commencing respectively in the Kensington-road, at a point about 8 yards east of Victoria-road, running thence in an easterly direction, along Kensington-road, Kensington-gore, Knightsbridge and St. George's-place, to Hyde-park Corner, and terminating respectively there at a point about 36 yards west of Grosvenor-place.

At the following points Tramways No. 5 and No. 5a, will respectively be at the exceptional distances specified below from the centre line of the street.

	ft. in.
At 53 yards west of Wilton-place ..	4 0
At 77 yards East of Wilton-place ..	8 0

(6 and 6a).—A Tramway No. 6 and a Tramway No. 6a, commencing respectively in St. George's-place, Hyde Park-corner, at a point about 44 yards west of the common point of termination, as above described, of the proposed Tramways Nos. 5 and 5a, running thence in an easterly direction into and in a south-easterly direction along Grosvenor-place and along the most easterly roadway of Grosvenor-gardens and Belgrave Mansions, into and along that part of Vauxhall-bridge-road which lies between Buckingham Palace-road and Victoria-street, and thence into and in an easterly direction along Victoria-street and the street known as the Broad Sanctuary, and terminating in the last-mentioned street at a point about 50 yards east of the south-east corner of the Sessions House there.

At the following points Tramway No. 6 and Tramway No. 6a will respectively be at the exceptional distances specified below from the centre line of the street.

	Tramway No. 6.	Tramway No. 6a.
At the safety crossing in St. George's-place, Hyde Park-corner, immediately west of Grosvenor-place	ft. in. 14 0 North-east	ft. in. 24 0 South-west
At the safety crossing in and at the north end of Grosvenor-place	7 0 East	13 0 West
In Grosvenor-place, 22 yards north of its junction with Lower Grosvenor-place	4 3 East	4 3 West
In Vauxhall-bridge-road, between the east side of Buckingham Palace-road and the junction of Wilton-road and Victoria-street with that road ..	11 0 North	11 0 South

(Tramways Nos. 7 to 9b—Westminster to City.)

(7 and 7a).—A Tramway No. 7 and a Tramway No. 7a, commencing respectively in the Broad Sanctuary aforesaid at a point about 12 yards south-east of the south-east corner of the Sessions House aforesaid, running thence in a north-easterly direction into and along the road running nearly due south from Great George-street, at the junction therewith of King-street, to Broad Sanctuary, and thence into and in an easterly direction along Great George-street and Bridge-street, Westminster, and the western approach to Westminster-bridge, and into and along the

Victoria Embankment (Thames Embankment, north side), and terminating on the roadway of that Embankment at a point about 30 yards west of the northern end of Blackfriars-bridge.

The general description of centre lines given above (Note 3) applies in the case of Tramway No. 7 and Tramway No. 7a, except that (1) at the safety crossing at the west end of Bridge-street, Westminster, Tramway No. 7 will be 7 feet north and Tramway No. 7a will be 12 feet south from the centre line of the street; and (2) between the safety crossing in Bridge-street, Westminster, opposite to the entrance to the Westminster-bridge Station of the Metropolitan District Railway, and the safety crossing in the Victoria Embankment, about $1\frac{1}{2}$ chain north of Bridge-street, Westminster, Tramway No. 7 will be 10 feet north-west and Tramway No. 7a will be 10 feet south-east from the centre line of the street.

(8 and 8a).—A Tramway No. 8 and a Tramway No. 8a, commencing respectively in the roadway of the Victoria Embankment at a point about 70 yards west of the northern end of Blackfriars-bridge, there forming respectively junctions with the proposed Tramway No. 7a, passing thence respectively in a north-easterly direction along Victoria Embankment into and northward along Chatham-place, New Bridge-street, Blackfriars, and into and along the new street in course of formation from Blackfriars to Cannon-street (which new street, or the north-eastern end thereof, is commonly called New Earl-street), and into and along Queen Victoria-street, and terminating respectively in the last-mentioned street, at a point about 50 yards east of Bow-lane.

The general description of centre lines given above (Note 3) applies in the case of Tramway No. 8 and Tramway No. 8a, except that at the distance of $1\frac{1}{2}$ chain from their common point of termination the tramways will have attained the distance of 16 feet instead of 9 feet from each other, the centre of each tramway being 8 feet instead of 4 feet 6 inches from the centre line of the street (Tramway No. 8 being there northward and Tramway No. 8a southward of the said centre line), and except also that at the following points the tramways will respectively be at the exceptional distances specified below from the centre line of the street.

EXCEPTIONAL DISTANCES.

	ft.	in.
In Chatham-place, New Bridge-street, Blackfriars, between two points 47 and 36 yards respectively south of William-street	8	0
In New Earl-street between two points 50 and 92 yards respectively east of Bread-street	2	10
Opposite Bow-lane	5	6

(9 and 9a).—A Tramway No. 9, and a Tramway No. 9a, commencing respectively in St. Martin's-le-Grand at a point about 45 yards north of the south-west corner of the General Post Office, passing thence in a southerly direction along St. Martin's-le-Grand, and thence south-eastward along that part of Cheapside which runs from the east end of Newgate-street to the east side of St. Paul's Churchyard, and thence along the east side aforesaid of St. Paul's Churchyard, and into and along Cannon-street to the junction therewith of Queen Victoria-street, and into and along the last-mentioned street, and terminating there at a point about 50 yards north-east of the junction of that street with Cannon-street.

The general description of centre lines given above (Note 3) applies in the case of the Tramways Nos. 9 and 9a, except that (1) at the distance of $1\frac{1}{2}$ chain from the common point of termination of the tramways (which point is opposite the safety crossing at the south-west end of Queen Victoria-street,) the tramways will have attained the distance of 16 feet instead of 9 feet from each other, the centre line of each tramway being there 8 feet from the centre line of the street, and (2) at the following points the tramways will respectively be at the exceptional distances specified below from the centre line of the street.

EXCEPTIONAL DISTANCES.

	Tramway No. 9. ft. in.	Tramway No. 9a. ft. in.
At 15 yards south of the south-west corner of the General Post Office	1 0 east	1 0 west
Opposite the Peel Statue at the west end of Cheapside (through the centre of which Statue, the centre of the portion of Cheapside through which the Tramways are intended to pass is taken to run) 13	0 east	13 0 west
At 16 yards south of Paternoster-row ..	1 6 east	1 6 west
At 36 yards south of Paternoster-row ..	4 6 east	4 6 west
At 105 yards south of Paternoster-row ..	0 4 east	7 0 west
At 118 yards south of Paternoster-row ..	1 6 east	6 6 west
At 135 yards south of Paternoster-row ..	3 0 east	5 0 west
At 6 yards west of Old Change	3 3 north	3 3 south
At 20 yards east of Old Change	3 6 north	3 6 south
Between two points 28 yards and 58 yards respectively east of Friday-street.. ..	3 3 north	3 3 south
Between two points 114 yards and 148 yards respectively east of Friday-street.. ..	8 0 north	8 0 south
Opposite Bow-lane	5 6 north	5 6 south

(9b).—A Tramway No. 9b, commencing in Queen Victoria-street aforesaid at the common point of termination as above described of Tramways Nos. 8 and 8a, running thence in a north-easterly direction along Queen Victoria-street and past the east end of the Poultry, into and along Mansion House-street, and thence in a south-easterly direction through the north-western portion of Lombard-street into and along King William-street to its junction with Cannon-street, and thence into and in a westerly direction along Cannon-street to a point 40 yards west of Queen-street, and thence by a line curving northwards into and along Queen Victoria-street aforesaid, and terminating in that street at the point of commencement above described of the Tramway No. 9b now describing.

The proposed Tramway No. 9b will be throughout on the left hand side (proceeding from the commencement to the termination of the tramway) of the centre line of each of the streets

through which it is intended to pass, and the following table shows the distance of the tramway from the centre line of the street at the various points mentioned in the table:—Any distance in the said table more or less than 4 feet 6 inches is to be deemed an exceptional distance within the meaning of Note 5 above.

TABLE OF DISTANCES.

	ft.	in.
At commencement of the tramway ..	4	6
Between the two safety-crossings in Queen Victoria-street immediately west and east respectively of Watling-street	9	0
Between a point 1 chain east of the last-mentioned safety-crossing and a point 1 chain west of the safety-crossing at the north-east end of Queen Victoria-street	4	6
At the last-mentioned safety-crossing ..	9	0
From the north-west corner of the Mansion House to St. Swithin's-lane ..	4	6
In King William-street, between St. Swithin's-lane and the junction of King William-street and Cannon-street	4	0
In Cannon-street, from its east end to a point half a chain east of Dowgate-hill	3	0
At the safety-crossing opposite Dowgate-hill	8	0
From a point half a chain west of the last-mentioned safety-crossing to Queen-street	3	0
At 37 yards west of Queen-street ..	4	6
At termination	4	6

(Tramways 10 to 12—Charing-cross Lines).

(10.)—A Tramway No. 10, commencing on the Victoria Embankment aforesaid by a junction with the proposed Tramway No. 7a, above described, at or near a point immediately southward of the southern side of the bridge carrying the Charing-cross (South Eastern) Railway over the said embankment and passing into Whitehall-place (which for this purpose is taken to include the new street in continuation of Whitehall-place to the said embankment), and thence into and northwardly along Whitehall and the street or road called Charing-cross, and thence to the north-westward of the equestrian statue in the open space at Charing-cross, and thence passing by a line curving firstly to the north-west and thence to the north-east to a point opposite and south of the centre of the statue of the Nelson Monument, and thence for about 50 feet eastward in a direction parallel to the kerb of the footway on the south side of the said monument, and thence by a line curving first to the south-east and thence southward to a point east of the statue before-mentioned, and thence southward along the street or road called Charing-cross aforesaid and Whitehall, to and eastwardly along Whitehall-place, including the new street above referred to in continuation of Whitehall-place, and passing from the east end of that street by a line curving to the north-east on to the Victoria Embankment aforesaid, and terminating there by a junction with the proposed Tramway No. 7, at a point westward of the point of commencement of Tramway No. 10, now describing.

Tramway No. 10 will be throughout 4 feet 6 inches from and on the left hand side (proceeding from the commencement to the termination of the tramway) of the centre line of the street, except that opposite the safety crossing situate in Charing-cross about 20 yards south of the equestrian statue above referred to, the tram-

way will be 12 feet to the westward, and in returning a like distance to the eastward of the centre line of the road (which for this purpose is taken to pass through the centre of the said safety crossing), and from the point 12 feet westward of the said safety crossing for a distance of about 35 yards the centre line of the tramway will be by a line curving to the north-west at the distance of 20 feet from the kerb of the footway on the west side of Charing-cross, and thence will pass by a line curving northward across the open space at Charing-cross to the point above mentioned south of the Nelson Monument where the tramway will be 13 feet from and south of the kerb of the footway, continuing at that distance from and on that side of the said kerbway for the distance of 50 feet aforesaid eastward, and thence the tramway will, by a line curving to the south-eastward and thence to the southward, again cross the open space at Charing-cross aforesaid to a point about 35 yards north of the safety crossing situate to the southward as aforesaid of the equestrian statue above mentioned, and thence for the said distance of 35 yards to a point opposite the said safety crossing the centre line of the tramway will be 20 feet from the kerb of the footway on the eastern side of Charing-cross.

(11.)—A short junction Tramway No. 11, commencing in the new street above-mentioned, by which Whitehall-place is continued to the Victoria Embankment by a junction with the proposed Tramway No. 10 at a point about 50 yards from and west of its termination, as above described, and passing thence by a line curving south-eastwardly on to the Victoria Embankment, and terminating there by a junction with the proposed Tramway No. 7a at a point about 55 yards south of the point of commencement, as above described, of the proposed Tramway No. 10.

(12.)—A Tramway No. 12, commencing in the street before-mentioned, by which Whitehall place is continued to the Victoria Embankment, by a junction with the proposed Tramway No. 10 at a point 9 feet south of the point of commencement, as above described, of the proposed Tramway No. 11, passing thence in a direction parallel to the centre line of the said proposed Tramway No. 11 on to the Victoria Embankment, and terminating there by a junction with the proposed Tramway No. 7 at a point 9 feet west of the termination as above described of the said proposed Tramway No. 11.

(Tramways 13 and 14—Sundry Junctions.)

(13.) A short junction Tramway No. 13, 1 chain in length, wholly situate in the Vauxhall-bridge-road, commencing by a junction with the proposed Tramway No. 6, at a point to the northward of the public urinal and safety crossing at the junction of Vauxhall-road, Wilton-road and Victoria-street, and passing thence by a line curving to the south-eastward, and terminating by a junction with the Tramway No. 3 authorized by "The Pimlico, Peckham, and Greenwich Street Tramways Act, 1870.

(14.)—A Tramway No. 14, wholly situate in the Vauxhall-bridge-road aforesaid, commencing by a junction with the proposed Tramway No. 6a opposite the north end of Wilton-road, and passing thence by a line curving to the south-eastward to and terminating by a junction with the Tramway No. 8 authorized by the last-mentioned Act, at a point about 60 yards south of the public urinal above mentioned. At its commencement and thence for a distance of 1 chain the centre line of the tramway will be 11

feet from and south-west of the imaginary centre line of the Vauxhall-bridge-road, and thence will gradually approach until at the termination of the tramway it reaches the distance of 4 feet 6 inches from and west of the imaginary centre line of the road.

(15.)—A Tramway No. 15 (35 yards in length), commencing on the Victoria Embankment aforesaid by a junction with the proposed Tramway No. 7a at a point immediately to the south-eastward of the safety crossing at the southern end of the said embankment, and passing thence by a line curving to the south-eastward on to the roadway of Westminster-bridge, or on the western approach to the said bridge at a point immediately opposite the west side of the steps leading to the Westminster-bridge Steam Boat Pier, the Tramway being there 15 feet from and north of the centre line of the roadway.

(16.)—A Tramway No. 16, about 50 yards in length, commencing on the Victoria Embankment aforesaid, by a junction with the proposed Tramway No. 7 at a point immediately to the south-west of the safety-crossing aforesaid at the south end of the Victoria Embankment, and passing thence by a line curving to the south-eastward on to the roadway of Westminster-bridge, or the western approach to the said bridge, and terminating there at a point directly south of the line of the kerb of the footway on the eastern side of the said embankment, the tramway being there 15 feet from and south of the imaginary centre line of the road.

(17.)—A Tramway No. 17, about 2 chains in length, commencing in New Bridge-street, Blackfriars, at a point about 20 yards north of William-street, running thence by a line curving to the south-eastward into the new street now in course of formation from Blackfriars to Cannon-street, and terminating there by a junction with the proposed Tramway No. 8 at a point about 12 yards west of the west side of the bridge carrying the London, Chatham and Dover Railway over the said new street.

At its commencement Tramway No. 17 will be 8 feet from and east of the centre line of New Bridge-street aforesaid, and at its termination the centre line of the tramway will be 4 feet 6 inches from and north of the centre line of the street.

(18.)—A Tramway No. 18, about 50 yards in length, commencing in New Bridge-street, Blackfriars aforesaid, at a point 16 feet west of the point of commencement of the proposed Tramway No. 17, passing thence by a line curving to the south-eastward into the new street aforesaid, and terminating there by a junction with the proposed Tramway No. 8a, at a point 9 feet south of the intended termination of the proposed Tramway No. 17.

At its commencement Tramway No. 18 will be 8 feet from and west of the centre line of New Bridge-street aforesaid, and at its termination the centre line of the tramway will be 4 feet 6 inches from and south of the centre line of the street.

(19.)—A Tramway No. 19, wholly situate in Cannon-street, commencing by a junction with the proposed Tramway No. 8a above described at a point opposite Bow-lane, and running thence in an easterly direction for a distance of about 45 yards, and terminating by a junction with the proposed Tramway No. 9b, above described.

At its commencement Tramway No. 19 will be 5 feet 6 inches from and south of the centre line of Cannon-street, and at its termination the centre line of the tramway will be 4 feet 6 inches from and south of the centre line of the said street.

The tramways and works proposed to be authorized by the Bill will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say:—St. Peter and St. Paul, Hammersmith; Fulham; St. Mary Abbott, Kensington; St. Margaret's, Westminster; St. George's, Hanover-square; St. John the Evangelist, Westminster; St. Martin-in-the-Fields; the Precinct of the Savoy, otherwise St. John the Baptist, Savoy; St. Clement Danes; St. Mary-le-Strand; in the county of Middlesex: Inner Temple and Middle Temple (extra-parochial); Precinct of Whitefriars; St. Bride's, otherwise St. Bridget; Precinct of Bride-well; Precinct of St. Anne, Blackfriars; St. Andrew by the Wardrobe; St. Bennet, Paul's Wharf; St. Peter's, Paul's Wharf; St. Mary Magdalene, Old Fish-street; St. Mary Mounthaw; St. Nicholas, Cole Abbey; St. Nicholas Olave; St. Margaret Moses; St. Mildred, Bread-street; All Hallows, Bread-street; Holy Trinity the Less; St. Thomas the Apostle; St. Mary, Aldermary; St. Antholin; St. Bennett Sherehog; St. Pancras, Soper-lane; St. Stephen, Walbrook; St. Mildred, Poultry; St. Christopher Le Stock; St. Margaret, Lothbury; St. Stephen, Coleman-street; St. Mary, Woolchurchhaw; St. Mary Woolnoth; St. Mary Abchurch; St. Nicholas Acons; St. Clement's, Eastcheap; St. Martin Orgars; St. Michael, Crooked-lane; St. Swithin's London-stone; St. Mary Bothaw; St. John the Baptist upon Walbrook; St. Leonard, Foster-lane; Christchurch; St. Michael le Quern; St. Faith; St. Gregory; St. Augustin, St. Michael, Cornhill, and St. Vedast, Foster-hill, in the city of London.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramway by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To authorize the Company and all persons for the time being lawfully working or using any of the tramways of the Company to run over, work, and use with their carriages, officers, and servants, the Tramways authorized by the Pimlico, Peckham, and Greenwich Street Tramways Act, 1870, or some part or parts of those tramways respectively, upon terms to be settled by arbitration or to be prescribed under the Bill, and to alter and vary

the tolls which the Pimlico, Peckham, and Greenwich Street Tramways Company are now authorized to take upon their authorized tramways.

To empower the Company on the one hand and the Metropolitan Street Tramways Company, and the North Metropolitan Tramways Company, and the Pimlico, Peckham, and Greenwich Street Tramways Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To empower the Company and any other Company or Companies now authorized, or who may hereafter be authorized, to lay down a tramway or tramways in the same street or streets or in the same part of any street, to enter into and carry into effect contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of the tramway or tramways of the contracting Companies in such street or streets, or parts of streets, and, if deemed desirable or necessary, to provide for the appointment of an arbitrator to settle the terms and conditions of such ownership, construction, use, maintenance, management, and working, and to attach penalties to the breach or non-observance of the decision of, or any rules or regulations to be made by such arbitrator.

To extend and apply to the tramways and works to be authorized by the Bill the powers and provisions, or some of the powers and provisions, of the London Street Tramways Act, 1870, and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of that Act.

And 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.

And Notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the Clerk of the Peace for the City of London, at his office, at the Sessions House, Old Bailey, in the said City; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish within the City of London, with the parish clerk thereof at his residence,

and in the case of each such extra-parochial place with the parish clerk of some immediately adjoining parish at his residence, and in the cases of the places hereinafter mentioned, being places within the limits of the Metropolis, as defined by the Metropolis Local Management Act (1855), with the clerk of the vestry of each parish in Schedule A to that Act, and with the clerk of the District Board of Works for each parish in Schedule B to that Act as follows, that is to say:—for the parishes of Fulham and St. Peter and St. Paul, Hammersmith, with the clerk to the Fulham Board of Works, at his office, Broadway, Hammersmith; for the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish, at his office, High-street, Kensington; for the parishes of St. Margaret and St. John the Evangelist, Westminster, with the Clerk to the Board of Works for the Westminster District, at his office, Great Smith-street, Westminster; for the parish of St. George's, Hanover-square, with the vestry clerk of that parish, at his office, Mount-street, Grosvenor-square; for the parish of St. Martin-in-the-Fields, with the vertry clerk of that parish, at his office, Craven-street, Strand; for the precinct of the Savoy, St. Clement Danes, St. Mary-le-Strand, with the Clerk of the Board of Works for the Strand District, at his office, Tavistock-street, Covent Garden.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Ashurst, Morris and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Harrow Edgware and London Railway.

(Extension to the Midland Railway; Powers to that Company, and to the Great Northern Railway Company.)

NOTICE is hereby given, that the Harrow Edgware and London Railway Company (who are herein referred to as "the Company") intended to apply to Parliament in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the authorised line of the Harrow Edgware and London Railway, in the parish of Edgware, at a point 133 yards or thereabouts from the centre of the Edgware-road, measured in an easterly direction along the centre line of that railway, as shown on the deposited plans referred to in the "Harrow Edgware and London Railway Act, 1869," to pass thence through or into that parish and the parish of Hendon, in the county of Middlesex, and to terminate in the said parish of Hendon by a junction with the Midland Railway at a point 420 yards or thereabouts, measuring in a south-easterly direction along the main line of the said Midland Railway, from the centre of the bridge

which carries that railway over the Edgware, Highgate, and London Branch of the Great Northern Railway.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to form junctions and communications, where necessary, with the rails of the said Midland Railway, and otherwise to interfere with that railway, and the lands and works thereof, and to regulate such junctions and the use thereof; to deviate from the line of railway and from the point of junction with the said Midland Railway to any extent within the limits of deviation shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, pipes, sewers, streams, and watercourses, so far as may be necessary, in constructing or maintaining the said intended railway and works; to purchase lands, houses, and other property compulsorily for the purpose of the said intended railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any monies which they have still power to raise, to the purposes of the said railway and works, and for the same purposes, as well as for the general purposes of the authorised undertaking of the Company, 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 enable the Company on the one hand and the Great Northern and Midland Railway Companies or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway, and also of the authorised undertaking of the Company, the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway and of the said authorised railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, also as to the interchange, accommodation, 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 that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Lands Clauses Consolidation Act, 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Regulation of Railways Clauses Act, 1868," and it will amend and enlarge the powers and provisions of "The Harrow Edgware and London Railway Act, 1859," relating to the Company, also of the 9th and 10th Vic. cap. 71; and of the several other Acts relating to the Great Northern Railway Company;

and also of the 7th and 8th Vic., caps. 18 and 59; 8th and 9th Vic., caps. 38, 49, 56, 90, and 181; and the 10th and 11th Vic., cap. 135; and of the several other Acts relating to the Midland Railway Company.

Duplicate plans and sections describing the lines, situation and levels of the proposed railway, and the lands, houses, and other property in or through which it will be made, 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 a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, 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 parish in or through which the intended 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 respective parish clerks of those parishes at their respective residences.

Printed copies of the proposed Bill will be deposited in the the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 15th day of November, 1870.

Hargrove, Fowler and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Coatham Victoria Pier.

(Application for a Provisional Order for the Construction, Maintenance, and Regulation of a Pier and Works connected therewith, to levy Tolls, and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Lords of the Committee of Her Majesty's Council for Trade and Plantations, on or before the 23rd day of December, 1870, by "The Coatham Victoria Pier Company, Limited," to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and to confer on such Company the following amongst other powers, namely:—

To construct at East Coatham, in the parish of Kirkleatham, in the North Riding of the county of York, and in the German Ocean near or adjoining thereto, a pier, jetty, and landing-place, with all proper works, roads, and approaches, landing stages, and other conveniences connected therewith for the embarking and landing of passengers, fish, goods, and merchandise, and for other purposes; such pier, jetty, and landing-place to commence from or near a certain promenade called "Newcomen Promenade," at a point opposite or near to the northern end of a certain street in East Coatham aforesaid, called "Newcomen-street," and to extend thence seawards into the German Ocean for a distance of 750 yards or thereabouts, and to terminate beyond the rocks called "West Scar Rocks," with limits of deviation laterally between the eastern end of the said "Newcomen Promenade," at or near the north-

eastern point of the said parish of Kirkleatham and a point opposite to and directly north of the bridge or viaduct leading from the north-western end of the village of East Coatham aforesaid towards the sea-shore, and with limits of deviation seawards from the medium line of high-water mark of ordinary spring tides for a distance of one thousand yards.

To erect upon or near to the said pier and works, or on some part thereof, toll-houses, shops, saloons, bazaars, and other buildings, and to construct and maintain floating and other baths, and landing stages, upon or adjacent to the said pier and works, and to let or sell such shops, saloons, bazaars, baths, and landing stages, or any of them.

To purchase, take on lease, or otherwise acquire land at or near East Coatham aforesaid, for the construction of the said pier and other works, roads, and approaches thereto, and conveniences connected therewith, and to vary or extinguish all or any rights or privileges now existing or vested in any company or person or persons as to the use and enjoyment of so much of the soil between high and low water mark, and of the bed and foreshore, as may be occupied by or necessary for the said pier or works and approaches.

To levy tolls, rates, and duties upon or in respect of the said pier and works, and to let on lease or otherwise, the said tolls and works, or any of them, for any term or terms of years; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order the whole or some part or parts of the following Acts:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And notice is hereby further given, that on or before the 30th day of November, 1870, a copy of this notice, as published in the London Gazette, and a proper plan and section of the proposed pier and works, will be deposited for public inspection with the Clerk of the Peace of the North Riding of the county of York, at his office, situate at Northallerton, in the said North Riding, at the Custom Houses in Middlesborough, in the said North Riding, and Stockton-on-Tees, in the county of Durham, and at the office of the Board of Trade, Whitehall-gardens, in the county of Middlesex.

And notice is hereby further given, that on and after the 23rd day of December, 1870, printed copies of the draft Provisional Order will be deposited at the registered office of the said Coatham Victoria Pier Company, Limited, situate in the Old Hall in Kirkleatham aforesaid, and at the Lobster Hotel, in East Coatham aforesaid, and will be there furnished to all persons applying for the same at the price of one shilling each.

Any objections to the proposed Provisional Order, which it is intended to urge on the Board of Trade, must be sent in to that office before the 1st day of February, 1871, and a copy of such objections must also be sent, at the same time, to the Coatham Pier Company, Limited, at the offices of their Solicitors, in Stockton-upon-Tees, in the county of Durham.

Dated this 16th day of November, 1870.

Dodds and Trotter, Solicitors, Stockton.

In Parliament.—Session 1871.

Paddington, St. John's Wood, and Holborn Street Tramways.

(Incorporation of Company; Construction of Street Tramways; Compulsory taking of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and powers to Metropolitan Board of Works, Street Authorities, &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 to incorporate a Company, and to enable the Company so to be incorporated (hereinafter called the Company), to effect the objects or some of the objects hereinafter mentioned, that is to say:—

To make and maintain the following street tramways, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively, in the county of Middlesex, that is to say:—

1. A Tramway No. 1, commencing in the Finchley New-road, in the parish of Saint John, Hampstead, at a point about half a chain, south of the toll-gate at the junction of that road with the Upper Avenue-road, passing thence in a southerly direction along the said road into and along Finchley-road and Wellington-road, and in an easterly direction and afterwards in a south-easterly direction along Park-road (which road for this purpose is taken to commence at the south-end of Wellington-road), and thence into and along Upper Baker-street, and terminating at the south-east end of that street, at or near its junction with the north side of Marylebone-road, in the parish of Saint Marylebone.

At its commencement, and thence for a length of 2 chains, Tramway No. 1 will be laid along the centre of the road, and thence it will gradually diverge for the length of three-quarters of a chain eastwardly until the centre line of the tramway attains the distance of 4 feet from and east of the imaginary centre line of the road, and will continue at that distance and on the same side of the said imaginary centre line for the further length of half a chain, and will thence again gradually approach until in the further length of three-quarters of a chain it reaches the centre of the road, and thence the tramway will be laid along the centre of the road to a point in the Finchley-road $6\frac{1}{4}$ chains south of the Boundary road, and thence the tramway will gradually diverge eastward for the length of three-quarters of a chain until the centre line of the tramway attains the distance of 4 feet 6 inches from and east of the imaginary centre line of the last-mentioned road and will continue at that distance from and on that side of the said imaginary centre line for the further length of half a chain, and will thence gradually approach until in the further length of three-quarters of a chain it reaches the centre line of the road, and thence the tramway will be laid along the centre of the Finchley-road to a point 3 chains north-west of Grove End-road, and thence the tramway will diverge to the north-eastward until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and east of the centre-line of the Finchley-road, and thence the tramway will continue at that distance from and on that side of the imaginary centre line of each of the roads through which it passes to a point in Park-road $3\frac{1}{2}$ chains north west of Lodge-road, and thence the tramway will gradually approach until in the length of 1 chain it again reaches the centre of the road, and thence the tramway will be laid along the centre of the Park-road to a point 2 chains north-west of Alpha-road, and thence the tramway will gradually

diverge to the eastward from the imaginary centre line of the road until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and will continue at that distance from and on that side of the said imaginary centre line to a point 8 chains south east of Alpha-road, and thence the tramway will gradually approach until in the further length of $1\frac{1}{4}$ chain it again reaches the centre of the road, and thence the tramway will be laid along the centre of Park-road to a point opposite Upper Park-place, and at that point (Park-road there becoming suddenly wider) the tramway will be at the distance of 13 feet from and on the east side of the imaginary centre line of the road, and will continue at that distance from and on that side of the said imaginary centre line to the south-east end of Park-road and in Upper Baker-street the centre line of the tramway will be 4 feet 6 inches from and east of the imaginary centre line of the street.

2. A Tramway No. 2, wholly situate in the parish of St. John, Hampstead, in the Finchley New-road aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 2 chains, and the point of termination being 4 chains south of the point of commencement of the said proposed Tramway No. 1.

At its commencement, Tramway No. 2, will be in the centre of the road and will thence gradually diverge to the westward until in the length of three-quarters of a chain it attains the distance of 4 feet from and west of the imaginary centre line of the road, and will continue at that distance from and on that side of the imaginary centre line for the further length of half a chain, and thence the tramway will again gradually approach until in the further length of three-quarters of a chain it reaches the centre of the road.

3. A Tramway No. 3, wholly situate in the parish of St. Marylebone, in the Finchley-road, commencing and terminating by junctions with the proposed Tramway No. 1, above described, the point of commencement being $6\frac{1}{4}$ chains, and the point of termination being $8\frac{1}{4}$ chains south of the Boundary road.

At its commencement, Tramway No. 3 will be in the centre of the road and will thence gradually diverge to the westward until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and west of the imaginary centre line of the road, and will continue at that distance from and on that side of the imaginary centre line for the further length of half a chain, and thence the Tramway will again gradually approach until in the further length of three-quarters of a chain it reaches the centre of the road.

4. A Tramway No. 4, wholly situate in the parish of St. Marylebone aforesaid, commencing by a junction with the proposed Tramway No. 1, above described in the Finchley-road, at a point about 3 chains north-west of the Grove End-road, passing thence in a south-easterly direction along the Finchley-road, Wellington-road, and Park-road, and terminating in Park-road by a junction with the said proposed Tramway No. 1, at a point about $2\frac{1}{4}$ chains north-west of Lodge-road.

The centre line of the proposed Tramway No. 4, will be throughout 4 feet 6 inches from and on the west side of the imaginary centre line of each of the streets through which it is intended to pass, except that for a length of three-quarters of a chain at its commencement, and for a length of 1 chain at its termination the

Tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

5. A Tramway No. 5 wholly situate in the parish of Saint Marylebone aforesaid in the Park-road, commencing and terminating by junctions with the proposed Tramway No. 1, above described, the point of commencement being about 2 chains north-west, and the point of termination being about 9 chains south-east of Alpha-road.

The centre line of the proposed Tramway No. 5 will be on the west side of and 4 feet 6 inches from the imaginary centre line of the road except that for a length of three-quarters of a chain from its commencement, and for a length of $1\frac{1}{2}$ chain from its termination, the Tramway will gradually approach until at its commencement and termination respectively, it reaches the centre of the road.

6. A Tramway No. 6 wholly situate in the parish of Saint Marylebone aforesaid, commencing in the Park-road by a junction with the proposed Tramway No. 1, above described at a point opposite Upper Park-place, passing thence in a south easterly direction along Park-road, and into and along Upper Baker-street, and terminating in the last mentioned street at the point above described as the termination of the said proposed Tramway No. 1.

The centre line of the proposed Tramway No. 6, will at its commencement be 13 feet from and east of the imaginary centre line of Park-road, and thence will gradually diverge to the south eastward, until in the length of 1 chain the tramway will reach the centre line of the road, and thence the tramway will be laid for the further length of $1\frac{1}{2}$ chain along the centre of the road, and will thence gradually diverge until in the further length of 1 chain, and at the south east end of the Park-road it attains the distance of 10 feet from and south west of the imaginary centre line of the road, and in Upper Baker-street the centre line of the tramway will be 4 feet 6 inches from and west of the imaginary centre line of the street until to a point 2 chains from the termination of the tramway, and thence the centre line of the tramway will gradually diverge to the eastward until in the length of 1 chain it attains the distance of 4 feet 6 inches from and east of the said imaginary centre line and thence to its termination, the centre line of the tramway will be at the last mentioned distance from and on the last mentioned side of the said imaginary centre line.

7. A Tramway No. 7 wholly situate in the parish of Saint Marylebone aforesaid, commencing in Upper Baker-street at a point about 3 chains north of the junction of that street with the north side of the Marylebone-road running thence in a southerly direction along Upper Baker-street across the Marylebone-road into and along York-place and Baker-street, and the east side of Portman-square, and thence into and in an easterly direction along Lower Seymour-street, and terminating in the last mentioned street at a point about $2\frac{1}{2}$ chains eastward of the junction of that street with Portman-square.

For the length of 1 chain from its commencement the centre line of the proposed Tramway No. 7, will be 4 feet 6 inches from and on the west side of the imaginary centre line of Upper Baker-street, and thence will gradually diverge to the eastward until in the length of 1 chain it attains the distance of 4 feet 6 inches from and on the east side of the said imaginary centre line, and thence to a point on the east side of Portman-square $2\frac{1}{2}$ chains north of Lower Seymour-street, the tramway will be laid at the last mentioned

distance from and on the last mentioned side of the imaginary centre line of each of the streets through which it is intended to pass, and thence it will gradually diverge to the westward until in the length of 1 chain it attains the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of the roadway on the said east side of Portman-square, and thence will continue at the last mentioned distance from and on the west side of such imaginary centre line for the further distance of three-quarters of a chain, and thence will pass by a line curving to the west end of Lower Seymour-street being there 4 feet from and north of the imaginary centre line of that street and thence it will gradually diverge to the south eastward until in the length of 1 chain it attains the distance of 4 feet from and south of the said imaginary centre line, and thence to the termination of the tramway it will be laid at that distance from and on that side of the said imaginary centre line.

8. A Tramway No. 8, wholly situate in the parish of Saint Marylebone aforesaid, commencing in Upper Baker-street, at the point of commencement as above described of the proposed Tramway No. 7, passing thence southward along Upper Baker-street and across Marylebone-road, and into and along York-place, Baker-street, and the east side of Portman-square, and terminating there, at a point about $1\frac{1}{2}$ chain northward of Lower Seymour-street.

The centre line of the proposed Tramway No. 8, will be throughout at the distance of 4 feet 6 inches from and on the west side of the imaginary centre line of each of the streets through which it is intended to pass.

9. A Tramway No. 9, wholly situate in the parish of Saint Marylebone aforesaid, commencing on the east side of Portman-square, by a junction with the proposed Tramways Nos. 7 and 8, at the point above described as the termination of Tramway No. 8, passing thence by a line curving to the south-westward into the south side of Portman-square and terminating there at a point about 4 chains west of Orchard-street.

At its commencement the centre line of the proposed Tramway No. 9, will be 4 feet 6 inches from and on the west side of the imaginary centre line of the roadway on the east side of Portman-square, and will pass thence by a curved line, to a point in the roadway on the south side of Portman-square, 2 chains west of Orchard-street, being there 4 feet 6 inches from and north of the imaginary centre line of the roadway, and thence will gradually diverge to the southward, until in the length of one chain it attains the distance of 4 feet 6 inches from and south of the said imaginary centre line, and thence to the termination of the tramway it will be laid at that distance from and on that side of the said imaginary centre line.

10. A Tramway No. 10, wholly situate in the parish of Saint Marylebone aforesaid, commencing in Baker-street by a junction with the proposed Tramway No. 7, above described, at a point three quarters of a chain north of Lower Berkeley-street, passing thence by a line curving to the south-eastward into and along Lower Berkeley-street, thence into and along the south-west portion of Manchester-square into and along Duke-street, and thence into and south-eastward along Wigmore-street, and terminating in the last-mentioned street at a point about 3 chains east of Duke-street.

At its commencement the centre line of the proposed Tramway No. 10 will be 4 feet 6 inches from and on the east side of the imaginary centre

line of Baker-street, and in Lower Berkeley-street the centre line of the tramway will be 4 feet 6 inches from and north of the imaginary centre line of the street, and the tramway will be laid along the centre of the roadway on the south-west side of Manchester-square (the centre of the road there being for this purpose taken to be an imaginary line drawn parallel to and 14 feet south-westward from the kerb of the footway round the inclosed garden of the square), and in Duke-street, the tramway will be laid along the centre of the street, and at the junction of Wigmore-street with the east end of Duke-street the centre line of the tramway will be 4 feet 6 inches from and north of the imaginary centre line of Wigmore-street, and thence will gradually diverge southward until in the length of 1 chain it reaches the distance of 4 feet 6 inches from and south of the said imaginary centre line, and thence to the termination of the tramway it will be laid at that distance from and on that side of the said imaginary centre line.

11. A Tramway No. 11, wholly situate in the parish of Saint Marylebone aforesaid, commencing in Baker-street by a junction with the proposed Tramway No. 8 above described at a point about 9 feet west of the point of commencement as above described of the proposed Tramway No. 10, passing thence by a line curving to the south-eastward into and along Lower Berkeley-street, and terminating in that street by a junction with the said proposed Tramway No. 10, at a point about $1\frac{1}{2}$ chain west of the junction of that street with the west side of Manchester-square.

At its commencement the centre line of the proposed Tramway No. 11 will be 4 feet 6 inches from and west of the imaginary centre line of Baker-street, and in Lower Berkeley-street the centre line of the tramway will be 4 feet 6 inches from and south of the imaginary centre line of that street, except that from a point 1 chain west of the termination of the tramway its centre line will gradually diverge northward until in the length of 1 chain it attains at the termination of the tramway the distance of 4 feet 6 inches from and north of the said imaginary centre line.

12. A Tramway No. 12, wholly situate in the parish of St. Marylebone aforesaid, commencing in Duke-street by a junction with the proposed Tramway No. 10 above described at a point about three-quarters of a chain north of the junction of that street with Wigmore-street and Lower Seymour-street, and passing thence by a line curving to the south-westward into and in a westerly direction along Lower Seymour-street, and terminating in that street at a point about $3\frac{1}{2}$ chains west of Duke-street.

At its commencement Tramway No. 12 will be in the centre of Duke-street, and will thence pass by a curved line as aforesaid until at a point about three-quarters of a chain west of Duke-street it reaches the distance of 4 feet from and south of the imaginary centre line of Lower Seymour-street, and thence will gradually diverge to the north-westward until in the length of $1\frac{1}{2}$ chain it attains the distance of 4 feet from and on the north side of the imaginary centre line of the street, and thence to the termination of the tramway its centre line will be at that distance from and on that side of the imaginary centre line of the street.

13. A Tramway No. 13, commencing in Bishops-road, Paddington, at a point about half a chain east of the junction therewith of Inverness-road, passing thence in an easterly direction along Bishops-road and into and along Eastbourne-terrace, and thence into and north-east-

wardly along Craven-road, and into and south-eastwardly along London-street, and into and north-eastwardly along Grand Junction-road, to the junction therewith of Radnor-place, and thence along Radnor-place to the junction therewith of Somers-place, and thence along Somers-place and Southwick-crescent to the junction of Hyde Park-street therewith, and thence along Hyde Park-street and across the north-east corner of Hyde Park-square, into and along Albion-place, Upper Berkeley-square West, the north side of Connaught-square and Berkeley-place, and thence into and south-eastwardly along the Edgware-road, and terminating in that road at a point about three-quarters of a chain north-west of the junction of Seymour-street with that road.

At its commencement and thence for the length of one chain the tramway will be laid along the centre of Bishops-road, and thence the centre line of the tramway will gradually diverge to the northward until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches from and northward of the imaginary centre line of the road, and thence to the south-east end of Eastbourne-terrace the centre line of the tramway will be at the last mentioned distance from and on the left-hand side (proceeding from the commencement to the termination of the tramway) of each of the streets through which it will pass, and in Craven-road and London-street the tramway will be laid along the centre of the street, and thence to the west end of Somers-place the centre line of the tramway will be 4 feet 6 inches from and on the left-hand side, proceeding as aforesaid of the centre line of the street, and thence the tramway will gradually approach until in the further length of 1 chain it reaches the centre of the roadway in Somers-place, and for the further length of $1\frac{1}{2}$ chain will be laid along the centre of the said roadway, and thence the centre line of the tramway will again diverge to the northward until at the east end of Somers-place it reaches the distance of 4 feet 6 inches from and north of the imaginary centre line of the road, and thence it will pass by a line curving to the south-eastward for a distance of $1\frac{1}{2}$ chain into Southwick-crescent, being there 4 feet 6 inches from and north-east of the centre of the roadway of that crescent, and thence for the length of $2\frac{1}{2}$ chains the tramway will be at the distance of 4 feet 6 inches from and on the north-east side of the imaginary centre line of the crescent, and thence will pass by a line curving to the southward of the north end of Hyde Park-street, being there 4 feet 6 inches from and east of the imaginary centre line of that street, and thence the tramway will gradually approach until in the length of three-quarters of a chain it reaches the centre of the street, and thence to a point 1 chain west of Albion-street the tramway will be laid along the centre of the street, and thence the tramway will again diverge to the northward until in the length of three quarters of a chain it attains the distance of 4 feet 6 inches from and north of the imaginary centre line of the street, and thence to the termination of the tramway the centre line will be at the said distance of 4 feet 6 inches from and on the left-hand side (proceeding as aforesaid) of the imaginary centre line of the street.

13a. A Tramway, No. 13a, commencing in Bishops-road aforesaid, by a junction with the proposed Tramway No. 13 at a point 1 chain eastward of the point of commencement above described of that tramway, passing thence north-eastwardly along Bishops-road and thence south-eastwardly along Eastbourne-terrace and Spring-street and into and north-eastwardly along Grand

Junction-road to the junction therewith of Radnor-place, and thence along Radnor-place to the junction therewith of Somers-place, and thence into and along Somers-place and terminating there by a junction with the proposed Tramway No. 13 at a point about $1\frac{1}{2}$ chain north-east of the junction of Somers-place with Radnor-place.

At its commencement Tramway No. 13a will be in the centre of Bishops-road, and thence the centre line of the tramway will gradually diverge from until in the length of three-quarters of a chain it attains the distance of 4 feet 6 inches southward of the imaginary centre line of the road, and thence to the south-east end of Eastbourne-terrace the centre line of the tramway will be at the last-mentioned distance from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the street and in Spring-street the tramway will be laid along the centre of the street, and thence to the west end of Somers-place the centre line of the tramway will be 4 feet 6 inches from and on the right hand side (proceeding as aforesaid) of the imaginary centre line of the street, and thence the tramway will gradually approach until at its termination it reaches the centre of the roadway of Somers-place.

13b. A Tramway, No. 13b, commencing in Somers-place by a junction with the proposed Tramway No. 13 at a point about 1 chain west of the east end of Somers-place passing thence eastwardly along Somers-place and south eastwardly along Southwick-crescent to the north end of Hyde Park-street, and terminating by a junction with the proposed Tramway No. 13 at a point about three-quarters of a chain south of the northern end of that street.

At its commencement, Tramway No. 13b will be in the centre of Somers-place, and thence the centre line of the tramway will gradually diverge southward until at the east end of Somers-place it reaches the distance of 4 feet 6 inches from and south of the imaginary centre line of the street, and thence will pass by a line curving to the south-eastward for the length of $1\frac{1}{4}$ chain into Southwick-crescent, being there 4 feet 6 inches from and south west of the imaginary centre line of the road, and thence for a further length of 2 chains the centre line of the tramway will be at that distance from and on that side of the imaginary centre line of the road, and thence will pass by a line curving to the southward to the north end of Hyde Park-street, being there 4 feet 6 inches from and west of the imaginary centre line of that street, and thence the tramway will gradually approach until at its termination it reaches the centre of the street.

13c. A Tramway, No. 13c, commencing in Albion-place, by a junction with the proposed Tramway No. 13, at a point about 1 chain west of its junction with Albion-street, passing thence eastwardly along Albion Place, Upper Berkeley-street, West, the northern side of Connaught-square, and Berkeley-place, to and in a south-eastwardly direction along the Edgware-road, and terminating in that road at the point of termination above described of the proposed Tramway No. 13.

At its commencement Tramway No. 13c will be in the centre of Albion-place, and thence the centre line of the tramway will gradually diverge southward until, in the length of three-quarters of a chain, it attains the distance of 4 feet 6 inches from and southward of the imaginary centre line of the street, and thence to a point $1\frac{1}{2}$ chain north of the termination of the tramway

the centre line will be at that distance from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the street, and thence it will gradually approach until, in the length of half a chain, it intersects the said imaginary centre line from which it will again diverge until, in a further length of half a chain, it attains the distance of 4 feet 6 inches from and on the north-east side of the imaginary centre line of Edgware-road, and thence to the termination of the tramway will be at the last-mentioned distance from and on the north-east side of the said imaginary centre line.

14. A Tramway No. 14 commencing in the Edgware-road, by a junction with the proposed Tramway No. 13c, at a point about 2 chains north-west of its intended termination above described, passing thence south-eastwardly along Edgware-road into and along Seymour-street, the southern side of Portman-square, Lower Seymour-street, Wigmore-street, the northern side of Cavendish-square, Cavendish-place, Mortimer-street, Charles-street, Goodge-street, and into and south-westwardly along Tottenham-court-road to and along Bedford-street and the north-west and north-east sides of Bedford-square, and south-eastwardly along Charlotte-street and Bloomsbury-street, into and eastwardly along Oxford-street to the junction therewith of High Holborn, and thence south-westwardly along High Holborn and Broad-street, Bloomsbury, to and north-westwardly along Bloomsbury-street, and terminating in that street by a junction with the Tramway No. 14, now described at a point about half a chain north-westward of the intersection of Bloomsbury-street and Oxford-street.

At the commencement of Tramway No. 14, and thence for the length of half a chain, its centre line will be 4 feet 6 inches from and south-westward of the imaginary centre line of the Edgware-road, and thence it will gradually approach until, in the further length of half a chain, it intersects the said imaginary centre line from which it will again diverge, until, in the further length of half a chain, it attains the distance of 4 feet 6 inches from and north-eastward of the said imaginary centre line, and thence for a further length of half a chain the centre line of the tramway will be at that distance from and on that side of the said imaginary centre line, and thence it will pass by a line curving to the south-eastward of the west end of Seymour-street, and throughout that street the tramway will be laid along the centre of that street, and in the road on the south side of Portman-square the centre line of the tramway will be 4 feet 6 inches from and north-westward of the imaginary centre line of the road, and in Lower Seymour-street the centre line of the tramway will be 4 feet from and north of the imaginary centre line of the street, and thence along Wigmore-street and the road on the north side of Cavendish-square to a point 2 chains west of Chandos-street, the centre line of the tramway will be 4 feet 6 inches from and northward of the imaginary centre line of the street, thence it will gradually approach until opposite Chandos-street it reaches the centre of the street, and thence to the north-east end of Goodge-street the tramway will be laid along the centre of the street, and in Tottenham Court-road from the point at which the tramway enters that road for the length of $1\frac{1}{4}$ chain, the centre line of the tramway will be 4 feet 6 inches from and north-east of the imaginary centre line of the road, and thence will diverge further to the north-eastward until in the further length of half a chain it

reaches the distance of 7 feet 6 inches from and north-eastward of the said imaginary centre line, and thence to a point opposite the north-west corner of Bedford-street, the centre line of the tramway will gradually approach until at the last-mentioned point it reaches the distance of 4 feet from and north-eastward as aforesaid of the said imaginary centre line, and in Bedford-street the tramway will be on the north-west side of the imaginary centre line of the street, and its centre line will be at a distance from such imaginary centre line gradually diminishing from 3 feet 6 inches at the west end of the street to 3 feet at the east end of the street, and in Bedford-square the centre line of the tramway will be 4 feet 6 inches, (in the north-western side of the square to the north-westward, and in the north-eastern side of the square to the north-eastward) from the imaginary centre line of the street, and thence the tramway will gradually approach until in the length of three-quarters of a chain, it reaches the centre of the street, and thence to a point in Charlotte-street $1\frac{1}{2}$ chain north of Great Russell-street, the tramway will be laid along the centre of the street, and thence will gradually diverge to the eastward, until in the length of three-quarters of a chain, its centre line reaches the distance of 4 feet 6 inches from and eastward of the imaginary centre line of the street, continuing thence for the further length of a chain at that distance from and on that side of the said imaginary centre line, and thence the tramway will again approach until within the length of three-quarters of a chain, it reaches the centre of Bloomsbury-street, continuing in the centre of that street to its junction with Oxford-street, and in Oxford-street and in High Holborn the centre line of the tramway will be 4 feet (to the north in Oxford-street and to the south-east in High Holborn), from the imaginary centre line of the street. And in Broad-street, Bloomsbury, the centre line of the tramway will be 10 feet from and southward of the imaginary centre line of the street, and in returning northward through Bloomsbury-street as far as Thorney-street, the centre line of the tramway will be 4 feet 6 inches from and west of the imaginary centre line of the street, and thence the tramway will gradually approach, until in the length of half a chain it reaches the centre of the street, and thence to its termination the tramway will be laid along the centre of the street.

14a. A Tramway No. 14a, commencing in the Edgware-road, by a junction with the Tramway No. 13, at a point about 2 chains north-east of its intended termination as above described, passing thence south-eastwardly along Edgware-road, to the junction therewith of Upper Bryanstone-street, and thence along Bryanstone-street and into and northwardly along Portman-street, and thence eastwardly along the south side of Portman-square, and along Lower Seymour-street, Wigmore-street, and the north and east sides of Cavendish-square, and thence along Margaret-street to the junction therewith of Great Portland-street, and thence northwardly along Great Portland-street, into Mortimer-street, and terminating in that street by a junction with the proposed Tramway No. 14, at a point about three-quarters of a chain eastward of the intersection of Great Portland-street with Mortimer-street.

In the Edgware-road the centre line of the Tramway No. 14a will be 4 feet 6 inches from and south-westward of the imaginary centre line of the road, and in Upper Bryanstone-street, Bryanstone-street, and Portman-street, the tramway

will be laid along the centre of the street, and in the roadway of the south side of Portman-square the tramway will be 4 feet 6 inches from, and southward of the imaginary centre line of the road, and in Lower Seymour-street, the centre line of the tramway will be 4 feet from and south of the imaginary centre line of the street, and thence to a point in the roadway on the northern side of Cavendish-square, $2\frac{1}{2}$ chains west of Chandos-street, the centre line of the tramway will be 4 feet 6 inches from and southward of the imaginary centre line of the street, and thence to a point in the roadway on the east side of the said square, $2\frac{1}{2}$ chains northward of Margaret-street, the tramway will be laid along the centre of the roadway of the square (which for this purpose is taken to be a curved line, running parallel to and 18 feet from and north-eastward of the kerbstone of the footpath round the inclosed garden of the square), and thence to its termination the tramway will be laid along the centre of the street (the centre of the southern half of the roadway, on the east side of Cavendish-square, being for this purpose deemed to be a line running parallel to and 18 feet from and west of the kerbstone of the footway on the east side of the square).

14b. A tramway or passing place, No. 14b, commencing and terminating by junctions with the proposed Tramway No. 14, the point of commencement being in Mortimer-street 1 chain west and the point of termination being in Charles-street $1\frac{1}{2}$ chain north-east of Wells-street.

At its commencement, the Tramway No. 14b will be in the centre of Mortimer-street, and will thence gradually diverge southward until within the length of 1 chain the centre line will attain the distance of 8 feet from and southward of the imaginary centre line of the street, continuing at that distance from and on that side of the imaginary centre line for half a chain, and thence again gradually approaching, until at its termination the tramway reaches the centre of Charles-street.

14c. A tramway or passing place No. 14c, wholly in Charles-street, Middlesex Hospital, commencing and terminating by junctions with the proposed Tramway No. 14, the point of commencement being $1\frac{1}{2}$ chain south-west, and the point of termination being $1\frac{1}{2}$ chain north-east of Berners-street.

At its commencement the Tramway No. 14c, will be in the centre of the street, and will thence gradually diverge southward until within the length of 1 chain, the centre line will attain the distance of 8 feet from and southward of the imaginary centre line of the street continuing at that distance from and on that side of the imaginary centre line for half a chain, and thence again gradually approaching until at its termination it reaches the centre of the street.

14d. A Tramway No. 14d, commencing in Goodge-street by a junction with Tramway No. 14 at a point about 1 chain south-west of Charlotte-street, passing thence north-eastwardly along Goodge-street into and south-eastwardly along Charlotte-street and thence into and north-westwardly along Percy-street and thence into and south-eastwardly along Tottenham Court-road into and along Bedford-street and the north-west and north-east sides of Bedford-square, and thence into Charlotte-street, Bloomsbury, and terminating in that street by a junction with the proposed Tramway No. 14 at a point about half a chain south of the junction of that street with Bedford-square.

At its commencement and thence to the north-

east end of Percy-street, Tramway No. 14d will be laid along the centre of the street, and from that end of Percy-street to the south-west end of Bedford-street, the Tramway will pass across Tottenham Court-road, by a line curving first to the south-east and afterwards to the east, and intersecting the centre line of Tottenham Court-road, at a point opposite the kerb of the footway on the north-eastern side of Bedford-street, and in Bedford-street the centre line of the tramway will be on the south-west side of the imaginary centre line of the street, and at a distance therefrom gradually diminishing from 3 feet 6 inches at the south-west end of the street to 3 feet at the north-east end of the street and in the north-east and north-west sides of Bedford-square, the centre line of the tramway will be 4 feet 6 inches (in the north-west side of the square, south-eastward and in the north-east side of the square, south-westward, from the imaginary centre line of the road, and thence the tramway will gradually approach until at its termination it reaches the centre of Charlotte-street, Bloomsbury.

14e. A Tramway, or passing place, No. 14e, commencing in Charlotte-street, Bloomsbury, by a junction with the Tramway No. 14, at a point about $1\frac{1}{2}$ chain northward of Great Russell-street, and terminating in Bloomsbury-street by a junction with the said proposed Tramway No. 14, at a point $1\frac{1}{2}$ chain southward of Great Russell-street.

At its commencement Tramway No. 14e will be in the centre of Charlotte-street, and thence will gradually diverge westward until in the length of three-quarters of a chain its centre line attains the distance of 4 feet 6 inches from and westward of the imaginary centre line of the street, continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until at its termination it reaches the centre of Bloomsbury-street.

The tramways and works proposed to be authorized by the Bill will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say:—St. John, Hampstead, St. Marylebone, Paddington, St. Pancras, St. Giles-in-the-Fields, and St. George Bloomsbury, in the county of Middlesex.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties, and to enable the Company and all other companies, trustees, and persons to enter into and carry into

effect agreements and arrangements for compounding and commuting any tolls, rates and duties, for a fixed or other annual or other sum.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials, extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company, from time to time, to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any Vestry, District Board, trustees, or other bodies corporate, or persons having respectively the duty of directing the

repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

And 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.

And Notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the *London Gazette*, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice, as published in the *London Gazette*, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:— for the parish of St. John, Hampstead, with the vestry clerk of that parish, at his office at New End, Hampstead, for the parish of Saint Marylebone, with the vestry clerk of that parish, at his office at the Court-house, Marylebone-lane, for the parish of Paddington, with the vestry clerk of that parish, at his office at the Vestry Hall, Paddington-green, for the parish of Saint Pancras, with the vestry clerk of that parish, at his office in King's-road, Old Saint Pancras-road, and in respect of the parishes of St. Giles-in-the-fields, and St. George Bloomsbury, with the Clerk to the Board of Works for the St. Giles' District, at his office in High Holborn.

And Notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Lancashire and Yorkshire Railway (Low Moor to Pudsey Line).

(Branch Railway from Low Moor to Pudsey in the West Riding of the county of York with double Junction near Low Moor; Additional Capital; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Lancashire and Yorkshire Railway 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 railways following with all proper stations,

approaches, works, and conveniences connected therewith (that is to say):

A railway wholly situate in the West Riding of the county of York, to commence in the township of North Bierley in the parish of Bradford, by a junction with the Lancashire and Yorkshire Railway at a point thereon, immediately opposite the Engine Shed Signal-box of the Company at the Northern end of the Low Moor Station on the Company's line of railway leading from Halifax to Bradford, and to terminate in the township of Pudsey in the parish of Calverley, at the south side of Roakers-lane in Pudsey, at a point about 126 yards measured in an easterly direction along the said lane from the Boar's Head Hotel there, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Bradford, Birstal, Calverley, North Bierley, Tong, Pudsey, Holme-lane, Tong-street, and Fulneck, all in the West Riding of the county of York.

A railway wholly situate in the said township of North Bierley and parish of Bradford in the said West Riding of Yorkshire being a short junction line intended to connect the railway hereinbefore described by another junction with the line of the Lancashire and Yorkshire Railway, leading from Halifax to Bradford, and to commence at a point about 17½ chains from the south end of the Bowling Tunnel on the last named railway, and terminating by a junction with the said proposed railway from Low Moor to Pudsey, at a point about 20½ chains from the commencement of the said proposed railway hereinbefore described.

To empower the Company to purchase lands and houses by compulsion or agreement for the purposes of the railways and works so proposed to be constructed as aforesaid, and to vary and extinguish all existing rights and privileges connected therewith, which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, or duties for or in respect of the said railways and works, and to grant exemptions from the payment of tolls, rates, and duties.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorize the Company to raise a further sum of money for the purposes of the intended Act by the creation of new shares, with or without a guaranteed or preferential dividend, or other rights or privileges attached thereto, or by borrowing or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

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 of Parliament following or some of them relating to the Company (that is to say) local and personal Acts 1 and 2 Will. 4, cap. 60;

2 Will. 4, cap. 69; 5 Will. 4, cap. 30; 6 and 7 Will. 4, cap. 111; 7 Will. 4, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 84; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171 and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic. caps. 103, 105, 163, 164, 166, 221, 240, 288 and 289; 11 and 12 Vic. caps. 71 and 115; 12 and 13 Vic. caps. 50, 71 and 74; 13 and 14 Vic., caps. 83, 95 and 99; 14 and 15 Vic., caps. 46, 56 and 89; 15 Vic. cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic. caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic. cap. 97; 26 and 27 Vic., cap. 5; 27 and 28 Vic. caps. 32, 55, 80, 270, and 273; 28 and 29 Vic. caps. 21 and 332; 28 Vic. cap. 23; 29 Vic. caps. 43, 44, and 71; 30 Vic. cap. 95; 30 and 31 Vic., cap. 136; 31 and 32 Vic., caps. 64 and 114; 32 and 33 Vic., cap. 78; and 33 and 34 Vic. caps. 79, 80, 84, and 141, and any other Act or Acts relating to the Company.

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a published map, whereon will be defined the general course or direction of such railways, 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 30th day of November in this present year 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 on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to the several parishes within which the said intended railways and works will be situate, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as regards any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby also given, that 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 16th day of November, 1870.

T. A. and J. Grundy and Co., 104, King-street, Manchester, Solicitors for the Bill.

In Parliament—Session 1871.

The Cefn, Acrefair, and Rhosymedre Water Company.

(Amendment of Act by Extension of Powers to supply Water to other Districts. To make arrangements with other Water Companies, and Powers to raise further Capital.)

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:—

1. To extend the powers conferred upon "The Cefn, Acrefair, and Rhosymedre Water Company, 1866" (herein called the Company), and to extend the limits for the supply of water thereby to the townships, districts, or places following, that is to say:

The townships of Trevor ucha and Trevor issa, in the parish of Llangollen; the parish or district known as the Ecclesiastical Parish of

Rhoslanerchrugog, comprising the townships or places of Dynhyulle ucha, Moreton Above and Moreton Below, in whole or in part, in the parish of Ruabon, and all in the county of Denbigh.

2. To make arrangements with the following Water Companies for the supply of water to them any or either of them by the Company, namely:

The Ruabon Water Company, 1870, the Wrexham Water Works Company, 1864, the Brymbo Water Company, 1869, and the Company authorised by Parliament to supply with water the city of Chester respectively; and to empower the above-mentioned Companies, any or either of them, to enter into such arrangements with the Company for the supply of water to them for such remuneration and upon such terms and conditions as may be agreed upon between the Company and the before mentioned Water Companies, any or either of them desirous of having such supply.

3. To authorise the Company to purchase or take on lease by agreement all lands and buildings which they may require for the purposes aforesaid, and to abstract or divert the waters authorized to be taken by the Company under their Act so far as may be required for such purposes. And to stop up, alter, and divert temporarily or permanently, and to construct works under and upon turnpike roads, railways, highways, bridges, watercourses, and works of every description; and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased or taken, or the waters to be diverted or abstracted as aforesaid, or which would or might prevent or obstruct the carrying of the undertaking into effect, and to confer other rights and privileges.

To enable the Company to lease or grant, or take leases or grants of lands, brooks, streams, waters, or rights, or easements in, over, or affecting lands, brooks, streams, or waters, and to confer upon the Company all such other powers, rights, and privileges as may be necessary or expedient for the purposes of the intended Act or any of them.

4. To increase the existing capital of the Company; to amend the original Act of the Company; and to incorporate therewith the "Companies' Clauses Act, 1863."

And notice is hereby also given, that on or before the thirtieth day of November, one thousand eight hundred and seventy, plans and sections of the proposed works, a book of reference to such plans in so far as any such plans or books of reference are required by the Standing Orders of Parliament in relation to such works, 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 Denbigh, at his office in Ruthin; 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 parish in or through which the said works are intended to be made, will, so far as may be required as aforesaid, together with a copy of this notice, be deposited with the parish clerk of each such parish, at his residence; and that on or before the twenty-first day of December, one thousand eight hundred and seventy, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

Thomas Daviss, Secretary to the Company.

North Eastern Railway.

(Construction of Railways between Melmerby and Masham; between Byker, Walker, and Percy Main; between Monkwearmouth and Sunderland; and between and near Stockton and Middlesbrough—Alteration of Levels of Part of Pensher Branch—Alteration of Norton-road, and of Railway at Stockton-on-Tees—Purchase of Additional Lands and Revival of Powers—Vesting in Company the Derwent Navigation—Further Powers as to Cartage of Goods—Further Provision as to Rating Parts of Company's Railways—Provisions as to Tolls on Coals Conveyed on North Shields Railway for Shipment—Further Powers as to Purchase of Hull and Selby Railway—Amendment of Tees Conservancy Act, 1858—Additional Capital—Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the North Eastern Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them, that is to say:—

To authorize the Company to make and maintain the railways following, and all proper stations, works, conveniences, and approaches connected therewith, that is to say:—

1. A railway (hereinafter called Railway No. 1) commencing in the township and parish of Wath, in the North Riding of the county of York, by a junction with the Melmerby and Northallerton Branch of the North Eastern Railway, at a point thereon about 1 chain north of, and measured from the centre of, the highway leading from Melmerby to Wath, where it crosses that branch on the level, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Wath, Melmerby, Kirklington, otherwise Kirklington-with-Uplands, otherwise Kirklington-with-Upsland, Sutton Howgrave, otherwise Sutton-cum-Howgrave, East Tanfield, West Tanfield, Burton-upon-Ure, and Masham, all in the said North Riding, and terminating in the township of Burton-upon-Ure, and parish of Masham, in the said Riding, in a field situate on the south side of and adjoining the Thirsk and Masham turnpike road, and being the second field westwards of the public highway from Masham to West Tanfield.

2. A railway (hereinafter called Railway No. 2) commencing in the township of Byker and parish or parochial chapelry of All Saints, in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, by a junction with the Tynemouth Branch of the North Eastern Railway, at a point thereon about 33 yards eastwards from the centre of the first bridge under the said branch east of the Ouseburn Viaduct thereon, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some or them, that is to say—Saint Nicholas, All Saints, Heaton, and Byker, in the borough and county of Newcastle-upon-Tyne, and All Saints, Saint Nicholas, Heaton, Byker, Long Benton, Walker, Wallsend, Willington, Howdon Pans, Chirton, Preston, North Shields, and Tynemouth, in the county of Northumberland, and terminating in the township of Chirton and parish of Tynemouth, in that county, by a junction with the said Tynemouth Branch, at a point thereon about 120 yards west of the west end of the Percy Main Station on that Branch.

3. A railway (hereinafter called Railway No. 3)

situate wholly in the said township of Chirton and parish of Tynemouth, commencing by a junction with Railway No. 2 in a field called Dean Field, situate on the south side of the said Tynemouth Branch, about 250 yards east of the Howdon Station thereon, and terminating by a junction with the Cramlington waggon way, at a point thereon about 90 yards south of the archway over that waggon way, near to the farm house called Low Flatworth.

4. A railway (hereinafter called Railway No. 4) commencing in the townships of Monkwearmouth and Monkwearmouth Shore, or one of them, in the parish of Monkwearmouth, in the county of Durham, by a junction with the Monkwearmouth Branch of the North Eastern Railway, in the Monkwearmouth passenger station, opposite to the booking office of that station, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Monkwearmouth, Monkwearmouth Shore, Bishopwearmouth, Bishopwearmouth Panns, Sunderland, Ryhope, Burdon, and Tunstall, all in the county of Durham, and terminating in the township of Ryhope and parish of Bishopwearmouth in that county, by a junction with the Durham and Sunderland Branch of the North Eastern Railway, at a point thereon about 713 yards north from where the Salterfen-lane passes under that branch.

5. A railway (hereinafter called Railway No. 5) situate wholly in the township and parish of Bishopwearmouth, in the county of Durham, commencing by a junction with Railway No. 4, at a point in the road called the Borough-road, about 64 yards west from the centre of Fawcett-street, where that street crosses the Borough-road, and terminating by a junction with the Pensher Branch of the North Eastern Railway at the point where it passes under the road from Stockton to Sunderland.

6. A railway (hereinafter called Railway No. 6) commencing in the township of Cowpon, otherwise Coopen Bewley, and parish of Billingham, in the county of Durham, by a junction with the West Hartlepool line of the North Eastern Railway, at a point thereon about one chain south-west of where that line crosses the highway from Wolviston to Cowpon, thence passing from, through, into, and in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say—Billingham, Cowpon, otherwise Coopen Bewley, Haverton Hill, and Norton, in the county of Durham, and Middlesbrough, West Acklam, and Linthorpe, in the North Riding of the county of York, and terminating in the township of Linthorpe and parish of Middlesbrough, in that riding, by a junction with the Stockton and Middlesbrough line of the North Eastern Railway at a point thereon about 15 yards west of the west abutment of the bridge under that line called the West Bridge.

7. A railway (hereinafter called Railway No. 7) commencing in the township of Stockton and parish of Stockton-upon-Tees, in the county of Durham, by a junction with the North Eastern Railway, at a point thereon about 285 yards north-east of the northern end of the passenger station at Stockton-upon-Tees known as the North Stockton Station, thence passing from, through, into, and in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say—Stockton, Stockton-upon-Tees, Norton, and Billingham, all in the county of Durham, and terminating in the township and parish of Billingham,

in that county, by a junction with Railway No. 6, at a point at high water-mark on the west side of the River Tees, distant about 710 yards north of where the Billingham Beck falls into that river.

8. A railway (hereinafter called Railway No. 8) commencing in the township of Stockton and parish of Stockton-upon-Tees aforesaid, by a junction with Railway No. 7, in a field occupied by Henry Spooner, on the south side of and adjoining the Lustring Beck, and on the west side of and adjoining the highway from Stockton to Norton, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Stockton, Stockton-upon-Tees, and Norton aforesaid, and terminating in the said township of Stockton and parish of Stockton-upon-Tees by a junction with the Stockton Branch of the West Hartlepool Line of the Company, at a point thereon distant about 260 yards north-west of where that branch crosses the Lustring Beck.

9. A railway (hereinafter called Railway No. 9) commencing in the township of Stockton and parish of Stockton-upon-Tees aforesaid, by a junction with Railway No. 7, in a field called Portrack Marsh, occupied by Abraham Parkin Fletcher, situate near to a farm house called Holme House, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Stockton, Stockton-upon-Tees, Norton, and Billingham, all in the county of Durham, and terminating in the said township and parish of Billingham by a junction with Railway No. 6, in a field called Marsh Hill, adjoining and at the east end of a lane called Mill-lane.

10. A railway (hereinafter called Railway No. 10) commencing in the township and parish of Billingham aforesaid by a junction with Railway No. 6, in a field called Almond Nook, near to the farm-house called Billingham Grange, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or one of them, that is to say—Billingham and Haverton Hill aforesaid, and terminating in the said township and parish of Billingham by a junction with the Port Clarence Branch of the North Eastern Railway, at a point thereon about 700 yards east of where that branch crosses the road leading from Billingham to Belasis Hall.

11. A railway (hereinafter called Railway No. 11) situate wholly in the said township and parish of Billingham, commencing by a junction with Railway No. 6, at the point of commencement of Railway No. 10, as hereinbefore described, and terminating by a junction with the said Port Clarence Branch, at a point thereon about 220 yards west of where that branch crosses the road leading from Billingham to Belasis Hall.

To empower the Company to alter the line and levels of their Pensher Branch Railway, in the said township and parish of Bishopwearmouth, between the point where that branch passes under the road known as the New Durham-road, and a point on the said branch distant about 66 yards eastwards from the centre of the Burdon-road where crossed by the said branch.

To empower the Company to divert and alter the line and levels of the road called Norton-road, in the township of Stockton and parish of Stockton-upon-Tees aforesaid, from a point in that road distant about 163 yards in a southerly direction from the centre of the Stockton Branch

of the West Hartlepool line of the Company where that branch crosses that road on the level, to a point in the said road distant about 120 yards in a northerly direction from the said centre of the said branch, and to form a new road between the said points, and carry it under the said Stockton Branch by a bridge, and with that object to raise and alter the line and levels of the said Stockton Branch in the last-mentioned township and parish for a distance of 235 yards or thereabouts in a north-westerly direction, and for a distance of 300 yards or thereabouts in a south-easterly direction from where the said branch now crosses the said Norton-road.

To enable the Company to make all necessary approaches and other works in connection with the proposed alteration of road, and to stop up, discontinue, and extinguish all rights of way over and into the portion of road to be altered, and over or into all or any of the streets or roads communicating therewith, and to vest in the Company the site of the portion of road so to be stopped up and discontinued.

To authorize the Company to purchase by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the proposed railways and other works, or for extraordinary purposes connected therewith; and also to purchase in like manner, for sidings and other purposes connected with their undertaking, certain lands in the township of Elswick and parish or parochial chapelry of St. John, in the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne, on the south side of the Newcastle and Carlisle line of the Company, and near to the Crooked Billet Level Crossing over that line.

To revive the powers conferred upon the Company by "The North-Eastern Railway Company's (Yorkshire Lines) Act, 1866," for the compulsory purchase of lands, as regards certain lands numbered 5 on the deposited plans of the railway fifthly described in and authorized by that Act, in the township of Holgate and parish of St. Mary Bishophill Junior, in the West Riding of the county of York; and certain other lands numbered 1, 4, 49, 51, 52, 53, and 54 on the said deposited plans, in the township and parish of St. Mary Bishophill Junior, in the county of the city of York.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and other works respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorize the crossing on the level, or over, or under, and the diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with for the purposes of the intended Act, or any of them, and to appropriate

the sites thereof respectively to the use of the Company and purposes of their undertaking.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties; and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorize the Company to apply any moneys which they have raised, or are authorized to raise under any other Acts of Parliament to, and to raise by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the intended Act, and also for the general purposes of the Company; and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over or pari-passu with all or any other classes or class of shares or stock in the Company, as may be agreed upon or as may be provided by or under the provisions of the intended Act.

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the proposed railways and works or some of them, the provision contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company from all liability to take the whole of any house or other building or manufactory, if they take any part thereof.

To vest in the Company the undertaking of the navigation of the river Darwent, otherwise Derwent, in the county of York, with all the property real and personal, and all the rights, powers, and privileges of the undertakers of that navigation, including the fixing, levying, and altering of rates, tolls, and duties, and to enable the Company to have and exercise all such rights, powers, and privileges, and to confer upon the Company other powers in respect of the said navigation.

To confer further powers on the Company with respect to the carriage of goods, and to enable them to use and employ their carriages, waggon, and horses, or other moving power, in carrying goods not intended to be conveyed on their railways, and to make charges in respect thereof; and with those objects, if necessary, to alter or amend the 86th section and any other provisions of "The Railways Clauses Consolidation Act, 1845."

To make further provision as to the rating of the Company in respect of railways vested in or belonging to them and not originally constructed under Parliamentary powers, and to extend and make applicable thereto the provisions of the 55th section of "The Local Government Act, 1858," as to land used as a railway constructed under the powers of any Act of Parliament for public conveyance, and if necessary to amend the provisions of that Act and of any other Acts in reference thereto.

To amend, alter, limit, or repeal the provisions contained in the Acts 6 Wm. 4, cap. 76, and 8 and 9 Vic., cap. 163, and in any other Act of Parliament, relating to any allowance or payment to the owners of lands through which the Company's Newcastle and North Shields Railway is made and adjoining thereto, in respect of coals carried or conveyed on that railway for shipment, and to confer other powers upon the Company in lieu thereof or in reference thereto.

To authorize the Company to raise money by the creation of new shares, or by borrowing or otherwise, for the purpose of completing the purchase by them of the Hull and Selby Railway,

and to confer further powers on the Company in reference thereto, and to enable them to make all necessary arrangements with the Hull and Selby Railway Company, or the shareholders in that Company, with respect thereto, and to the completion of the said purchase.

To explain, amend, alter, or repeal the 14th section of "The Tees Conservancy Act, 1858," and to declare and define the rights of the Company to, or in, or in respect of the lands reclaimed or to be reclaimed under the operation of that Act and of any other Act relating to the Tees Conservancy.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed railways and other works and plans of the lands proposed to be purchased by compulsion, together with books of reference to such plans, and a published map, whereon will be delineated the general course and direction of each of the proposed railways, and a copy of this notice, 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 Railways Nos. 1 and 6, with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton; as regards Railway No. 2 and the lands in the township of Elswick, with the Clerk of the Peace for the town and county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; as regards Railways Nos. 2 and 3, with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne; and as regards Railways Nos. 4, 5, 6, 7, 8, 9, 10, and 11, and the alteration of railway in the parish of Bishopwearmouth, and the alteration of road and railway in the parish of Stockton-upon-Tees, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed railways and other works are intended to be made or within which the said lands are situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—6 Will. 4, cap. 76; 8 and 9 Vic., cap. 163; 9 and 10 Vic. cap. 241; 10 and 11 Vic. cap. 133; 13 and 14 Vic. cap. 38; 14 and 15 Vic. cap. 84; 16 and 17 Vic. cap. 109; 17 and 18 Vic. cap. 211; 26 and 27 Vic. cap. 122; 28 Vic. cap. 111; 29 and 30 Vic. cap. 251; and 33 Vic. cap. 7, respectively relating to the Company and its undertaking; 6 Wm. 4, cap. 80; 6 Vic., cap. 7; and 8 and 9 Vic., 51, respectively relating to the Hull and Selby Railway Company; an Act passed in the first year of the reign of her Majesty Queen Anne for making the river Darwent, in the county of York, navigable; the Tees Conservancy Acts of 1852, 1854, 1858, 1863, and 1867; The Middlesbrough Improvement Acts of 1841, 1856, 1858, and 1866; "The Stockton-on-Tees Extension and Improvement Act, 1869;" "The Borough of Sunderland Act, 1851;" "The Sunderland Extension and Improvement Act, 1867;" and 11 Geo. 4, cap. 49; 3 Vic. cap. 62; 22 and 23 Vic., cap. 57; and 26 and 27 Vic., cap. 49, respectively relating to the river Wear and the Sunderland Docks; and the several

Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend for the purposes to be authorized by the intended Act, and to make other provision in lieu of the provisions so repealed, altered, or amended.

On or before the 21st day of December next printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1870.

Richardson, Gutch, and Co., Solicitors,
York.

In Parliament—Session 1871.

Bristol and Exeter Railway.

(Crossing of Somerset and Dorset Railway at Wells, and Powers affecting the Somerset and Dorset Railway Company—Completion of Purchase of West Somerset Railway—Guarantee of Interest on Debentures—Dissolution of West Somerset Railway Company—Purchase of Additional Lands at Bristol, Chilton Trinity, and in the in-parish of St. Cuthbert, Wells—Widening of Railway Bridge in parish of Temple—Lease of Superfluous Lands—Powers to Joint Committee appointed under Bristol Harbour Railway Act, 1866—Additional Capital—Repeal of Restriction in 8 and 9 Vic., cap. 89, upon the Corporation of Bridgwater as to Application of Monies carried to Credit of Navigation Account—Amendment of Acts.)

NOTICE is hereby given, that the Bristol and Exeter Railway Company (who are herein 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 purposes, among others, that is to say:—

1. To authorize the Company to work and maintain the Railway No. 1, authorized by "The Cheddar Valley and Yatton Railway Act, 1864," in the in-parish of St. Cuthbert, Wells, and constructed by the Company across and upon the level of the goods lines there of the Somerset and Dorset Railway Company, and to prevent such goods lines being used so as to interfere with the uninterrupted and efficient working of the said Cheddar Valley and Yatton Railway, and if necessary to enable the Company to purchase by compulsion the lands in the said in-parish of St. Cuthbert, Wells, traversed by or near to the Cheddar Valley and Yatton Railway, and also to take up and permanently remove the said goods lines, and to purchase by compulsion land and other property belonging to the Somerset and Dorset Railway Company in the said in-parish, used by that Company for the purposes of or in connection with the said goods lines.

2. To confirm an agreement or conveyance made between the Company on the one hand, and the West Somerset Railway Company on the other hand, in pursuance of the Bristol and Exeter Railway Act, 1863, for vesting in the Company under the powers of the last-mentioned Act the undertaking of the West Somerset Railway Company; and to enable the Company to effect such purchase by the issue to the West Somerset Railway Company of preference stock in the Company; and to confirm any agreement or conveyance made between the two Companies with respect to such purchase, and to vest the said undertaking in the Company in pursuance of the Bristol and Exeter Railway Act, 1863, upon the terms so agreed upon.

3. To empower the Company to guarantee the interest on the debenture debt of the West Somerset Railway Company, and to deduct, in case of need, the amount of such interest from the rent charge now or hereafter to become payable to the West Somerset Railway Company under any agreement or conveyance.

4. To provide for the dissolution of the West Somerset Railway Company and the winding up of its affairs, and to authorize the Company to sell any superfluous lands belonging to the said West Somerset Railway Company.

5. To enable the Company to acquire, and if need be, by compulsion, a part of the Bristol Cattle Market, and certain other lands and property in the parish of Temple, in the city and county of Bristol, and to enable the Company and the trustees of the Bristol Cattle Market to enter into and carry into effect agreements similar to those contained in the thirtieth section of "The Bristol and Exeter Railway (Additional Powers) Act, 1865;" subject, nevertheless, to such alterations and new conditions as may be prescribed by the Bill. Also to enable the Company to acquire by compulsion lands in the said in-parish of St. Cuthbert, Wells.

6. To enable the Company to widen the bridge, whereby their railway is now carried over the road leading from Bath-bridge to the Cattle-market, in the said parish of Temple.

7. To revive and extend the powers granted to the Company by "The Bristol and Exeter Railway Act, 1867," with respect to the purchase by compulsion of the land, in the parish of Chilton Trinity, in the county of Somerset, numbered 2 upon the deposited plans referred to in that Act.

8. To confer further powers upon the Company with relation to all or any lands acquired or held by them which are not, or eventually may not, be required for the purpose of their undertaking, and to enable the Company to let or dispose of any of the said lands on ground rents, or chief rents, or otherwise, or to grant leases thereof at such rent and upon such terms and conditions as the said Company may think proper.

9. To enable the Company, or the Joint Committee, or the Companies acting under the provisions of "The Bristol Harbour Railway Act, 1866," to purchase by compulsion certain lands, houses, and buildings, lying between Cumberland-road and the floating harbour, and on the west side of the wharf depôt and the city gaol, all in the parish of Bedminster, in the city and county of Bristol, and to enable the Company, or the said Joint Committee, or the said Companies to make and enter into arrangements with the Bristol and North Somerset Railway Company with reference to such lands, or some part or parts thereof.

10. To empower the said Joint Committee or the said Companies on the one hand, and the mayor, aldermen, and burgesses of the city of Bristol on the other hand, to enter into agreements as to the lands so sought to be acquired, or some part or parts thereof, and also as to any lands near to the gaol which the said Joint Committee or the said Companies have powers to purchase under "The Bristol Harbour Railway Act, 1869," and for the vesting of some of such lands in the said mayor, aldermen, and burgesses, in consideration of the said Joint Committee or the said Companies receiving other lands in exchange.

11. To confer further powers upon the said Joint Committee or the said Companies, with relation to all or any lands acquired or held by them under the powers of "The Bristol Harbour Railway Act, 1866," and "The Bristol Harbour Railway Act, 1869," and which are not, and

eventually may not be required for the purposes of those Acts, and to enable the said Joint Committee or the said Companies to let or dispose of any of the said lands on ground rents or chief rents, or otherwise, or to grant leases thereof upon such terms and conditions as the said Joint Committee or the said Companies may think proper.

12. To empower the said Joint Committee or the said Companies to apply their existing funds, and any monies which they are respectively still able to raise, to such of the powers of the Bill as may be conferred upon the said Joint Committee or the said Companies.

13. To enable the Company to apply their existing funds and any monies which they have still power to raise, to any of the purposes of the Bill, and for those purposes and for the general purposes of their undertaking, to raise additional capital by shares or by stock and by borrowing, with power to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

14. To amend the Act passed in 1845 (8 and 9 Vic., cap. 89), intituled "An Act for improving the navigation of the River and Bay leading to the borough of Bridgwater, for maintaining the present bridge, and extending the quays within the borough, and for forming a communication by road and by railway between the Quays and the Bristol and Exeter Railway;" and to repeal certain of its provisions, and particularly so much of the 45th section of that Act as restrains the Corporation of Bridgwater from expending any monies carried to the credit of the "Bridgwater Navigation Account;" in making, improving, maintaining, or lighting "the communication works" by that Act authorised to be made, or in providing berths for vessels at any quays not existing at the time of the passing of that Act, or in extending any then existing quay, dock, graving bank, or similar work; or the Bill may repeal the said section, and make other provision instead thereof, and it will empower the Company and the said Corporation to make and enter into arrangements and agreements with reference to the powers of the said Act of 1845, as the same may be amended by the Bill.

15. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." And it will amend and enlarge the powers and provisions of amongst other Acts, the following, namely:— "The Bristol and Exeter Railway Act, 6 William IV., cap. 36;" "The Bristol and Exeter Railway Act, 1863;" "The Bristol and Exeter Railway (Additional Powers) Act, 1865;" "The Bristol and Exeter Railway Act, 1867;" and any other Acts relating to the Bristol and Exeter Railway Company. "The Cheddar Valley and Yatton Railway Act, 1864;" "The Bristol Joint Station Act, 1865;" "The Bristol Harbour Railway Act, 1866;" "The Bristol Harbour Railway Act, 1869;" "The Bristol and North Somerset Railway Acts, 1863, 1866, 1868, 1869, and 1870;" and any other Acts relating to the Bristol and North Somerset Railway Company. "The West Somerset Railway Acts, 1857 and 1860;" and any other Acts relating to the West Somerset Railway Company. And "The Somerset and Dorset Companies Amalgamation Act, 1862;"

"The Somerset and Dorset Railway Act, 1864;" "The Somerset and Dorset Railway Act, 1866;" and any other Acts relating to the Somerset and Dorset Railway Company.

Duplicate plans and sections, describing the line and levels of the level crossings of the before-mentioned goods lines at Wells, and of the proposed bridge alterations in the said parish of Temple, and duplicate plans showing the lands, houses, and other property sought to be acquired 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, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, 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 parish in which the works are intended to be made, or in which any lands, houses, and other property intended to be taken are situate, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, 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 21st day of December next.

Dated this 9th day of November, 1870.

Fussell, Prichard, and Swann, Bristol, Solicitors.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

Hylton, Southwick, and Monkwearmouth Railway.

(Incorporation of Company for Construction of Railway from the Pontop and South Shields Line of the North-Eastern Railway, to the Newcastle and Sunderland Line of that Railway, with Branches therefrom—Working Arrangements with North-Eastern Railway Company—Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act for the purposes following, or some of them, that is to say:

To incorporate a Company hereinafter called "the Company," and to enable the Company to make and maintain the railways following, or some or one of them, with all necessary approaches, sidings, stations, works, and conveniences connected therewith, that is to say:

1. A railway commencing in the township of Barmston, in the parish of Washington, in the county of Durham, by a junction with the Pontop and South Shields line of the North-Eastern Railway, at a point thereon where the same passes along the side of the plantation belonging to the Right Hon. Earl Vane, known as the Peepy Plantation, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, that is to say, Washington, Barmston, Hylton, Southwick, and Monkwearmouth, all in the county of Durham, and terminating in the township and parish of Monkwearmouth, in the same county, by a juuc-

tion with the Newcastle and Sunderland line of the North-Eastern Railway, at a point thereon near to, and northward of the crossing of that line by the Wreath Quay-road.

2. A branch railway to be wholly situate within the said township of Hylton, in the parish of Monkwearmouth, commencing by a junction with the said intended railway at a point thereon one hundred yards or thereabouts to the east of the farm road leading from Dene Farm into the public highway from Southwick to Hylton Castle, and terminating at and on the northern side of the Wear Ironworks.

3. A branch railway to be wholly situate within the said township of Southwick, commencing by a junction with the first-mentioned intended railway in a field belonging to Thomas Pratt, at a point one hundred and eighty yards or thereabouts north-west of the north-west corner of the brickfield belonging to the said Thomas Pratt, and terminating at or near the junction of Crown-road with Collin-place.

To empower the Company to purchase and take by compulsion or agreement lands, houses, and buildings for the purposes of the proposed railways and works, and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and to confer, vary, or extinguish other rights and privileges, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes, townships, and extra-parochial or other places, as it may be necessary to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to levy tolls, rates, or duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon.

To enable the Company and the North Eastern Railway Company to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on the intended railways, and with respect to the payments to be made, and the conditions to be performed in reference to such working, use, management, and maintenance; and with respect to the interchange, accommodation, conveyance, and delivery of traffic from or over, or destined for the intended railways, and the railways of the North Eastern Railway Company, and the fixing, division, and apportionment of the receipts arising from such traffic, and to authorize the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement entered into between the Company and the North Eastern Railway Company in reference thereto.

And notice is hereby further given, that plans and sections of the proposed railways and works, showing the lines and levels of the proposed railways, and the lands and other property intended to be taken for the purposes thereof, with a book of reference to such plans and a published map, whereon will be delineated the general course and direction of the proposed railways, with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of

Durham. And that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways and works are intended to be made, or within which the said lands and property intended to be taken are situate; and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his place of abode; and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

And it is proposed by the intended Act to alter or amend, so far as may be necessary for any of the purposes of the intended Act, the several local and personal Acts of Parliament following, relating to the North Eastern Railway Company, that is to say:—17 and 18 Vic., cap. 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; 28 and 29 Vic., caps. 251, 267, 363, and 368; 29 Vic., cap. 11; 29 and 30 Vic., caps. 187 and 251; and 33 and 34 Vic., caps. 7 and 105; and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to or affecting the said North Eastern Railway Company.

And notice is also hereby given, that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

Cooper Abbs, and Ranson and Son, of Sunderland, Solicitors for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, of 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Bristol and Portishead Pier and Railway (Portishead Docks).

(Construction of Dock and other works at Portishead Pill; Powers to purchase, hold, sell, and lease lands; Repeal of provisions as to parish wharf, and alterations of agreements affected thereby; Powers in respect of Portbury Sea Wall; Wharf, and other works, and amendment or repeal of Acts relating thereto; Power to lay down narrow gauge on Portishead Railway, parts of Bristol and Exeter Railway, and of Great Western Railway; Power to levy tolls, and alter existing tolls; Additional Capital; Powers to and affecting the Clifton Suspension Bridge Company, the Corporation of Bristol, the Bristol and Exeter, the Great Western, and the Midland Railway Companies; Amendment of Acts, and other Powers).

NOTICE is hereby given, that the Bristol and Portishead Pier and Railway Company (who are hereinafter referred to as "The Company"), 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 make and maintain a Floating Dock, with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, quays, wharves, tramways, sheds, warehouses, cranes, bridges, roads, approaches, and other works and conveniences con-

nected therewith. The said dock will be wholly situate in the parishes of Portishead and Portbury, in the county of Somerset, and will be constructed for the most part on what is called and known as "Portishead Pill." The said dock will be bounded on the north-west by the existing railways, pier, and works of the Company, and will commence at a point about 1,300 feet distant from the head of the existing pier of the Company, measuring towards the land in a south-westerly direction, and terminate at a point about 3,100 feet from the head of the said pier, measuring in the before-mentioned direction.

2. For the purposes of such dock, and the works and conveniences connected therewith, to appropriate, reclaim, and embank the said Portishead Pill, and lands adjacent thereto.

3. To authorize the Company to divert water from the Bristol Channel and River Severn, and to impound, retain, and use from time to time surface and other water, and the waters of all springs and streams situate in the said parishes of Portishead and Portbury, and in the parish of St. George's, otherwise Easton-in-Gordano, in the said county of Somerset, or any or either of them, flowing directly, derivatively, or otherwise into Portishead Pill, the River Severn, and the Bristol Channel.

4. To embank, widen, deepen, and improve, and to exercise jurisdiction over the Bristol Channel and River Severn, and other waters fronting the proposed dock and other works, with power to lay down and maintain, alter, and remove moorings and mooring posts in the said Channel, river and waters, and to prevent any obstruction or impediment therein, or to vessels entering or leaving the dock and other works.

5. To alter, stop up, and divert roads, streams, watercourses, rivers, sewers, drains, and other works, so far as may be necessary for the purposes of the intended dock and other works, and for the same purposes to purchase lands, houses, and other property compulsorily, and to acquire easements over, under, and in respect of the same lands and property, and to vary and extinguish existing rights and privileges in and over such lands, houses, and other property, and all such other rights and privileges as may be necessary for the purposes of the Bill, and to authorize deviations, laterally, vertically, and horizontally, from the line of works, as shown upon the plans to be deposited as after mentioned.

6. To authorize the sale and lease of lands, and the appropriation of lands for business and other purposes.

7. To repeal sections 10, 11, 12, and 20 of "The Bristol and Portishead Pier and Railway Act, 1866," with respect to the wharf therein referred to as "The Parish Wharf," and to alter, vary, and to cancel such parts of the agreement made with Sir William Abdy, Baronet, and set forth in the 4th schedule to that Act, as may be necessary for or may be involved in, such repeal: and also to alter, vary, and cancel such parts of the said agreement as may be necessary in reference to the lands to be purchased and acquired under the provisions of the said Bill.

8. To vest in the Company the Portbury sea wall or embankment, and lands lying near thereto, and in the neighbourhood thereof, and also the land lying outside the said sea wall or embankment, or so much thereof respectively as may be taken or interfered with under the powers of the said Bill, and, except so far as the same may be altered or repealed by the Bill, all or some of the rights and powers connected with the said sea wall, embankment, or land in respect of which authority is now conferred

upon the Commissioners acting in execution of an Act passed in the 38th year of the reign of King George the Third, intituled "An Act for dividing, allotting, and enclosing certain moors, commons, or waste lands lying within the manor and parish of Portbury, in the county of Somerset;" and of an Act passed in the 49th year of the reign of King George the Third, intituled "An Act to explain an Act passed in the 38th year of His Majesty for enclosing lands in the manor and parish of Portbury, in the county of Somerset," and if necessary the Bill will amend or repeal the said Acts.

9. To authorize the Company to lay down upon their railway the narrow gauge, and to agree with the Bristol and Exeter Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any or either of those Companies, as to the laying down of the narrow gauge by the said Companies, or any or either of them, not only upon the said existing railway of the Company, but also upon so much of the Bristol and Exeter Railway as is or may be situate between the junction therewith of the Portishead Railway and any station or stations in Bristol belonging, wholly or in part, to the Bristol and Exeter Railway Company, or which for the time being they have power to use, and to confer all necessary powers upon the said Companies, or any or either of them, for or with respect to the laying down of the said narrow gauge, and to authorize the Great Western Railway Company and the Company to agree as to the laying down of the narrow gauge by the last named Companies, or either of them, upon so much of the Great Western Railway at Bristol as is, or may be, situate between the Bristol and Exeter Railway and the Midland Railway at Bristol.

10. To levy tolls, rates, and charges for and in respect of the use of the said intended dock and other works, and to alter or repeal existing tolls, rates, and duties, and to confer exemptions therefrom, and particularly to repeal and alter the rates and dues which the mayor, aldermen, and burgesses of the city of Bristol (herein referred to as the Corporation), are authorized to levy upon all shipping entering or leaving the port of Bristol.

11. To authorize the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said dock and other works, and for the same purposes, and for the general purposes of their authorized undertakings 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, with power also to the Company to issue the capital under the Bill as a separate capital, and to deal with the undertaking proposed by the Bill as a separate undertaking from the other undertakings of the Company.

12. To alter, modify, or repeal the agreement entered into between the Company and the Bristol and Exeter Railway Company, and confirmed by "The Bristol and Portishead Pier and Railway Act, 1863," and sections 46 and 47 of "The Bristol and Portishead Pier and Railway Act, 1866," and to extend, enlarge, and alter the provisions of "The Bristol and Portishead Pier and Railway Act, 1863," as to contracts and agreements with the Clifton Suspension Bridge Company, and to amend the Acts relating to that Company.

13. To confirm any agreement which, prior to the passing of the Bill, may be made with

respect to any of the objects of or powers to be contained in the Bill, and to enable the Company and the Corporation to enter into agreements with respect to the alteration or extinguishment of, or composition in respect of, the rates or dues payable to the Corporation under the existing Acts of the Company, or either of those Acts, or to which the Corporation would, but for the special provisions to be contained in the Bill, be entitled in respect of ships using or entering the proposed dock and other works.

14. To authorize the Corporation to contribute towards the cost of the proposed works, and for that purpose to borrow moneys upon the security of their Portishead Estate, or any part thereof, and upon the credit of their dock estate, and the revenue derived therefrom, and also upon the credit of their Borough fund, rates, and property, and to enable the Corporation, in case of their so contributing, to appoint directors of the Company.

15. To enable the Company, on the one hand, and the Corporation on the other hand, to contract and agree for the transfer to the Corporation of the pier authorized by the Act of 1866, and in respect of the maintenance and user of the existing pier of the Company in connection with the said dock, and for the transfer to the Corporation of the undertaking proposed to be authorized by the Bill, whether before or after its completion, and to extend the beforementioned borrowing powers of the Corporation for the purpose of enabling them to accept such transfer, and to exercise the powers consequent thereon.

16. To authorize the Bristol and Exeter Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any or either of those Companies, to contribute towards the existing and authorized undertakings of the Company, and to acquire by agreement with the Company any of the lands belonging to the Company, or which they may have power to purchase, and also to contribute towards the cost of constructing the intended dock and other works, and to enable the said respective Companies to defray the cost of any works which under the Bill they may have power to construct, or to which they may contribute out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capital, and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and the interest upon the mortgages or debenture stock of the Company, and to appoint Directors of the Company.

17. To enable the Company on the one hand, and the Bristol and Exeter, Great Western, and Midland Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended dock and other works, and the existing or already authorized undertakings of the Company, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the rebate to be allowed the Company on such

traffic, and the division and appropriation of the revenue arising therefrom, and to authorize the appointment of joint committees for carrying into effect any such agreement, as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching all or any of the matters aforesaid.

18. The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and, 1869," and "The Harbours, Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge, so far as may be necessary for any of the purposes of the Bill, the powers and provisions of the following amongst other Acts, viz.: "The Bristol and Portishead Pier and Railway Act, 1863," and "The Bristol and Portishead Pier and Railway Act, 1866;" also "The Bristol and Exeter Railway Act," 6 William IV, cap. 36, and the several other Acts relating to that Company; also the Acts (local and personal) videlicet, 5 and 6 William IV, cap. 107; 17 and 18 Vic., cap. 222; 26 and 27 Vic., caps. 113 and 198; 29 and 30 Vic., caps. 254, 307, and 356, and any other Acts relating to the Great Western Railway Company; also the Acts (local and personal) videlicet 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181, and any other Act relating to the Midland Railway Company; also the following and any other Acts relating to the Corporation, videlicet 11 and 12 William III, cap. 23; 22 George II, cap. 20; 47 George III (session 2) cap. 33; 43 George III, cap. 140; 46 George III, cap. 35; 48 George III, cap. 11; 49 George III, cap. 17; 3 George IV, cap. 21; 6 George IV, cap. 201; 11 and 12 Vic., cap. 43; "The Bristol Dock Act, 1848," and "The Bristol Dock Act, 1865," and the Bill will amend and, if necessary, repeal wholly or partially the Act passed in the 54th year of the reign of King George the Third, intituled, "An Act for enclosing lands in the parish of Portishead, in the county of Somerset," and especially the 23rd section of that Act.

Duplicate plans and sections of the proposed works, describing the lands, houses, and other property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, and a copy of this notice 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 Somerset, at his office, at Wells, in the said county, 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 parish will, together with a copy of this notice, be deposited with the Parish Clerk of each parish, 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 21st day of December next.

Dated this 9th day of November, 1870.

Isaac Cooke and Sons, and Fussell, Prichard, and Swann, Bristol, Solicitors for the Bill.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

London Street Tramways Company (Extensions, &c.).

(Construction of Street Tramways in Middlesex, Surrey, and the City of London—Compulsory taking of Lands, &c.—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and powers to Metropolitan Board of Works, Corporation of London, and Street Authorities, &c.—Working and other arrangements with other Companies and bodies—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 effecting the objects or some of the objects hereinafter mentioned (that is to say):—

To authorize and empower the London Street Tramways Company (hereinafter referred to as “the Company”) to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this Notice of any proposed tramway or tramways is to be read in connection with and subject to the following general description and interpretation:—

Note 1.—The expression “centre line” used with reference to any street is intended to mean an imaginary line drawn along the centre of the street.

Note 2.—All distances given from the tramway to the centre line of any street or to any other point are to be taken as measured from the centre of the particular tramway.

Note 3.—(General description of centre lines of each pair of tramways forming a double line.)—Where two tramways are described under the same number, but one of them is further distinguished by the letter (a) (as for example Tramway No. 1 and Tramway No. 1a), the pair of tramways forms an up and down line, the up line being distinguished by the number alone (as Tramway No. 1), and the down line by the number and letter (as Tramway No. 1a); the up line being in each case the left hand line, and the down line in each case the right hand line, proceeding from the commencement of the tramways. For the purpose of effecting a junction between the up and the down lines the two tramways will (unless otherwise stated) be arranged thus at their commencement and termination respectively. They will both commence at a common point 4 feet 6 inches from and on the right hand side of the centre line of the street, and for a length of half a chain from their commencement they will occupy the same ground and continue at the distance of 4 feet 6 inches from the centre line of the street. Thence the up line will gradually diverge from the down line until in the length of $1\frac{1}{2}$ chain from the common point of commencement the two tramways are 9 feet from each other, the centre of each being 4 feet 6 inches from the centre line of the street. In like manner the pair of tramways will terminate at a common point on the left hand side (proceeding from the commencement of the tramways) of, and 4 feet 6 inches from the centre line of the street, and reckoning backwards from such common point of termination the two tramways will for half a chain occupy the same ground and continue at the distance of 4 feet 6 inches from the centre line of the street, and thence the down line will gradually diverge from the up line until in the length of $1\frac{1}{2}$

chain, still reckoning backwards from the common point of termination, the two tramways are 9 feet from each other, the centre of each being 4 feet 6 inches from the centre line of the street. Except so far as is implied by the above description or as may be otherwise stated in the case of any particular tramway, the up line will be throughout on the left hand side, and the down line will be throughout on the right hand side (proceeding in each case from the commencement of the tramways) of the centre line of each of the streets along which the tramways are intended to be laid, and, except as aforesaid and except at the points specially mentioned below in the case of any particular tramway, each tramway will be throughout at the distance of four feet six inches from the centre line of the street.

Note 4.—Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Note 5.—Every tramway will (unless otherwise stated) be 4 feet 6 inches from the centre line of each street through which it will pass. The expression “exceptional distance” used with reference to the distance of any tramway from the centre line of the street, means a distance of more or less than 4 feet 6 inches. Where at any point any tramway is stated to be at an exceptional distance from the centre line of the street, the tramway will be laid for a length of 1 chain on each side of such point at a gradually increasing or diminishing distance (as the case may be) from the centre line of the street, so as in that length to make up the difference between the distance of 4 feet 6 inches and the exceptional distance. But if within two chains on either side of the point at which any such exceptional distance occurs, another point occurs at which the tramway is also at an exceptional distance from the centre line of the street, the tramway will be laid between the two points at a distance from the centre line of the street, gradually varying from the one exceptional distance to the other.

The Tramways proposed to be authorized by the Bill are the following:—

(1 to 3a—Kilburn to Marble Arch.)

(1 and 1a).—A Tramway No. 1 and a Tramway No. 1a, to be wholly situate in the Edgware-road, commencing respectively at or near the south-eastern side of the bridge carrying the Hampstead and City Junction Railway over the said road, and terminating respectively opposite, or nearly opposite, Canterbury-road, on the south side of the bridge carrying the Edgware-road over the London and North Western Railway at Kilburn.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 1 and 1a, except that (1) at the common point of commencement and for the length of half a chain therefrom, the tramways will respectively be 4 feet instead of 4 feet 6 inches from the centre line of the street, and (2) at the distance of $1\frac{1}{2}$ chain from the common point of commencement, the tramways will be 8 feet instead of 9 feet from each other, the centre of each being 4 feet instead of 4 feet 6 inches from the centre line of the street, and (3) at the fol-

lowing points exceptional distances from the centre line of the street occur on each tramway.

EXCEPTIONAL DISTANCES.

	ft.	in.
Between the point 1½ chain from common point of commencement, and a point 25 yards south-east of Palmerston-road	4	0
At 62 yards south-east of Palmerston-road	2	6
At 47 yards south-east of Willesden-lane	4	0
At 80 yards south-east of Willesden-lane	3	0
At 108 yards south-east of Willesden-lane	2	9
At 146 yards south-east of Willesden-lane	2	9
At 185 yards south-east of Willesden-lane	3	3

(2 and 2a).—A Tramway No. 2 and a Tramway No. 2a commencing respectively in the Edgware-road, at the north-western end of the bridge carrying that road over the London and North Western Railway, thence respectively passing south-eastwardly along the Edgware-road, including that part of the said road known as Maida Vale), and terminating respectively near the south end of the said road at a point about 1 chain northward of the safety crossing at the southern end of the said road.

At the following points Tramways No. 2 and No. 2a will respectively be at the exceptional distances specified below from the centre line of the street.

	ft.	in.
From opposite Crompton-street to a point 2 chains south-east of Crompton-street	3	0
At 25 yards north-west of Bell-street	4	0
At 2 chains south-east of Bell-street	3	0
At 3 chains south-east of Bell-street	1	6
At 2½ chains north-west of Præd-street	4	0
At safety-crossing near end of Præd-street	7	0
At safety-crossing near end of Marylebone-road	7	0

(3 and 3a).—A Tramway No. 3 and a Tramway No. 3a, commencing respectively in the Edgware-road, at a point about 3 chains north-west of the safety crossing at the southern end of the said road, passing thence respectively in a south-easterly direction along the Edgware-road into Oxford-street, and thence along Oxford-street in an easterly direction and terminating respectively in the last-mentioned street, at a point about 50 yards east of the junction of Edgware-road with that street.

The general description of centre lines given above (Note 3) applies in the case of the Tramways Nos. 3 and 3a, except that (1) at the common point of termination, the tramways will respectively be 5 feet 9 inches instead of 4 feet 6 inches from the centre line of the street, and reckoning backwards from such common point, of termination, the two tramways will for half a chain occupy the same ground, gradually approaching the centre line of the street, until they attain respectively the distance of 4 feet 6 inches from and on the north side of such centre line, and (2) opposite the safety crossing at the southern end of the Edgware-road, each tramway will be at the exceptional distance of 7 feet 6 inches from the centre line of the street.

(4 and 4a—Oxford-street Line).

(4 and 4a).—A Tramway No. 4 and a Tramway No. 4a, commencing respectively in the Uxbridge-road, at a point about 3½ chains west of the junction of the Edgware-road with the Uxbridge-road, passing thence respectively in an easterly direction along the Uxbridge-road, into and along Oxford-street, and terminating respectively in that street at a point about 3½ chains east of the junction of Tottenham-court-road with that street.

At the following points Tramway No. 4 and Tramway No. 4a will respectively be at the exceptional distances specified below from the centre line of the street.

	ft.	in.
At the safety crossing in Oxford-street westward of the Marble Arch	7	0
At the safety crossing in Oxford-street eastward of the Marble Arch	7	0
Between the east side of Portman-street and the west side of Orchard-street	8	0
At the safety crossing in Oxford-street immediately east of Duke-street	8	0
At the safety crossing immediately east of Vere-street and New Bond-street	8	0
At the safety crossing immediately west of Holles-street	8	0
Between the safety crossing on the west side, and the safety crossing on the east side of Regent-circus, otherwise Oxford-circus	8	0
At the safety crossing immediately east of Charles-street, Soho-square	8	0
Between two points distant respectively 50 yards and 25 yards west of the safety crossing in Oxford-street, immediately west of Tottenham-court-road, opposite the west side of Crown-street	3	6
At the last-mentioned safety crossing	6	6

(5 and 5a—Tottenham-court-road to Farringdon-road.)

(5 and 5a).—A Tramway No. 5 and a Tramway No. 5a, commencing respectively in Oxford-street at a point about 1½ chain east of the junction of Tottenham-court-road with Oxford-street, passing thence respectively in an easterly direction along Oxford-street, into and along High Holborn, Holborn, the north side of Holborn-circus, and the new street called Charterhouse-street into Farringdon-road, terminating respectively in that road at a point about 3 chains north of the junction of that road with Charterhouse-street.

At the following points Tramway No. 5 and Tramway No. 5a will respectively be at the exceptional distances specified below from the centre line of the street.

	ft.	in.
Between the two points 1½ chain and 2½ chains respectively east of Bloomsbury-street	4	0
Between two points, 30 yards and 10 yards respectively west of Little Queen-street	3	0
Between New Turnstile and Dean-street (the centre line of the street in the wider part of Holborn, between Little Turnstile and Queen's-court, being for this purpose deemed to be a line parallel to and 24 feet from the kerb of the foot pavement on the northern side of the street)	8	0

At a point 30 yards west of Red Lion- ft. in.
 street 4 0
 Between two points 25 yards and 65
 yards respectively east of Red Lion-
 street 2 9
 Between the safety crossing imme- 8ft. 6in. at the
 diately to the west of Chancery-lane, former point,
 and a point 30 yards east of South- gradually
 ampton-buildings diminishing
to 7 ft. 3 in. at
 Between a point 50 yards east of South- the latter
 ampton-buildings and the safety cross- point.
 ing opposite Gray's Inn-road... .. 9 0
 Between Castle-street and a point 77
 yards east of Fetter-lane 11 0

Note.—For the purpose of this description of Tramways Nos. 5 and 5a, the imaginary centre line of the carriage-way on the northern side of Holborn-circus is taken to be a line drawn from the centre of Holborn, at its junction with Holborn-circus to the centre of Charterhouse-street, at its junction with Holborn-circus, and being (at a point north-west of the safety crossing in the centre of the circus) 37 feet from the centre of that safety crossing.

(6 and 6a—Holborn Viaduct Line.)

(6 and 6a).—A Tramway No. 6 and a Tramway No. 6a, commencing respectively at the east end of Holborn, at its junction with Holborn-circus, passing thence respectively in an easterly direction into and through Holborn-circus (Tramway No. 6 passing along the northern side, and Tramway No. 6a passing along the southern side of the circus), thence on to and along the Holborn-viaduct and thence into Giltspur-street, and terminating respectively in the last-mentioned street at a point about 37 yards north of the junction of Giltspur-street with Holborn-viaduct.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 6 and 6a, except that (1) each tramway at its commencement will be 11 feet (Tramway No. 6 northward and Tramway No. 6a southward) from the imaginary centre line of the street, and will thence pass respectively in a direction nearly due east across Holborn-circus to the junction therewith of Holborn Viaduct, Tramway No. 6 passing to the northward of, and Tramway No. 6a to the southward of, and each tramway at the distance of 20 feet from the centre of the safety crossing in the centre of the circus, and (2) at the west end of Holborn Viaduct each tramway will be 11 feet (Tramway No. 6 to the northward and Tramway No. 6a to the southward) from the centre line of the street.

(7 and 7a—Smithfield Loop.)

(7 and 7a).—A Tramway No. 7 and a Tramway No. 7a, commencing respectively in Charterhouse-street at a point about 40 yards west of the junction of Farringdon-road with that street, passing thence along Charterhouse-street to the junction therewith of West Smithfield (which for the purposes of this Notice is taken to include the new road or street on the west side of the Metropolitan Meat and Poultry Market, Smithfield, and the westernmost portion of the road on the southern side of the said Market and the westernmost road or street leading direct from the said southern side of the Market to Giltspur-street) and thence along West Smithfield, as above described, to and along Giltspur-street, and thence to and terminating at or near the east end of Holborn Viaduct, there forming respectively junctions with the proposed Tramway No. 6a.

At the following points Tramway No. 7 and Tramway No. 7a will respectively be at the exceptional distances specified below from the centre line of the street.

	Tramway No. 7.	Tramway No. 7a.
	ft. in.	ft. in.
In that part of West Smithfield (as above described) which is on the west side of the Metropolitan Meat and Poultry Market..	1 6 East	6 6 West
In that part of West Smithfield (as above described) which forms the westernmost portion of the street or road on the south side of the said Market, and thence to a point in West Smithfield 76 yards north of Hosier-lane	In the centre of the street.	In the centre of the street.
At 65 yards south of Hosier-lane	4 3 East	4 3 West
At 125 yards south of Hosier-lane	3 6 East	3 6 West

(8 to 9a—Shepherd's Bush to Marble Arch).

(8 and 8a).—A Tramway No. 8 and a Tramway No. 8a, commencing respectively in the Gold Hawke-road, Shepherd's Bush, at or near the junction with that road of the road called The Grove, passing thence respectively in an easterly direction along Gold Hawke-road, and the road on the south side of Shepherd's Bush-green, and along the Uxbridge-road (passing through High-street, Notting-hill), and terminating respectively in the Uxbridge-road at a point about 20 yards west of the junction with that of road the Grand Junction-road.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 8 and 8a, except that (1) at the common point of commencement and for the length of half a chain therefrom the tramways will be 4 feet instead of 4 feet 6 inches from the centre line of the street, and (2) at the distance of 1½ chain from the common point of commencement the tramways will be 8 feet instead of 9 feet from each other, the centre of each being 4 feet instead of 4 feet 6 inches from the centre line of the street, and (3) at the following points the tramways will respectively be at the exceptional distances specified below, from the centre line of the street.

EXCEPTIONAL DISTANCES.

	ft. in.
Between the point 1½ chain from the common point of commencement and a point 232 yards east of "The Grove"	4 0
At 95 yards east of the centre of Hammersmith and City Railway Bridge ..	3 9
At 134 yards east of the centre of the same bridge	2 6
At 158 yards east of the centre of the same bridge	4 0
At 18 yards east of Shepherd's Bush-road (near the south-west corner of Shepherd's Bush Common)	4 0
At 60 yards east of Shepherd's Bush-road aforesaid	4 0
At 100 yards east of the same road	3 6

	ft.	in.
Between two points 143 yards and 238 yards respectively east of the same road	From 2 ft. 9 in. at the former point to 4 ft. at the latter point.	
At 72 yards west of The Mall, Notting-hill	4	0
At 42 yards west of The Mall	3	6
Between two points 6 yards and 42 yards respectively east of The Mall	In centre of street forming a single line there.	
At 79 yards east of The Mall	2	6
At 95 yards east of Bark-place	8	0

(9 and 9a).—A Tramway No. 9 and a Tramway No. 9a, wholly situate respectively in the Uxbridge-road, otherwise Bayswater-road, and commencing respectively at a point about 66 yards west of the junction with that road of the Grand Junction-road and terminating respectively about 80 yards west of the junction of the Edgware-road with the Uxbridge-road, otherwise Bayswater-road.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 9 and 9a without exception.

(10 to 12a.—Bayswater and Islington Lines.)

(10 and 10a).—A Tramway No. 10 and a Tramway No. 10a, commencing respectively in the Uxbridge-road aforesaid, at a point about 66 yards west of the junction with that road of the Grand Junction-road, passing thence respectively along the Grand Junction-road (including Kensington-gardens Terrace, and Sussex-gardens) and across the Edgware-road, into and along the Marylebone-road and Euston-road, and terminating respectively in the last-mentioned road, at a point about 83 yards east of the junction with that road of Hampstead-road.

At the following points Tramway No. 10 and Tramway No. 10a, will respectively be at the exceptional distances specified below, from the centre line of the street.

EXCEPTIONAL DISTANCES.

	ft.	in.
At 105 yards north of the junction of Grand Junction-road with Uxbridge-road	2	3
At 142 yards north of the junction of Grand Junction-road with Uxbridge-road	2	9
Between the east side of the Edgware-road and a point on the Marylebone-road, 125 yards north-east of the east side of the Edgware-road	7	4
At 20 yards north-east of Chapel-street	2	0
At 50 yards north-east of Chapel-street	2	6
Between two points 62 yards and 45 yards respectively west of Lisson-grove	2	0
At 55 yards east of Lisson-grove	3	0
At 90 yards east of Lisson-grove	1	0
At 113 yards east of Lisson-grove	1	6
At 153 yards east of Lisson-grove	3	8
At the safety crossing in Marylebone-road on west side of York-place, Baker-street	7	0
At safety crossing about 65 yards west of Albany-street	7	0
In Euston-road at 38 yards east of Osnaburgh-street	1	3
At 45 yards east of Osnaburgh-street	0	10
At 86 yards east of Osnaburgh-street	3	9
Between two points 120 yards and 10 yards respectively west of Tottenham Court-road	3	8
At 15 yards east of Tottenham Court-road	4	0

(11 and 11a).—A Tramway No. 11 and a Tramway No. 11a, commencing respectively in the Euston-road, at a point about 40 yards east of the junction with that road of Hampstead-road, passing thence in an easterly direction along Euston-road and Pentonville-road, and terminating respectively in the last-mentioned road at a point 25 yards east of the junction with that road of Caledonian-road.

At the following points Tramway No. 11 and Tramway No. 11a will respectively be at the exceptional distances specified below from the centre line of the street.

EXCEPTIONAL DISTANCES.

	ft.	in.
At safety crossing in Euston-road, immediately to the east of Euston-square	7	0
At safety crossing immediately to the west of Judd-street	7	0
At lamp in centre of King's-cross, between Euston-road and Pentonville-road	7	0

(12 and 12a).—A Tramway No. 12 and a Tramway No. 12a, commencing respectively in the Pentonville-road, at a point about 18 yards west of the junction therewith of the Caledonian-road, and passing thence respectively in an easterly direction along Pentonville-road and City-road and into Goswell-road, and terminating respectively in the last-mentioned road, at a point about 110 yards from and south-east of the Clock-tower and safety crossing situate at the junction of High-street, St. John's-street-road, and the City-road.

The general description of centre lines given above (Note 3) applies in the case of Tramway No. 12 and Tramway No. 12a, except that in passing the Clock-tower and safety crossing lastly above-mentioned each tramway will be 8 feet from the centre of the said Clock-tower and safety crossing.

(13 and 13a.—Hampstead-road and Euston-road Junction Lines.)

(13 and 13a).—A Tramway No. 13 and a Tramway No. 13a, commencing respectively in Hampstead-road, at a point 85 yards south of the junction with that road of Cardington-street, passing thence respectively for a short distance in a southerly direction along Hampstead-road into and along George-street, and into and in an easterly direction along the Euston-road, and terminating respectively in the last-mentioned road, at a point 50 yards north-east of the junction with that road of George-street.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 13 and 13a, except that for the whole length of George-street each tramway will be 3 feet 9 inches, instead of 4 feet 6 inches, from the centre line of the street.

(14 to 17a.—Camden-town to Regent's-circus, Oxford-street.)

(14).—A Tramway No. 14, commencing at the south-west end of Camden-road, at a point about 20 yards south-west of Bayham-street (Tramway No. 14 there forming a junction with the Tramway No. 9a, authorized by the London Street Tramways Act, 1870), passing thence across High-street, Camden-town, into and along Park-street and the road running from Park-street over the Regent's-canal to Gloucester-gate, Regent's-park (parts of which road are sometimes called Gloucester-road and Gloucester-gate, and which road is hereafter in this Notice

referred to as Gloucester-gate-road, and is taken to commence at the west side of Delancey-street), and terminating at or near the north end of Albany-street, Regent's-park.

In Camden-road Tramway No. 14 will be for the length of half a chain from the commencement of the tramway 4 feet 6 inches from and north-west of the centre line of the street, and thence the tramway will run in a line nearly due south-west to the east end of Park-street, and in Park-street the tramway will be laid along the centre of the street, and in Gloucester-gate-road aforesaid the tramway will be (to a point 10 yards north-west of the south-west corner of the York and Albany public-house) 4 feet 6 inches from and east of the centre line of the road, and thence will gradually approach until in the length of one chain it reaches the centre of the road, and thence to a point half a chain from its termination the tramway will be laid along the centre of Gloucester-gate-road aforesaid, and at its termination at the north end of Albany-street the tramway will be 3 feet 9 inches from and west of the centre line of the street.

(15).—A Tramway No. 15, commencing at the point of commencement, as above described, of the proposed Tramway No. 14, and there forming a junction with Tramway No. 9a, authorized by the London Street Tramways Act, 1870, passing thence into and in a northerly direction along High-street, Camden-town, into and along Wellington-street into and in a south-westerly direction along Gloucester-crescent, Gloucester-road, and Gloucester-gate-road aforesaid, and terminating in the last-mentioned road, at a point about 15 yards south-westward from the south west corner of the York and Albany public-house.

In Camden-road and High-street, Camden-town, the tramway will be 4 feet 6 inches (to the north-westward in Camden-road and to the north-eastward in High-street) from the centre line of the street; in Wellington-street, Gloucester-crescent, and Gloucester-road the tramway will be laid along the centre of the respective streets, and in Gloucester-gate-road aforesaid to a point one chain from the termination of the tramway, it will be 4 feet 6 inches from and west of the centre of the street, and thence it will gradually approach until at its termination it reaches the centre of the road.

(16 and 16a).—A Tramway No. 16 and a Tramway No. 16a commencing respectively at or near the north end of Albany-street, Regent's-park, passing respectively along Albany-street into and in a westerly direction along the Euston-road, into and along the south-east side of Park-crescent, into and along Portland-place, Langham-place, and Regent-street, and terminating respectively in the last-mentioned street at a point about 25 yards south of the intersection of Great Castle-street with Regent-street.

The general description of centre lines given above (Note 3) applies in the case of Tramways No. 16 and 16a, except that (1) at the common point of commencement, and for a length of half a chain therefrom, the tramways will be 3 feet 9 inches instead of 4 feet 6 inches from the centre line of the street, and (2) at the distance of $1\frac{1}{2}$ chain from the common point of commencement, the tramways will be 7 feet 6 inches instead of 9 feet from each other, the centre of each being 3 feet 9 inches instead of 4 feet 6 inches from the centre line of the street, and (3) at the following points the tramways will respectively be at the exceptional dis-

tances specified below from the centre line of the street.

EXCEPTIONAL DISTANCES.

	ft.	in.
In Albany-street from its north end to Osnaburgh-terrace	3	9
At safety crossing in Marylebone-road about 65 yards west of Albany-street	7	0
At a point 20 yards south-west of last-mentioned safety crossing	8	6
Between a point 53 yards north of Mortimer-street and the northern side of Margaret-street	9	0

(17 and 17a).—A Tramway No. 17 and a Tramway, No. 17a, commencing respectively in Regent-street, at a point about 20 yards north of Great Castle-street, passing thence respectively in a southerly direction along Regent-street and across Regent-circus, Oxford-street, otherwise Oxford-circus, and into and in an easterly direction along Oxford-street, and terminating respectively in the last-mentioned street at a point about 17 yards east of Argyll-street.

For the purposes of the above description of Tramways Nos. 17 and 17a Regent-circus, otherwise Oxford-circus aforesaid, is deemed to be a continuous street with those parts of Regent-street and Oxford-street respectively in which Tramways Nos. 17 and 17a are intended to be laid, and the imaginary centre line of Regent-circus, otherwise Oxford-circus, is deemed to be a curved line passing from the centre of Regent-street, at its northern junction with the said Circus to the centre of Oxford-street, at its eastern junction with the said Circus, such curved line being at the nearest point 15 feet from and north-east of the centre of the most northerly safety crossing in the said Circus.

The general description of centre lines given above (Note 3) applies in the case of Tramway No. 17 and Tramway No. 17a, except that at a point north-east of the most northerly safety crossing in Regent-circus, otherwise Oxford-circus, Tramway No. 17 will be 8 feet from the imaginary centre line (as above described) of the Circus, and that at a point south-west of the same safety crossing Tramway No. 17a will be 28 feet from the said imaginary centre line, and that in passing the safety crossing at the Junction of Oxford-street, with the east side of the said Circus, each tramway will be 9 feet from the centre line of the street.

(18 to 19a—Tottenham-court-road Lines.)

(18 and 18a).—A Tramway No. 18 and a Tramway No. 18a, commencing respectively in the Hampstead-road at a point about 50 yards north of Euston-road, passing thence in a southerly direction along Hampstead-road into and along Tottenham-court-road, and terminating respectively in the last-mentioned road at a point about 35 yards south of Hanway-street.

The general description of centre lines given above (Note 3) applies in the case of the Tramways Nos. 18 and 18a, except that (1) the tramways will terminate at a common point, 25 feet from and west of the centre line of the street (such point being also 12 feet from and east of the kerb of the footway on the west side of Tottenham-court-road), and reckoning backwards from such common point of termination, the two tramways will for half a chain occupy the same ground and attain in that length the distance of 14 feet from and west of the centre line of the street, and thence the tramways will gradually diverge from each other until opposite the south side of Great Russell-

street, the tramways will be 7 feet 6 inches from each other, the centre of each being 3 feet 9 inches from the centre line of Tottenham-court-road, Tramway No. 18 being there on the east and Tramway No. 18a being there on the west side of such centre line, and except (2) at the following points, exceptional distances from the centre line of the street occur on each tramway.

EXCEPTIONAL DISTANCES:

	ft.	in.
Between two points 10 yards and 140 yards respectively south of Euston-road	8	0
Between the south side of Howland-street and the north side of Tottenham-street.	11	0
Between Kirkman-place and the north side of Store-street	7	3
At 22 yards south of Store-street	6	4
At 62 yards south of Store-street	5	0
At 5 yards north of Bedford-street	4	0
At 33 yards south of Bedford-street	3	6
At 73 yards south of Bedford-street	3	0
At 113 yards south of Bedford-street	2	7
Between the north and south sides of Tavistock-street	2	0
At 3 yards north of Hanway-street	2	8
At 8 yards south of Hanway-street	3	9

(19 and 19a).—A Tramway No. 19 and a Tramway No. 19a, commencing respectively in the Tottenham-court-road at a point about 5 yards north of Hanway-street, passing thence respectively in a southerly direction along Tottenham-court-road, into and in an easterly direction along Oxford-street, and terminating respectively in the last-mentioned street at a point about $3\frac{1}{2}$ chains east of the junction of Tottenham-court-road with Oxford-street.

The general description of centre lines given above (Note 3) applies in the case of Tramway No. 19 and Tramway No. 19a, except that (1) each tramway at its commencement will be 2 feet 8 inches (Tramway No. 19 eastward and Tramway No. 19a westward) from the centre line of the street, and (2) between two points 5 yards and 40 yards respectively south of Hanway-street, each tramway will be 3 feet 9 inches (Tramway No. 19 eastward and Tramway No. 19a westward) from the centre line of the street, and (3) at the safety crossing in, and at the south end of Tottenham-court-road, each tramway will be 10 feet (Tramway No. 19 eastward and Tramway No. 19a westward) from the centre line of the street.

(20 and 20a—King's-cross and Blackfriars-bridge).

(20 and 20a).—A Tramway No. 20 and a Tramway No. 20a, commencing respectively in Pentonville-road, at a point about 16 yards west of the Caledonian-road (Tramway No. 20 there forming a junction with the Tramway No. 16 authorized by the London "Street Tramways Act, 1870"), and passing thence respectively along Pentonville-road into and along King's-cross-road, Farringdon-road, Farringdon-street, New Bridge-street, Blackfriars, Chatham-place, and into and across Blackfriars-bridge, into and along Blackfriars-road, and terminating respectively in the last-mentioned road, at a point about 20 yards north of Stamford-street, and there forming a junction respectively with the Tramway No. 9 authorized by the "Pimlico Peckham, and

Greenwich Street Tramways (Extensions) Act, 1870."

At the following points Tramway No. 20 and Tramway No. 20a will respectively be at the exceptional distances specified below from the centre line of the street:—

	ft.	in.
At 66 yards north-west of Field-street	3	4
At 40 yards north-west of Field-street	3	9
Opposite Field-street	3	4
At 20 yards south-east of Field-street	4	0
Between Leeke-street and a point 40 yards south-east of Leeke-street.	3	2
At 20 yards north of Acton-street	3	6
At 10 yards north of Acton-street	3	0
Between 2 points 10 yards and 40 yards respectively south of Acton-street	4	0
At 40 yards north of Wharton-street	3	6
Opposite Wharton-street	3	3
At 28 yards south-east of Wharton-street	1	9
Between two points, one 53 yards, and the other 6 yards north-west of Granville-place	3	3
At 45 yards north-west of Baker-street	2	0
At 35 yards north-west of Baker-street	1	9
At 8 yards north-west of Baker-street	1	0
At 132 yards north-west of Exmouth-street	3	6
At 112 yards north-west of Exmouth-street	2	0
At 78 yards north-west of Exmouth-street	0	4
At 36 yards north-west of Exmouth-street	3	0
At 38 yards south-east of Exmouth-street	3	6
At 69 yards south-east of Exmouth-street	4	0
At 16 yards south-east of Bowling-green-lane	3	4
At 20 yards south of Charterhouse-street	11	0
Between two points 40 yards and 115 yards respectively south of Charterhouse-street	8	0
Between a point in Farringdon-street 40 yards south of the centre of the bridge carrying Holborn-viaduct over that street, and a point 42 yards north of Fleet-street	8	0
At 20 yards north of Fleet-street	14	0
At 20 yards south of Fleet-street	14	0
Between a point 40 yards south of Fleet-street and a point opposite Victoria Embankment	8	0

(21—Angel, Islington, to General Post Office.)

(21).—A Tramway No. 21, commencing in the City-road at a point about 40 yards east of the public lamps and safety crossing at the junction of High-street, City-road, and St. John Street-road, and there forming a junction with the Tramway No. 4 authorized by the North Metropolitan Tramways Act, 1870, passing thence in a south-easterly direction for a short distance along the City-road into and along Goswell-road, Aldersgate-street, and St. Martin's-le-Grand, and terminating in St. Martin's-le-Grand at a point about 10 yards north-west of the south-west corner of the General Post Office.

The following table shows the position of Tramway No. 21, with reference to the centre line of the street. Where not on the centre line of the street, the tramway will be eastward of it.

	Distance of Tramway from centre line of street.	
	ft.	in.
From commencement of tramway to a point 40 yards south of President-street	4	6
Between two points 62 yards and 84 yards respectively south of President-street	3	6
From 15 yards south of Powell-street West to Seward-street	On centre line of street.	
Between two points 1 chain and 2 chains respectively south of Seward-street	2	0
From 3 chains south of Seward-street to 8 yards south of Little Sutton-street	On centre line of street.	
Between two points 30 yards and 52 yards respectively southward of Little Sutton-street	3	0
Between two points 58 yards and 9 yards respectively north of Old-street	On centre line of street.	
At 12 yards south of Old-street	8	0
At 36 yards south of Old-street	6	3
Between a point 58 yards south of Old-street and a point 1 chain north of Fann-street	4	6
From Fann-street to a point 41 yards north of Carthusian-street	On centre line of street.	
Between a point 19 yards north of Carthusian-street and a point 3 yards south of Carthusian-street	4	0
From a point 25 yards south of Carthusian-street to a point 90 yards north of Jewin-street	On centre line of street.	
Between two points 68 yards and 52 yards respectively north of Jewin-street	4	6
Between a point 25 yards north of Jewin-street and a point 51 yards south of Jewin-street	8	0
Between a point 79 yards south of Jewin-street and a point 55 yards north of Falcon-street	4	6
At 26 yards north of Falcon-street	4	0
At 3 yards north of Falcon-street	4	0
Between two points 28 yards and 60 yards respectively south of Falcon-street	3	0
Between a point 87 yards south of Falcon-street and a point opposite the north-west corner of St. Anne's-lane	8	0
At 20 yards south of St. Anne's-lane	4	6
At 42 yards south of St. Anne's-lane	2	11
Between a point 64 yards south of St. Anne's-lane and the termination of the tramway	4	6

(22).—A Tramway No. 22, commencing in the City-road, at a point 9 feet south-west of the point of commencement, as above described, of the proposed Tramway No. 21, and there forming a junction with the Tramway No. 4a, authorized by the North Metropolitan Tramways Act, 1870, and passing thence in a south-easterly direction for a short distance along the City-road into and along Goswell-road, and terminating in that road at a point about 15 yards south of Powell-street West.

The following Table shows the position of Tramway No. 22, with reference to the centre line of the street. Where not on the centre line of the street, the Tramway will be westward of it.

	Distance of Tramway from centre line of street.	
	ft.	in.
From commencement of tramway to a point 40 yards south of President-street	4	6
Between two points 62 yards and 84 yards respectively south of President-street	3	6
At termination of Tramway	On centre line of street.	

(23.)—A Tramway or Cross-over-road, No. 23, 2 chains in length, wholly situate in the Goswell-road, commencing by a junction with the proposed Tramway, No. 22, above described, at a point about 30 yards from its commencement, and terminating by a junction with the proposed Tramway No. 21, at a point about 74 yards from the commencement, as above described, of that proposed tramway.

(24.)—A Tramway or passing place No. 24, wholly situate in the Goswell-road, commencing and terminating by junctions with the proposed Tramway No. 21, above described, the point of commencement being opposite Seward-street, and the point of termination being 3 chains south of Seward-street.

Tramway No. 24 will be on the west side of and 7 feet from the centre line of the street, except that for a length of 1 chain at its commencement, and for a like length at its termination, the tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the street.

(25.)—A Tramway or passing place No. 25, wholly situate in the Goswell-road, otherwise Goswell-street, commencing and terminating by junctions with the proposed Tramway No. 21, above described, the point of commencement being 8 yards and the point of termination being 74 yards southward respectively of Little Sutton-street.

Tramway No. 25 will be on the west side of and 6 feet from the centre line of the street, except that for a length of 1 chain at its commencement, and for a like length at its termination, the tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the street.

(26.)—A Tramway No. 26, wholly situate in the Goswell-road aforesaid, commencing and terminating by junctions with the proposed Tramway No. 21, above described, the point of commencement being opposite the north-west corner of Old-street, and the point of termination being opposite Fann-street.

The following Table shows the position of Tramway No. 26 with reference to the centre line of the street. Where not on the centre line of the street the Tramway will be westward of it.

	Distance of Tramway from centre line of street.	
	ft.	in.
At commencement of tramway	On centre line of street.	
At 12 yards south of Old-street	8	0
At 36 yards south of Old-street	6	3
Between a point 58 yards south of Old-street and a point 1 chain north of Fann-street	4	6
At termination of tramway	On centre line of street.	

(27.)—A Tramway or passing place No. 27,

wholly situate in Aldersgate-street, commencing and terminating by junctions with the proposed Tramway No. 21, above described, the point of commencement being about 43 yards north and the point of termination being about 23 yards south of Carthusian-street.

Tramway No. 27 will be on the west side of and 4 feet from the centre line of the street, except that for a length of 1 chain from its commencement, and for a like length from its termination, the tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the street.

(28.)—A Tramway No. 28, commencing in Aldersgate-street, by a junction with the proposed Tramway No. 21 above described, at a point 90 yards north of Jewin-street, and passing thence in a southerly direction along Aldersgate-street, and into and along St. Martin's-le-Grand, and terminating in the last-mentioned street at the point of termination, as above described, of the proposed Tramway No. 21.

The following Table shows the position of Tramway No. 28, with reference to the centre line of the street.

	Distance of Tramway from centre line of street.		On which side of centre line of street.	
	ft.	in.		
At the commencement of Tramway			On centre line of street.	
Between two points 68 yards and 52 yards respectively north of Jewin-street	4	6	West	
Between a point 25 yards north of Jewin-street, and a point 51 yards south of Jewin-street ..	8	0		
Between a point 79 yards south of Jewin-street, and a point 55 yards north of Falcon-street ..	4	6		
At 26 yards north of Falcon-street	4	0		
At 8 yards north of Falcon-street	4	0		
Between two points 28 yards and 60 yards respectively south of Falcon-street	3	0		
Between a point 87 yards south of Falcon-street and a point opposite the north-west corner of St. Anne's-lane.. .. .	8	0		
At 20 yards south of St. Anne's-lane	4	6		
At 42 yards south of St. Anne's-lane	2	11		
Between two points 64 yards and 138 yards respectively south of St. Anne's-lane.. .. .	4	6		
At 1 chain from termination of Tramway				On centre line of street.
At termination of Tramway	4	6		East

(29 to 31—Goswell-road and Farringdon-road Junction Lines.)

(29.)—A Tramway No. 29, commencing in Farringdon-road, at a point about 160 yards south of the junction of Ray-street with that road, passing thence into and along the street leading from Farringdon-road to the north-west side of Clerkenwell-green, and thence along the said north-west side of Clerkenwell-green into and along Aylesbury-street, and thence into and in a northerly direction along St. John's-street, into and along Compton-street to Northampton-street and along that street and Percival-street into Goswell-road, and terminating in the last mentioned road by a junction with the proposed

Tramway No. 21, at a point about 10 yards north of the junction of Percival-street with Goswell-road.

Tramway No. 29 will at its commencement, and thence for a length of half a chain, be 4 feet 6 inches from and east of the centre line of Farringdon-road, and thence will gradually approach until in the length of half a chain it intersects the centre line of the road, from which it will again diverge until in the further length of half a chain it attains the distance of 4 feet 6 inches from and west of the centre line of the road, and thence it will pass by a line curving to the north-eastward into the street aforesaid leading from Farringdon-road to Clerkenwell-green, and along that street, to a point opposite the north corner of the Sessions House, Clerkenwell, the tramway will be laid along the centre of the street, and thence the tramway will diverge northward until in the length of 1 chain it reaches the distance of 4 feet 6 inches from and on the north-west side of the centre line of Clerkenwell-green (which centre line is for this purpose taken to be a straight line drawn from the centre of the street above-mentioned leading from Farringdon-road to Clerkenwell-green, at the north corner of the Sessions House, to the centre of Aylesbury-street, at the west end thereof), and thence the tramway will continue at the distance of 4 feet 6 inches from and on the north-west side of the centre line of the street to a point 1 chain west of the south-west end of Aylesbury-street, and thence will gradually approach until at the south-west end of Aylesbury-street it reaches the centre line of the street, and thence to a point opposite Bishop's-court the tramway will gradually diverge from the centre line of the street until at the last-mentioned point it attains the distance of 3 feet 8 inches south-east therefrom, and thence the tramway will again gradually approach until at the north-east end of Aylesbury-street it reaches the centre line of the street, and in Saint John's-street the tramway will be 4 feet 6 inches from and west of the centre line of the street, and thence to its termination the tramway will be laid along the centre of each of the streets through which it will pass.

(30.)—A Tramway No. 30, wholly situate in the roadway on the north-west side of Clerkenwell-green, commencing by a junction with the proposed Tramway No. 29, opposite or nearly opposite the north corner of the Sessions House, and terminating by a junction with the same proposed tramway, at or near the south-west end of Aylesbury-street.

Tramway No. 30 will be throughout at the distance of 4 feet 6 inches from and south-east of the centre line of Clerkenwell-green (as that centre line is above described in the description of the proposed Tramway No. 29), except that for a length of a chain at its commencement and for a like length at its termination the tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the street.

(31.)—A Tramway No. 31, commencing at or near the north-east end of Aylesbury-street by a junction with the proposed Tramway No. 29, running thence into and northwardly along St. John's-street, and into and along Compton-street and into Goswell-road, and terminating in that road by a junction with the proposed Tramway No. 21, at a point about 13 yards north of the junction of Compton-street with that road.

Tramway No. 31 will at its commencement be in the centre of Aylesbury-street, and in St.

John's-street will be 4 feet 6 inches from and eastward of the centre line of the street, and in Compton-street will be laid along the centre of the street, and at its termination will be 2 feet from and east of the centre line of Goswell-road.

(32 to 33—Blackfriars Bridge to London Bridge Railway Stations.)

(32 and 32a).—A Tramway No. 32 and a Tramway No. 32a, commencing respectively in the Blackfriars-road at a point about 63 yards north of Stamford-street, there forming respectively junction with the proposed Tramway No. 20a, above described, passing thence respectively southward along Blackfriars-road to the junction therewith of Southwark-street, and thence eastwardly along that street, and terminating therein at a point distant about $2\frac{1}{2}$ chains, measuring in a straight line in a south-westerly direction from a point in the centre of the Borough High-street, opposite King's Head Inn-yard.

The general description of centre line given above (Note 3) applies in the case of Tramways Nos. 32 and 32a, except that (1) at the common point of termination, and for the length of half a chain therefrom, reckoning backwards, the Tramways will respectively be 8 feet instead of 4 feet 6 inches from the centre line of the street; and (2) at the distance of $1\frac{1}{2}$ chain from the common point of termination the Tramways will be 16 feet instead of 9 feet from each other, the centre of each being 8 feet instead of 4 feet 6 inches from the centre line of the street; and (3) at the following points exceptional distances from the centre line of the street occur on each Tramway:—

Exceptional Distances.

	Ft. in.
At the lamp and safety crossing at the west end of Southwark-street.	15 0
Between the two safety crossings in Southwark-street, immediately west and east respectively of Southwark Bridge-road	8 0
Between two points, 83 yards and 158 yards respectively, east of Redcross-street	8 0

(33.) A Tramway No. 33, commencing in Southwark-street by a junction with the proposed Tramways No. 32 and No. 32a, at their common point of termination as above described, and running thence in a north-easterly direction along Southwark-street, into and northwardly along Borough High-street, and into and along the road known as the "Railway Approach;" being the more northerly of the two approach roads to the London Bridge Railway Stations which join Borough High-street, at a point immediately to the south of the bridge carrying the Charing Cross Railway over the last mentioned street, and thence into and in an easterly and afterwards in a southerly direction along the roadway of the incline leading from the junction of Borough High-street and Duke-street to the said railway stations, and thence running north-west along Denman-street to the south of the bridge aforesaid, and so returning into and southward along Borough High-street, and thence into Southwark-street, and terminating in that street by a junction with the proposed Tramway No. 32a, at a point about $1\frac{1}{2}$ chain south-west of the intended termination of that tramway as above described.

At its commencement the centre line of the proposed Tramway No. 33 will be 8 feet from and northward of the centre line of the street, and thence will gradually diverge from until at the north-east end of Southwark-street, at a point

70 yards south-west of St. Thomas's-street, it attains the distance of 14 feet from and north of the said centre line; and thence will pass, by a curved line to the north-eastward to a point in Borough High-street, 35 yards south-west of St. Thomas's-street, at which point the tramway will be 4 feet 6 inches from and west of the centre line of Borough High-street; and thence, for the further length of 1 chain, the tramway will continue at that distance from and on that side of the said centre line, and thence will gradually approach until, opposite St. Thomas's-street, it reaches the distance of 2 feet 6 inches from and west of the said centre line; and thence, for the further length of 60 yards, will continue at that distance from and on the west side of the said centre line, and thence will pass by a line curving to the eastward into the road aforesaid called the "Railway Approach," and will be laid along the centre of that road; and in passing eastward and afterwards southwardly along the incline above-mentioned, the centre line of the tramway will be parallel to and 15 feet from the kerb of the footway on the south and west sides of such incline; and the tramway will be laid along the centre of Denman-street, and from the west end of that street will again pass by a line curving to the south-west to a point in Borough High-street, about 60 yards north of St. Thomas's-street, being there 6 feet 6 inches from and east of the centre line of Borough High-street, and thence to St. Thomas's-street, will continue at the last-mentioned distance from and on the east side of the said centre line, and thence the tramway will gradually approach until in the length of half a chain it reaches the distance of 4 feet 6 inches from and east of the said imaginary centre line, and thence for a further length of 1 chain will continue at the last-mentioned distance from and on the east side of the centre line, and thence will gradually pass, by a line curving to the south-west, to a point in Southwark-street, Borough, about 70 yards south-west of St. Thomas's-street, at which point the tramway will be 14 feet from and southward of the centre line of Southwark-street, and thence will gradually approach, until at the termination of the tramway it reaches the distance of 8 feet from and south of the said centre line.

(34 to 37—Short Junctions).

(34 and 35).—A Tramway No. 34 and a Tramway No. 35, respectively $1\frac{1}{2}$ chain in length, commencing respectively in Edgware-road at a point about 20 yards north of Marylebone-road (Tramway No. 34 there forming a junction with the proposed Tramway No. 2 and Tramway No. 35, there forming a junction with the proposed Tramway No. 2a, and passing thence respectively by a line curving to the south-eastward into Marylebone-road, and terminating there Tramway No. 34 by a junction with the proposed Tramway No. 10, and Tramway No. 35 by a junction with the proposed Tramway No. 10a.

(36 and 37).—A Tramway No. 36 and a Tramway No. 37, respectively $1\frac{1}{2}$ chain in length, commencing respectively in Farringdon-road at a point about 25 yards north of its junction with Charterhouse-street (Tramway No. 36 there forming a junction with the proposed Tramway No. 20, and Tramway No. 37 there forming a junction with the proposed Tramway No. 20a), and passing thence respectively by a line curving to the south-eastward into Charterhouse-street, and terminating there at a point about 23 yards east of Farringdon-road Tramway No. 36 by a junction with the proposed Tramway

No. 7, and Tramway No. 37 by a junction with the proposed Tramway No. 7a.

The tramways and works proposed to be authorized by the Bill will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say:—

Willesden, St. John, Hampstead; Paddington, St. Marylebone; Fulham; St. Peter and St. Paul, Hammersmith; Kensington (otherwise St. Mary Abbott, Kensington); St. George's, Hanover-square; St. James's, Westminster; St. Ann, Soho (otherwise St. Ann, Westminster); St. Giles-in-the-Field, St. George, Bloomsbury; St. George-the-Martyr, Holborn; St. Andrew, Holborn above Bars; St. Sepulchre, The Liberty of Glasshouse-yard, Saffron-hill, Ely-rents, and Ely-place; St. Pancras; St. Mary, Islington; St. James and St. John, Clerkenwell; St. Botolph, Aldersgate, and St. Luke, Middlesex, all in the county of Middlesex. St. Sepulchre, S. Bartholomew the Less, St. Andrew, Holborn; Christchurch, Newgate-street; St. Ann, Blackfriars; St. Bridget (otherwise St. Bride); the Precinct of St. Ann, Blackfriars; the Precinct of Bridewell; St. Leonard, Foster-lane; St. Michael, Paternoster Royal; St. Botolph, Aldersgate; St. Ann and St. Agnes, St. Michael-le-Querne and Charterhouse, all in the City of London. St. Olave, St. Thomas, Christchurch, and St. Saviour's, Southwark, in the county of Surrey.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramway by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge-rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company from time to time, to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any Vestry, District Board, trustees or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To authorize the Company and all persons for the time being lawfully working or using any of the tramways of the Company to run over, work, and use with their carriages, officers, and servants, the Tramways Nos. 1, 1a, 2, 2a, 2b, 2c, 3, 3a, 4, and 4a, authorized by the North Metropolitan Tramways Act, 1870, or some part or parts of those tramways respectively upon terms to be settled by arbitration or to be prescribed under the Bill, and to alter and vary the tolls which the North Metropolitan Tramways Company, are now authorized to take upon their authorized tramways.

To empower the Company on the one hand and the Metropolitan Street Tramways Company,

and the North Metropolitan Tramways Company, and the Pimlico, Peckham, and Greenwich-street Tramways Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To extend and apply to the tramways and works to be authorized by the Bill, the powers and provisions, or some of the powers and provisions of the London-street Tramways Act, 1870, and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions, or some of the provisions of that Act.

And 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.

And Notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the *London Gazette*, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in the said City; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice, as published in the *London Gazette*, will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish within the City of London with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some immediately adjoining parish at his residence, and in the case of the places hereinafter mentioned, being places within the limits of the Metropolis, as defined by the Metropolis Local Management Act (1855) with the clerk of the vestry of each parish in Schedule A to that Act, and with the Clerk of the District Board of Works for each parish in Schedule B to that Act as follows, that is to say:—For the parish of St. John, Hampstead, with the vestry clerk of that parish, at his office, New End, Hampstead; for the parish of Paddington, with the vestry clerk of that parish, at his office at the Vestry Hall, Paddington-green; for the parish of Saint Marylebone, with the vestry clerk of that parish, at the Court House, Marylebone-lane: for the parishes of Fulham and of Saint Peter and Saint Paul, Hammersmith, with the Clerk of the Board of Works for the Fulham District, at his office in Broadway, Hammersmith; for the parish of Saint Mary Abbott, Kensington, with the vestry clerk of that parish, at his office, High-street, Kensington;

for the parish of Saint George, Hanover-square, with the vestry clerk of that parish, at his office, Mount-street, Grosvenor-square; for the parish of St. James, Westminster, with the vestry clerk of that parish, at his office at the Vestry Hall, Piccadilly; for the parish of Saint Ann, Soho, otherwise Saint Ann, Westminster, with the Clerk of the Board of Works for the Strand District, at his office in Tavistock-street, Strand; for the parish of Saint Giles in the Fields, and the parish of Saint George, Bloomsbury, with the Clerk of the Board of Works for the Saint Giles District, at his office, High Holborn; for the parish of Saint Andrew, Holborn, the parish of Saint George the Martyr, Saint Sepulchre, Holborn, the liberty of Saffron-hill, Glasshouse-yard and Ely Rents, with the Clerk of the Board of Works for the Holborn District, at his office in Chancery-lane; for the parish of Saint Pancras, with the vestry clerk of that parish, at his office, King's-road, Old Saint Pancras-road; for the parish of Saint Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington; for the parish of Saint James and Saint John, Clerkenwell, with the vestry clerk of that parish at his office, Upper Rosoman-street, Clerkenwell; for the parish of Saint Luke's, Middlesex, with the vestry clerk of that parish, at his office in the City-road; for the parishes of Christchurch and Saint Saviour's, Southwark, with the Clerk to the Saint Saviour's District Board of Works, at his office, at Emmerson-street, Bankside, Southwark; and for the parishes of Saint Olave and Saint Thomas, Southwark, with the clerk to the vestry of Rotherhithe, at his office at Paradise-street, Rotherhithe.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Ashurst, Morris and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

Great Western and Midland Railway Companies.

(Transfer to the Great Western and Midland Railway Companies of Powers of the Bristol Port Railway and Pier Company with reference to a portion of their Clifton Extension; Construction of New Junctions and Abandonment of Authorized Junctions near Bristol; Running Powers over Portions of Railways of the the Three Companies; Provisions for Alteration of Gauge of Portions of Bristol and South Wales Union Railway; Additional Capital; Amendment of Acts).

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 transfer to or vest in the Great Western Railway Company (hereinafter called "The Great Western Company"), and the Midland Railway Company (hereinafter called "The Midland Company"), jointly all the powers, rights, and privileges now vested in the Bristol Port Railway and Pier Company (hereinafter called "The Bristol Company,") with respect to the railway first described in and authorized by "The Bristol Port Railway and Pier (Clifton Extension) Act 1867" (hereinafter referred to

as the Bristol Company's Act of 1867), except the junction thereof with the Bristol and South Wales Union Railway, which is intended to be abandoned as hereinafter expressed, and all lands and other property, real or personal, belonging to the Bristol Company, with reference to the portion of railway so intended to be transferred or vested (which portion is hereinafter referred to as "The Bristol Company's Extension Railway,") and the benefit of all acts done and contracts entered into by or with the Bristol Company, or on their behalf, with reference thereto, and also all duties, debts, and liabilities of the Bristol Company with reference thereto, so that the Great Western and Midland Companies may be enabled to act in all respects with reference to the Bristol Company's Extension Railway, and the construction thereof and of the works connected therewith, authorized by the Bristol Company's Act of 1867, and the purchase of lands for the purposes thereof, and the levying of tolls and charges in respect thereof, as fully and effectually to all intents and purposes as if the powers contained in the said Act with reference to the Bristol Company's Extension Railway had been conferred upon them the Great Western and Midland Companies and to confer on the Great Western and Midland Companies such further and other powers as may be necessary for the construction, maintenance, and use of the said Extension Railway:

To empower the Great Western Company to make and maintain the railway following, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

A Railway (hereinafter called "The Great Western Junction") commencing in the district of the united parishes of Saint James and Saint Paul, in the city and county of Bristol, by a junction with the authorized line of the Bristol Company's Extension Railway at a point on the Ashley-hill-road two hundred and twenty yards or thereabouts north of the Orphan Asylum near Hooks-mills, and terminating in the out-parish of Saint Philip and Jacob, in the said city and county, by a junction with the Bristol and South Wales Union Railway of the Great Western Company, at a point thereon one hundred and thirty-seven yards, or thereabouts southward from the post on that railway indicating two miles and a quarter from the Great Western Railway Station at Bristol, which intended railway will be wholly situate within the said parishes of Saint James and Saint Paul and Saint Philip and Jacob, in the said city and county;

and to empower the Great Western Company to purchase, by compulsion or agreement, and to hold lands and houses for the purposes of the said intended railway and the works connected therewith:

To empower to Midland Company to make and maintain the railways following, or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

First. A Railway (hereinafter called "The Midland First Junction,") commencing in the district of the united parishes of Saint James and Saint Paul, in the city and county of Bristol, by a junction with the authorized line of the Bristol Company's Extension Railway, at a point on the Ashley-hill-road, two hundred and twenty yards or thereabouts north of the Orphan Asylum

near Hooks-mills, and terminating in the parish of Saint George, in the county of Gloucester, by a junction with the Bristol and Gloucester Line of the Midland Company, at a point thereon sixty chains or thereabouts south-west of the Fishponds Station on that railway; which intended railway will pass from, in, through, or into the several parishes and extra-parochial or other places following, or some of them (that is to say): the united parishes of Saint James and Saint Paul and the out-parish of Saint Philip and Jacob, in the city and county of Bristol, and St. George and Stapleton, in the county of Gloucester.

Second. A railway (hereinafter called "the Midland Second Junction") to be wholly situate in the parish of Saint George, in the county of Gloucester, commencing by a junction with the Bristol and South Wales Union Railway of the Great Western Company, at a point thereon nine chains, or thereabouts, north of the bridge carrying the Bristol and Gloucester line of the Midland Company over the South Wales Union Railway, and terminating by a junction with the before-mentioned line of the Midland Company, at a point thereon ten chains, or thereabouts south of the same bridge;

And to empower the Midland Company to purchase, by compulsion or agreement, and to hold lands and houses for the purposes of the said intended railways, or either of them, and the works connected therewith respectively:

To alter, as respects the exercise of the powers of compulsory purchase, for the purposes of the said intended railways, or any of them, the provision contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Great Western Company and the Midland Company, respectively, from the liability to take the whole of any house or other building or manufactory if they take any part thereof:

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, and to confer other rights and privileges:

To authorize the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canal, streams, and rivers adjoining to the aforesaid lands and buildings with which it may be necessary to interfere in the conversion and use of those lands and buildings:

To authorize the levying, demanding, and recovery of tolls, rates, or duties for or in respect of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, or duties:

To authorize the abandonment of the railway secondly described in and authorized by the Bristol Company's Act of 1867, and of so much of the railway first described in and authorized by that Act as lies between the point of junction therewith of the intended Great Western Junction and the authorized termination thereof:

To authorize and provide for the alteration and adaptation by the Great Western Company to a mixed or narrow gauge railway of that portion of their South Wales Union Railway which will lie between the junctions therewith respectively of the said intended Great Western Junction and Midland Second Junction, and if thought fit of that portion of the South Wales Union Railway which extends from the proposed junction

therewith of the Midland Second Junction to Bristol; and of such other portions of that railway as the Great Western Company may from time to time think fit.

To empower the Great Western Company and the Midland Company jointly and severally to pass over and use, with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or as may be settled and determined by or under the provisions of the intended Act, the portion of railway next hereinafter described, together with the stations, watering-places, water, booking-offices, warehouses, wharves, sidings, works, and conveniences connected therewith (that is to say):—

So much of the Bristol Company's Railway as lies to the north-west of the Sneyd Park Junction:

To empower the Great Western Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or as may be settled and determined by or under the provisions of the intended Act, the intended railway hereinbefore described as the Midland First Junction, together with the stations, watering-places, water, booking-offices, warehouses, wharves, sidings, works, and conveniences connected therewith:

To empower the Midland Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration, as may be agreed upon, or as may be settled and determined by or under the provisions of the intended Act, the railway and portions of railway next hereinafter described, or some part or parts thereof, together with the stations, watering-places, water, booking-offices, warehouses, wharves, sidings, works, and conveniences connected therewith (that is to say):

First. The intended railway, hereinbefore described as "The Great Western Junction;"

Second. So much of the Bristol and South Wales Union Railway of the Great Western Company as will lie between the respective intended junctions therewith of the Great Western Junction and the Midland Second Junction; and, in certain events;

Third. So much of the said Bristol and South Wales Union Railway as lies between the intended junction therewith of the Midland Second Junction and the termination thereof.

To empower the Great Western Company and the Midland Company to make and enter into and carry into effect agreements and arrangements with respect to all or some of the objects of the intended Act, and for giving effect thereto, and to appoint a joint Committee or Committees:

To empower the Great Western Company and the Midland Company respectively to raise, for the purposes of the intended Act, further sums of money by the creation of new shares in their respective undertakings, with or without a preferential dividend or other rights or privileges attached thereto, or by borrowing, or by any of such means, and also to apply to those purposes any capital or funds belonging to those Companies respectively, and to empower them respectively to raise by the creation and issue of

shares of the same class all or any of the moneys which they now are and which by the intended Act or any other Act of the next Session, they may be authorized to raise by the creation of shares in their respective undertakings:

And Notice is hereby further given, that plans and sections of the said intended railways and works, together with a published map whereon will be delineated the general course or direction of such railways, 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 30th day of November in this present year, be deposited for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol; and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which the said works will be situate, together with a copy of this Notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): Acts relating to the Great Western Company (local and personal), 5 and 6 William IV. cap. 107; "The Great Western Railway Act, 1851;" "The Great Western (Birmingham and Chester Railways) Act, 1854;" "The Bristol and South Wales Union Railway Act, 1857;" "The Great Western Railway (Capital) Act, 1861;" "The Great Western Railway (West Midland Amalgamation) Act, 1863;" "The Great Western Railway (South Wales Amalgamation) Act, 1863;" "The Great Western Railway (Vale of Neath Amalgamation) Act, 1866;" "The Great Western Railway (Wycombe Railway Transfer) Act, 1866;" "The Great Western Railway (Further Powers) Act, 1866;" "The Great Western Railway (Various Powers) Act, 1867;" "The Great Western Railway Act, 1868;" "The Great Western Railway Act, 1869;" "The Great Western Railway Act, 1870;" "The Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870;" and all other Acts relating to the Great Western Company; Acts relating to the Midland Company (local and personal), 7 and 8 Vict. caps. 18 and 57; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict. caps. 43 and 49; 32 and 33 Vict. caps. 25, 83, and 115; 33 and 34 Vict. caps. 13 and 63; and all other Acts relating to the Midland Company; Acts relating to the Bristol Company (local and personal), 25 and 26 Vict.

cap. 159; 28 and 29 Vict. cap. 155; 30 and 31 Vict. cap. 204, and all other Acts relating to the Bristol Company:

And Notice is hereby further given, that 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 the 4th day of November, 1870.

Young, Maples, Teesdale, Nelson, and Co.,
10, Eastbourne Terrace, W.

Beale, Marigold, and Beale,
23, Great George Street, Westminster.

In Parliament.—Session, 1871.

Ilkley Local Board.

(Power for Local Board to construct Waterworks and supply water, confirming agreement with Ilkley Waterworks Company for purchase of the Company's undertaking and dissolution of the Company. Power to purchase private Waterworks, sell water in bulk, &c. Purchase of lands and buildings by compulsion or agreement for Waterworks and other purposes. Sale of site of existing covered Reservoir. Purchase of Ilkley Gas Company's undertaking. Power to supply Gas, &c., within the Company's limits, to levy rates, &c., to raise money by mortgage, annuities. Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the Local Board for the township of Ilkley, hereinafter called the Local Board, to supply water for domestic, trade, sanitary, and other purposes, within all or any part or parts of the township of Ilkley, in the West Riding of the county of York, and to confer upon the Local Board all rights, powers, authorities, and privileges of breaking up public or private roads, streets, bridges, and places, laying pipes, constructing works, and otherwise, usually conferred upon Local Boards or other public bodies for supplying water within their respective limits, and also all such other rights, powers, authorities, and privileges with respect to laying pipes in private roads, streets, and places, or otherwise, as may be necessary, proper, or convenient for enabling the Local Board fully and effectually to carry into effect the objects and purposes of the intended Act.

And it is proposed to confirm the purchase by the Local Board of the undertaking lands, works, buildings, mains, pipes, machinery, plant, apparatus, property, and effects, real and personal, powers, rights, authorities, and privileges, or some of them, or some part or parts thereof respectively, of the Ilkley Waterworks Company, hereinafter called the Waterworks Company, and to provide for the winding-up of the affairs of the Waterworks Company, and to dissolve the said Company.

And it is proposed to authorize the Local Board to extend and improve the works which are or will be vested in them under the said purchase, and the intended Act or one of them, and to make and maintain the following reservoir, aqueducts, and waterworks, or some of them, that is to say:

1st. A reservoir 22 yards square or thereabouts, to be situate on the common land, called Ilkley Moor, near to and south-east of Hill Top and the public highway leading from Ilkley to Keighley, the north-western corner of which reservoir will be the part nearest to, and will be

distant 120 yards or thereabouts, measured in a north-easterly direction from the south-eastern corner of the easternmost of the houses at Hill Top now or lately occupied by Messrs. Clough.

2nd. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 1), to commence at a point on Backstone Beck, at or near where the stream issues from Backstone Beck, which flows from Backstone Beck into Crag Dam, and to terminate at or in the said intended reservoir at or near the south-eastern corner thereof.

3rd. An aqueduct, conduit, or line of pipes (hereinafter referred to as Conduit No. 2), to commence at a point on Black Beck, called or known as Black Beck Hole, and to terminate at or in the said intended reservoir at or near the south-western corner thereof, which said conduit will be situate partly on Ilkley Moor and partly on Silver Well Farm.

4th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 3), to commence at or in a stream called Crag stream, which flows from the southward of and into Crag dam, at a point in the said stream situate 280 yards or thereabouts, measured in a direct line southward of the point where the said Crag stream flows into Crag dam, to pass thence in a northerly or north-easterly direction to, and to terminate in Conduit in No. 1.

5th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 4), to commence at or near the head or spring of Crag stream aforesaid, and to pass thence in a straight line by or near to the head or spring of the stream supplying the Ilkley Baths or Old Wells, to and to terminate in Conduit No. 1, at a point north, or nearly north, of the said Ilkley Baths or Old Wells.

6th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 5), to commence at or near the head or spring of the stream at Graining's Head, which flows into Spicey Gill, or Graining's Beck, to pass thence in a northerly or north-easterly direction to, and to terminate in Conduit No. 2, at a point 120 yards or thereabouts westward of the point where Intake Beck flows into the Spicey Gill or Graining's Beck, and 15 yards or thereabouts northward of the said Intake Beck.

7th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 6), to commence at or near the head or spring of a stream on Ilkley Moor, 140 yards or thereabouts southward of Weary Hill Spring, to pass thence by or near to the said spring called Weary Hill Spring, and thence to and to terminate in Conduit No. 5, near the point where the footpath leading from near the said first-mentioned spring runs into the road leading from Hill Top to Weary Hill.

8th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 7), to commence at or near the head or spring of a stream at Intake Heads to the southward of and flowing into Intake Beck at a point 445 yards or thereabouts westward, in a direct line from the said point where Intake Beck flows into Spicey Gill or Graining's Beck, to pass thence to and to terminate in Conduit No. 2, at a point near where the said stream flows into Intake Beck.

9th. An aqueduct, conduit, or line of pipes in Silver Well Farm (hereinafter referred to as Conduit No. 8), to commence at or near the spring issuing on the north-west side of Silver Well Farm Plantation, at a point in or near the

said plantation, and to terminate in Conduit No. 2, near the point where the said stream flows into Intake Beck.

10th. An aqueduct, conduit, or line of pipes in Silver Well Farm (hereinafter referred to as Conduit No. 9), to commence at or near to the head or spring of the easternmost of two streams which rise in Silver Well Farm, southward of and flow into Intake Beck, at points situate respectively 185 yards or thereabouts and 105 yards or thereabouts, measured in a straight line from the beginning of the Carrier from Black Beck, which flows into Intake Beck, and to terminate in Conduit No. 2, near the point where the said easternmost stream flows into Intake Beck.

11th. An aqueduct, conduit, or line of pipes, in Silver Well Farm (hereinafter referred to as Conduit No. 10), to commence at or near the head or spring of the westernmost of the two last-mentioned streams, and to terminate in Conduit No. 2, near the point where the said westernmost stream flows into Intake Beck.

12th. An aqueduct, conduit, or line of pipes on Ilkley Moor (hereinafter referred to as Conduit No. 11), to commence at or in the said intended reservoir, at or near the north-eastern corner thereof, and to terminate in the stream flowing from Willy Halls Spout, at a point on the said stream southward of and about 120 yards distant from the existing covered reservoir.

13th. An aqueduct, conduit, or line of pipes (hereinafter referred to as Conduit No. 12), to commence at or in the said intended reservoir, at or near the north-western corner thereof, and to terminate on the public highway leading from Ilkley to Keighley, at a point on the said highway eastward of and about 75 yards distant from the easternmost of the houses at Hill Top, now or lately occupied by Messrs. Clough.

All of which said intended reservoir, aqueducts, conduits, and lines of pipes, will be situate in the township of Ilkley, in the parish of Ilkley, in the West Riding of the county of York.

And it is proposed to empower the Local Board in the construction of the said several works to deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned; and for the purposes of the intended Act, to construct and maintain all necessary, proper, or convenient sluices, embankments, cuttings, tunnels, gauge weirs, waste weirs, overfalls, bridges, aqueducts, pumping stations, filtering beds, steam-engines, pipes, drains, roads, approaches, and other works in connection with the waterworks, or for the purpose of diverting, intercepting, conducting, or raising the waters intended to be taken, and to stop up, divert, or alter the line or levels of any road, bridge, highway, footpath, or other work.

And it is proposed to authorize the Local Board to intercept, collect, impound, take, and use the waters of the several streams, or brooks known as Backstone Beck, Crag Stream, Ilkley Wells Spring or Stream, Willy Halls Spout, Spicey Gill Beck, Weary Hill Stream, Intake Beck, Black Beck, and all other streams, brooks, springs, surface, or other water flowing directly or derivatively into any of the above-named streams or brooks, or which can or may be intercepted or taken by the said intended works, all which water now flows directly or derivatively into the River Wharfe (from which water is supplied to the waterworks of the Leeds Corporation), thence into the Rivers Ure and Ouse, or one of them, and thence into the River Humber.

And it is proposed to authorize the Local Board to purchase, by compulsion of agreement, all or any of the waterworks, pipes, plant, apparatus, and property of any company or private person or persons supplying water within any part of the limits of the intended Act, and to empower the Local Board, and all or any such persons or companies as last aforesaid, and all Local Boards and other public bodies, corporations, companies, or persons, to enter into agreements with respect to the sale or transfer to the Local Board of any such waterworks, pipes, plant, apparatus, and property as aforesaid, or with respect to the supply by the Local Board of any district or place within or beyond the limits of the intended Act, with water, in bulk or otherwise, or with respect to any other purposes; and to authorize and provide for the carrying of such agreements into effect, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to authorize the Local Board to purchase by compulsion or agreement, lands and buildings in the township and parish aforesaid, and easements, rights, and privileges in, through, over, or upon lands and buildings or streams and springs of water; and also to purchase, by compulsion or agreement, the buildings and premises known as the Old Wells, or Ilkley Baths and Charity Bath, situate on Ilkley Moor, in the township and parish of Ilkley; and also to purchase by agreement the following lands, that is to say:—

The plot of land called or known as the Mill Gill, in Ilkley aforesaid, and also a piece of land in the Grove, in Ilkley aforesaid, and to lay out, appropriate, and maintain the last mentioned lands for the purposes of recreation and public pleasure grounds, and to make and from time to time alter and amend bye-laws and regulations for the management, use, and enjoyment thereof.

And it is proposed to make provision for preventing the abstraction, appropriation, sale, waste, misuse, or pollution of any of the waters of the Local Board, or which they may be authorized to take or appropriate.

And it is proposed to authorize the sale or lease of the present covered reservoir, purchased from the Company, and the site thereof, and the land adjoining or near thereto, belonging to the Company.

And it is proposed to vest or authorize and provide for the purchase of and vesting in the Local Board of the undertaking, works, lands, buildings, estate and effects, real and personal, powers, rights, authorities and privileges of the Ilkley Gas Company (hereinafter called the Gas Company), whether now vested in or belonging to them, or which they may acquire under any Act to be passed in the next session of Parliament, for such price or consideration, and upon such terms and conditions, as may be agreed upon between the Local Board and the Gas Company, or as may be provided in the said Act, or settled by arbitration or otherwise, as provided for by the intended Act; and to authorize the Local Board and the Gas Company to enter into agreements with respect to the several matters aforesaid, or otherwise, with respect to the undertaking of the Gas Company; and to confirm and provide for carrying into effect all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to authorize the Local Board to manufacture and supply gas, and to convert,

manufacture, store, and sell all or any products evolved in the manufacture of gas within the limits of the Gas Company, or any part thereof, and to break up all or any turnpike or other roads or highways, public or private streets, roads, places, or lands, and to have, hold, use, enjoy, and exercise all other powers, rights, authorities, and privileges usually conferred upon Local Boards with respect to the manufacture, distribution, or supply of gas, or residuary products, or which may be useful or convenient for their purposes.

And it is proposed by the intended Act to authorize the Local Board to apply for all or any of the purposes thereof, including the purchase of the said waterworks and gas-works, all or any funds or revenues, from whatever source derived, of the Local Board, or which they may acquire, or have power to levy or raise under the powers of the intended Act, or of any other Act or Acts relating to public health or local government, or to water or gas supply, and to levy other rates, rents, and charges within the whole or any part or parts of their limits for water or gas supply, without restriction as to amount or otherwise imposed by any public Act applicable to the Local Board or otherwise; and to alter existing rates, rents, charges, and exemptions; and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges; and to borrow or raise money upon mortgage bonds, debentures, rent-charges, or annuities; and to charge the same respectively on all or any of the waterworks, gasworks, water, or gas undertakings, property rates, rent-charges, and revenue, from whatever source derived, of the Local Board.

As it is proposed to vary or extinguish all existing rights and privileges connected with any lands, works, buildings, streams, or waters to be purchased, taken, used, or interfered with, under any of the powers or for any of the purposes of the intended Act, or which might in any way prevent or interfere with the carrying into effect of any of such purposes, and to confer other rights and privileges.

And it is proposed to confer upon the Local Board all or some of the powers conferred by the clauses and provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands, and to amend the "Public Health Act, 1848," and "The Local Government Act, 1858," as applicable to the Local Board, and all other public Acts applicable within the limits, and to repeal or amend "The Ilkley Waterworks Act, 1852," "The Ilkley Gas Act, 1869," and all other Acts relating to the Waterworks Company, the Gas Company, and the Local Board, or any of them.

And notice is hereby also given, that a plan and section in duplicate, describing the situation, lines, and levels of the intended reservoir, aqueducts and works, and the lands in, through, or upon which the same respectively will be situate or made, or which will be liable to be taken under the powers for compulsory purchase of lands to be conferred by the Bill, a book of reference to the plan, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of all such lands, will be deposited for public inspection at the office of the clerk of the peace for the West Riding of the county of York, at his office, at Wakefield, and that a copy of the said plan, section, and book of reference will be deposited with the parish clerk of the parish of Ilkley, at his residence; and that each such deposit will be made on or before the 30th

day of November instant, and will be accompanied by a copy of this notice; and that printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

Margerson and Hutton, Bradford and Ilkley,
Solicitors for the Bill.

Sherwood, Grubbe, Pritt and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

Great Southern and Western Railway (No. 2.)
(Extension to North Wall Quay; New-road; Additional Capital; Power to London and North Western Railway Company to Subscribe and Apply Funds; Power to Run over Liffey Branch of the Midland Great Western Railway of Ireland, and over portion of Line belonging to the Dublin and Drogheda Railway Company; Provision as to separate Station Accommodation for Great Southern and Western Railway Company at North Wall; Power to enter into Traffic Agreements; Amendment of Acts.)

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 the Great Southern and Western Railway Company (hereinafter called "the Company") to make and maintain the following railways and road, with all proper approaches, stations, works, and conveniences connected therewith (that is to say):—

Railway No. 1, commencing by a junction with the railway of the Company at a point distant one hundred and eighty-four yards or thereabouts from the centre of the bridge, on the east side thereof, which bridge carries the public road leading from Island Bridge to Kilmainham, over the railway of the Company, in the parish of Saint James and county of the city or borough of Dublin, and passing thence, in, through, or into the following parishes, townships, townlands, and extra-parochial or other places, or some of them (that is to say): Saint James, Usher's Quay Ward, St. Paul's, Arran Quay Ward, in the city or borough of Dublin; Grangegorman West, in the city or borough of Dublin; Grangegorman, Grangegorman South, in the county of Dublin; Grangegorman Middle, partly in the county and partly in the city or borough of Dublin; Grangegorman North, in the county of Dublin; Slutsend, otherwise Westfarm Glasnevin, partly in the county and partly in the city or borough of Dublin; Glesnevin, in the county of Dublin; and terminating by a junction with the Liffey Branch of the Midland Great Western Railway of Ireland, at a point distant forty-four yards or thereabouts from the west side of the bridge crossing the said Liffey Branch of the said Midland Great Western Railway of Ireland, near the sixth lock of the Royal Canal;

Railway No. 2, commencing by a junction with the said Liffey Branch of the said Midland Great Western Railway of Ireland, at a point distant one hundred yards or thereabouts from the south-east side of the north abutment of the Lattice-bridge which carries the Dublin and Drogheda Railway over the Royal Canal, in the parish of Saint Thomas, county of the city or borough of

Dublin, passing thence, in, through, or into lands in the South Dock Ward, parish of Saint Thomas and said county of the city or borough of Dublin, and terminating at a point sixty-five yards or thereabouts from the crossing of Church-road by the Dublin and Drogheda Railway North Wall Extension in a north-easterly direction, in the parish of Saint Thomas and county of the city or borough of Dublin aforesaid;

Railway No. 3, commencing by a junction with the Dublin and Drogheda Railway North Wall Extension, at a point eighty-five yards or thereabouts from the crossing of Church Road by the Dublin and Drogheda Railway North Wall Extension, in a north-easterly direction, passing through certain lands in the parish of Saint Thomas, county of the city or borough of Dublin, and terminating on the north side of Upper Sheriff-street, at a point distant one hundred and thirty yards or thereabouts to the east of the centre of East-road at its junction with Upper Sheriff-street aforesaid, in the parish of Saint Thomas, and county of the city or borough of Dublin.

To empower the Company to make a new road situate wholly in the parish of Saint Thomas and county of the city or borough of Dublin, commencing at a point forty-eight yards or thereabouts from the south-west corner of North Court-avenue Middle measured in a southerly direction towards the authorized North Wall Extension of the Dublin and Drogheda Railway, and terminating on the north side of Upper Sheriff-street at a point one hundred and ninety-three yards or thereabouts to the east of the centre of East-road at its junction with Upper Sheriff-street:

To empower the Company to stop up and discontinue as public thoroughfares, and to extinguish all rights of way over and to vest in and appropriate to the purposes of the Company, all or part of Hawthorn-terrace, Church-road, Blythe's-avenue, Abercorn-road, and East-road, and so much of the public footpath from West-road to Church-road as lies contiguous to and on the eastern side of the Liffey Branch of the Midland Great Western Railway of Ireland, in the parish of Saint Thomas aforesaid:

To empower the Company to acquire by compulsion or agreement lands and buildings for the purposes of the intended railways, road, and works, and also for those purposes, and for other purposes of the Company's undertaking, the lands and buildings hereinafter referred to (that is to say):

Certain lands, houses, and buildings in the parish of Grangegorman, townland of Grangegorman South, in the county of Dublin, and Grangegorman Middle, partly in the county and partly in the city of Dublin, lying to the west of the Circular-road at or near the Cattle-market, to the north of Blackhorse-lane, and to the south of the public road leading from Blanchardstown to Dublin;

Certain lands, houses, and buildings in the parish of Saint Thomas and county of the city or borough of Dublin, lying on the west side of Upper Sheriff-street and north-east side of Church-road;

Certain lands, houses, and buildings in the parish of Saint Thomas and county of the city or borough of Dublin, lying on the east of Upper Sheriff-street, the north of Wapping-street, and west of Mayor-street:

No. 23681.

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To vary and extinguish all existing rights and privileges connected with any lands or buildings proposed to be purchased for the purposes of the intended Act which would in any manner impede or interfere with such purposes 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 turnpike roads, highways, streets, railways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes, townlands, or places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To empower the Company to levy tolls, rates, and charges for or in respect of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, and charges:

To empower the Company to apply for 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 by shares or by stock or by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest as the Bill will define:

To empower the London and North Western Railway Company, if they think fit, to take shares in and to subscribe or contribute towards the cost of the intended railways and works, and to apply for that purpose any part of their funds which may not be required for the purposes of their own undertaking, and if necessary to raise additional capital by the creation of new shares or stock in their own undertaking with or without a guaranteed or preference dividend or other rights or privileges attached thereto:

To empower the Company and all other Companies and persons lawfully using the railways of the Company at all times to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and for traffic of every description, so much of the railway of the Midland Great Western Railway of Ireland Company as lies between the proposed junction of Railway No. 1, at a point distant forty-four yards or thereabouts from the west side of the bridge crossing the said Liffey Branch near the sixth lock of the Royal Canal and the proposed junction with Railway No. 2, at a point distant one hundred yards or thereabouts from the south-east side of the north abutment of the Lattice-bridge which carries the Dublin and Drogheda Railway over the Royal Canal, and also so much of the authorized North Wall Extension of the Dublin and Drogheda Railway Company as lies between a point on that railway where the proposed Railway No. 2 joins the said North Wall Extension of the Dublin and Drogheda Railway to the termination of the said Extension at Upper Sheriff-street aforesaid, together with all stations, sidings, watering places, booking offices, works, or conveniences upon or near or connected with the portions of the railways of the Midland Great Western Railway of Ireland Company and of the Dublin and Drogheda Railway Company, or either or both of those Companies, so to be used as aforesaid, upon such terms and conditions, and subject to such payments, rents, tolls, and charges, or other considerations, as may be agreed upon between the said Companies, or either of them, or as may be prescribed by the intended Act; and, if necessary or expedient, to alter and vary the tolls and charges now authorized to be taken by the said Companies or either of them:

To empower the Company and the London and North Western Railway Company to enter into contracts and agreements with respect to traffic passing over the railways to be authorized by the intended Act, and over the Liffey Branch of the Midland Great Western Railway of Ireland Company, and the authorized North Wall Extension of the Dublin and Drogheda Railway, so to be run over and used as aforesaid :

To empower the Company and the London and North Western Railway Company, the Midland Great Western Railway of Ireland Company, and the Dublin and Drogheda Railway Company, or any or either of them, to enter into contracts and agreements for and with reference to the management and transmission of traffic upon or over their respective railways, the fixing, collection, payment, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the rents, drawbacks, allowances, and payments to be made or paid by either of them to the other of them, the appointment of joint committees for carrying into effect any such agreements, and all matters incidental thereto :

To provide for the construction and maintenance of a station for the separate use by and accommodation of the Company at North Wall, upon certain lands belonging to the London and North Western Railway Company, in manner to be agreed upon between the said Companies, or failing agreement in such other manner as may be prescribed by the intended Act :

To enable the Company and the London and North Western Railway Company and the Dublin and Drogheda Railway Company to enter into and carry into effect contracts and agreements with reference to the sale by either or any of said Companies to any or either of them, and to the exchange of any lands belonging to them respectively, or which may belong to them, adjoining or near to the North Wall :

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges, and for the purposes aforesaid it is intended, if need be, to alter, amend, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say: Acts relating to the Company and their undertaking, 7 and 8 Vict. cap. 100; 8 and 9 Vict. cap. 124; 9 and 10 Vict. caps. 196, 197, 198, and 209; 10 and 11 Vict. cap. 93; 14 and 15 Vict. cap. 80; 15 and 16 Vict. cap. 24; 16 and 47 Vict. cap. 142; 17 and 18 Vict. cap. 132; 20 and 21 Vict. caps. 1, 62, and 85; 24 and 25 Vict. caps. 147 and 148; 28 and 29 Vict. cap. 43; and 29 and 30 Vict. caps. 57 and 144; and any other Acts relating to the Company :

Acts relating to the London and North Western Railway Company (that is to say): local and personal, 9 and 10 Vict. cap. 204: and all other Acts relating to the London and North Western Railway Company :

Acts relating to the Midland Great Western Railway of Ireland Company (that is to say): local and personal, 8 and 9 Vict. cap. 119; and all other Acts relating to the Midland Great Western Railway of Ireland Company :

Acts relating to the Dublin and Drogheda Railway Company (that is to say): local and personal, 6 and 7 Will. IV. cap. 132, and all other Acts relating to the Dublin and Drogheda Railway Company :

And notice is hereby also given, that on or before the 30th day of November instant maps, plans, and sections relating to the objects of the

intended Act, with a book of reference to such plans, and a copy of this notice, as published in the Dublin Gazette, will be deposited with the Clerk of the Peace for the county of the city of Dublin, at his office in Green-street, Dublin, and with the Clerk of the Peace for the county of Dublin, at his office in Kildare-street, Dublin; and that a copy of so much of the said plans, sections, and book of reference, as relates to the several parishes in or through which the said intended works are proposed to be made, or the said lands are situate; and a copy of this notice, as published in the Dublin Gazette, will, on or before the said 30th day of November, be deposited as follows (that is to say): so much thereof as relates to the parish of Saint James, with the clerk of the South Dublin Poor Law Union, at his office at the South Dublin Poor Law Union Workhouse; and so much thereof as relates to the parishes of Saint James, St. Paul's, Grangegorman, Glasnevin, and Saint Thomas, with the clerk of the North Dublin Poor Law Union, at his office at the North Dublin Poor Law Union Workhouse :

And notice is hereby further given, that, on or before the 21st day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated 12th November, 1870.

Barrington and Jeffers, 10, Ely-place,
Dublin, Solicitors for the Bill.
Sherwood, Grubbe, Pritt, and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

Worcester, Dean Forest, and Monmouth Railway.
(New Railways; Traffic Arrangements; Running Powers; Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Worcester, Dean Forest, and Monmouth Railway Company (hereinafter called the Company), for an Act for the purpose of making and maintaining the railways following, or some or one of them, or some part or parts thereof, with all proper approaches, stations, works, and conveniences connected therewith respectively (that is to say):—

No. 1.—A railway (hereinafter referred to as Railway No. 1), commencing in the parish of Dixton Newton, in the county of Monmouth, by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway of the Great Western Railway Company at or near the bridge, carrying that railway over the turnpike road leading from Monmouth to Chepstow, about 60 yards from Wyesham toll gate and terminating in the parish of Newland, in the county of Gloucester, at a point in a field on the east side of the road leading from Coleford to Lydney, and 100 yards or thereabouts southward from the Wesleyan Methodist chapel in Coleford; which railway and the works connected therewith, will be made and maintained from, in, through, and into the parishes, townships, and extra-parochial places following, or some of them (that is to say) Monmouth, Dixton Newton, Wyesham and Dixton Hadnock, in the county of Monmouth, and Coalpithill, Staunton otherwise Stanton, Newland, and Coleford, in the county of Gloucester.

No. 2.—A railway (hereinafter referred to as Railway No. 2), commencing at the hereinbefore described termination of Railway No. 1, and terminating in the township or parish of West

Dean, in the county of Gloucester, at the point where the Worcester, Dean Forest, and Monmouth Railway was authorized to cross the road leading from Milkwall to Coalway-lane-end, and which road is numbered 114 in the plans of the said Worcester, Dean Forest, and Monmouth Railway deposited with the Clerk of the Peace for the county of Gloucester in the month of November, 1862, which railway, and the works connected therewith, will be made and maintained from, in, through, and into the parishes, townships, and extra-parochial places following, or some of them, that is to say, Newland and West Dean, in the county of Gloucester.

No. 3.—A railway (hereinafter referred to as Railway No. 3), commencing at the hereinbefore described termination of Railway No. 2, and terminating in a wood called the Shutcastle Inclosure, in the township or parish of West Dean, in the county of Gloucester, at a point 100 yards, or thereabouts, measured in a north-easterly direction from the Land Pitt of the "Flour Mill Colliery," in the said township or parish of West Dean; which railway and the works connected therewith, will be made and maintained from, in, through, and into the parishes, townships, or extra-parochial places, following, or some of them, that is to say, Newland and West Dean, in the county of Gloucester.

No. 4.—A railway (hereinafter referred to as Railway No. 4), commencing at the hereinbefore described termination of Railway No. 3, and terminating by a junction with the thirdly-described railway authorized by the Severn and Wye Railway and Canal Act, 1869, (which Railway is numbered 4 on the plans deposited in respect of that Act with the Clerk of the Peace for the county of Gloucester in the month of November, 1868), at or near the point in the parish of Newland, indicated on the said plans as 3 furlongs from the commencement of that railway, which intended railway and the works connected therewith will be made and maintained from, in, through, and into the parishes, townships, and extra-parochial places following, that is to say, West Dean, Lydney, and Newland, in the county of Gloucester.

The said Act will also confer on the Company the following powers, viz —

To stop up, alter, divert, or cross over, under, or on the level, any turnpike or other roads, highways, streets, railways, tramways, canals, navigations, and other works within the before-named parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to interfere with for any of the purposes of the intended railways and works, to deviate from the lines and levels of the intended railways and works to the extent prescribed by the Act, and to purchase and acquire by compulsion or agreement, lands, houses, hereditaments, and other property for the purposes of the intended railways and works, and to vary or extinguish any rights or privileges which will interfere with the objects of the intended Act.

To levy tolls, rates, and duties upon or in respect of the use of the said intended railways and works, or any of them, and to alter existing tolls, rates, and duties, and to confer other rights and privileges.

To apply any moneys which they have raised or may raise to the purposes of the intended Act, and to raise further moneys by ordinary or preferential shares and by borrowing.

To enable the Company and all Companies and persons lawfully working or using their railways to run over, work, and use with their engines and carriages, and for the purposes of

traffic of every description, the portions of railways following, that is to say :

So much of the said Coleford, Monmouth, Usk, and Pontypool Railway as is situated between the intended junction therewith of the Railway No. 1 hereinbefore described, and the Monmouth station thereon, together with that station and so much of the railways of the Severn and Wye Railway and Canal Company as lies between the intended junction therewith of the Railway No. 4 hereinbefore described, and of the point of divergence of the Severn and Wye Branch to the Forest of Dean Railway of the Great Western Railway Company and also the said branch; together with the sheds and stations, roads, platforms, water, water engines, engine sheds, turn-tables, standing room for engines, booking and other offices, warehouses, sidings, machinery, works, and conveniences of or connected with the portions of railways hereinbefore mentioned; and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portions of railways; and to alter the tolls, rates, and duties now authorized to be taken thereon.

The said Act will also empower the Company on the one hand, and the Great Western Railway Company and the Severn and Wye Railway and Canal Company, or either of those Companies on the other hand, to make and carry into effect contracts, agreements, and arrangements for, or with reference to the construction, maintenance, working, and using by both or either of the contracting Companies of the railways and works of the other or others of them or any part thereof; and with reference to the regulation, management, interchange and transmission of the traffic thereon; the supply and maintenance of engines, rolling stock and plant, and fixing, collecting, payment, division, appropriation, and apportionment of the tolls and other income and profits arising therefrom, and the employment of officers and servants; and provide for securing the forwarding, transmission, collection, and delivery of traffic passing from, to, or for the railways, or any of the railways of the Company, to, from, at, and over the several railways and portions of railways and stations hereinbefore mentioned, and the other railways and stations belonging to any or either of the said Railway Companies.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate the necessary provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; the Railway Clauses Act, 1863; and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

As far as may be requisite for any of the purposes aforesaid, the Act will amend or repeal the provisions of the local and personal Acts, 26 and 27 Vict. cap. 185, and all other Acts relating to the Company; William IV. cap. 107, and all other Acts relating to the Great Western Railway Company; and the 49 Geo. III. cap. 159, and all other Acts relating to the Severn and Wye Railway and Canal Company.

On or before the 30th day of November, 1870, plans and sections in duplicate of the intended railways and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a published map with the lines of railway delineated thereon, showing their general course and direction, together with a copy of this notice as published in the London Gazette, will be de-

posited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in the said county, and also at the Speech House in the Forest of Dean, 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 parish or extra-parochial place, with a copy of the said Notice, will be deposited, in the case of a parish with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish, at his residence, and as regards the township or parish of West Dean with the clergyman of the district church of the parish of Newland, at his residence at Parkend.

Printed copies of the Act for effecting the objects aforesaid 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, 1870.

Thomas W. Garrold, Hereford, Solicitor to the Company.

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1871.

Metropolitan and Saint John's Wood Railway.

(Construction of New Lines to Kilburn, and to join Midland Railway; Repeal of Restriction as to conveyance of Goods on Metropolitan and Saint John's Wood Railway; Powers to Midland Railway Company and to Metropolitan Railway Company; Powers affecting the Metropolitan Railway Company; Running Powers to Midland Railway Company over the Metropolitan and Saint John's Wood Railway; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan and Saint John's Wood Railway Company (who are herein referred to as "the Company"), intend to apply to Parliament in the next session for leave to bring in a Bill, for the following, or some of the following, among other purposes:

1. To authorize the Company to make and maintain in the parish of Saint John, Hampstead, in the county of Middlesex, the following railways, with all necessary works, stations, and approaches, namely:—

Railway No. 1.—A railway to commence by a junction with the existing railway of the Company in the Finchley-road, at or near a point marked 2 miles upon the deposited plans, referred to in "The Metropolitan and Saint John's Wood Railway Act, 1864," and to terminate at Kilburn-lane, at or near a point about 77 yards southward of the carriage entrance to the residence of Donald Nicoll, Esquire, measuring from that entrance along the said road.

Railway No. 2.—A railway to commence by a junction with Railway No. 1 at the termination of that railway, and to terminate on the eastern side of the Edgware-road, at a point about 35 yards south-east from the point of junction of Willesden-lane with the said Edgware-road.

Railway No. 3.—A railway to commence from and out of the Metropolitan and Saint John's Wood Railway at the termination of that railway as at present constructed, such termination being at a point adjoining and to the

westward of the Finchley New-road, about 100 yards northwards of the "North Star Inn," and to terminate by a junction with the Midland Railway at or near a point 7 chains west of where that railway crosses under the said Finchley New-road.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, sewers, pipes, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railways and works, to deviate from the lines of railway, both laterally and vertically, to such an extent as may be necessary or expedient in the construction of the railways, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To enable the Company to purchase, and if need be by compulsion, certain lands in the parish of Saint Marylebone, in the neighbourhood of the Baker Street Station of the Metropolitan Railway and of the Saint John's Wood Station of the Company, and to use such lands for the reception and storage of goods traffic, and to erect all necessary buildings, works, and conveniences for the accommodation of such traffic.

4. To authorize the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said intended railways and works, and for the same purposes 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, and the Bill may provide for the capital to be raised for the purposes of the Bill being made a separate capital and the undertakings to be authorized by the Bill being made a separate undertaking.

5. To authorize the Metropolitan Railway Company to guarantee the payment of the interest upon the debentures or debenture stock for the time being of the Company.

6. To repeal the 88th section of "The Metropolitan and Saint John's Wood Railway Act, 1864," and to enable the Company and all companies and persons lawfully using their railway to convey thereon any goods, wares, or merchandise, and to take and demand the tolls, rates, and charges, to be specified in the Bill, in respect of such goods, wares and merchandise.

7. To enable the Company, on the one hand, and the Midland Railway Company, on the other hand, to enter into contracts and agreements for and with respect to the construction of the before-mentioned railway to connect the Metropolitan and Saint John's Wood Railway with the Midland Railway, or of any part of such intended railway, by the Midland Railway Company; and to confer upon that Company all necessary powers for enabling them to construct the said Junction Railway, to levy tolls and charges in respect thereof, and also to enable the Midland Railway Company, either wholly or in part, to exercise the before-mentioned powers, with reference to the before-mentioned additional lands near the said Baker Street Station and the said Saint John's Wood Road Station.

8. To empower the Company and the Metropolitan Company on the one hand, and the Midland Railway Company on the other hand, to enter into arrangements, and execute agreements with respect to the booking, forwarding, and interchange of traffic to or from the Midland Railway, and the lands now belonging to the Com-

pany or intended to be acquired by them at or near the said Baker Street Station and Saint John's Wood Road Station, and with respect to the apportionment of the tolls and profits arising from such traffic, and to enable the Midland Railway Company to apply to the purposes of the Bill, the capital or funds which they now have or may have, power to raise, and also if necessary to raise further moneys by shares or stock, and by mortgage, and either with or without a preference of dividend, attached to such shares or stock.

9. To empower the Midland Railway Company and all other Companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or be defined by the Bill, the undertaking for the time being of the Metropolitan and Saint John's Wood Railway Company, with powers also to use the stations, watering places, booking-offices, works, and other conveniences connected with the Metropolitan and Saint John's Wood Railway.

10. To require the Metropolitan Railway Company to work and use the said intended railways on the same terms and conditions as they now work the existing Metropolitan and Saint John's Wood Railway, and also to work the Metropolitan and Saint John's Wood Railway traffic continuously over the Metropolitan and Saint John's Wood Railway and the Metropolitan Railway, and for that purpose to use and maintain the Junction Railway authorized by "The Metropolitan Railway Act, 1867."

11. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of, amongst other Acts, "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely, "The Metropolitan and Saint John's Wood Railway Act, 1864;" "The Metropolitan and Saint John's Wood (Extension to Hampstead) Act, 1865;" "The Metropolitan and Saint John's Wood Railway (Capital) Act, 1866;" "The Metropolitan and Saint John's Wood Railway Act, 1868;" and "The Metropolitan and Saint John's Wood Railway (Further Powers) Act, 1870;" also the Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181, and any other Acts relating to the Midland Railway Company; also, "The Metropolitan Railway Act, 1854;" "The Metropolitan Railway Act, 1867;" and the several other Acts relating to the Metropolitan Railway Company; and if need be the Bill will alter the tolls, rates, and charges authorized to be taken by the Metropolitan Railway Company.

Duplicate plans and sections describing the line, situation and levels of the proposed new lines of railway, and the lands, houses, and other property, in or through which it will be made, and plans also showing the additional lands sought to be acquired in the parish of St. Marylebone, together with books 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 a published 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 30th day of November instant, be deposited for public inspection with the Clerk of the Peace, for the county of Middlesex, at his office at Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the before-mentioned parishes will, together with a copy of this notice, be deposited in the case of the parish of St. John, Hampstead, with the vestry clerk of that parish, at his office, at the Vestry Hall, in Hampstead, and in the case of the parish of St. Marylebone, with the vestry clerk of that parish, at his office at the Vestry Hall, St. Marylebone.

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 12th day of November, 1870.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Scotswood, Newburn, and Wylam Railway and Dock.

(Incorporation of Company for making Railway from the North-Eastern Railway at Scotswood, through Newburn, to join the North-Eastern Railway at Wylam; Power to Construct Dock at Scotswood; Powers to the North-Eastern Railway Company; Amendment of Acts and other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences respectively connected therewith, and also to make and maintain the dock hereinafter mentioned, which said railways and dock will be wholly situate in the county of Northumberland.

Railway No. 1.

A railway commencing in the township of Benwell, in the parish of St. John, by a junction with the Carlisle branch of the North-Eastern Railway, at or near an occupation bridge across the said branch railway, situate 190 yards or thereabouts, measured in an easterly direction from the door of the booking-office of the Scotswood station of the said railway, passing thence through or into the following parishes, townships, and places, or some of them, that is to say, Benwell, in the parish of St. John; East Denton, West Denton, Sugley, Lemington, Newburn Hall, and Newburn, in the parish of Newburn, and terminating in the township of Newburn, in the parish of Newburn, on a railway called or known as "The Wylam Waggonway," at a point thereon near Newburn Manor House, 180 yards west of the bridge carrying that railway over the Newburn Burn.

Railway No. 2.

A railway commencing in the township of Newburn, in the parish of Newburn, by a junction with Railway No. 1, at the point of termination thereof, as before described, passing thence through or into the following parishes, townships, and

places, or some of them, that is to say, Newburn, Walbottle, and Throckley, all in the parish of Newburn; Heddon-on-the-Wall, and Houghton and Close House, in the parish of Heddon-on-the-Wall; and Wylam and Prudhoe Castle, in the parish of Ovingham, and terminating in the said township of Wylam, in the said parish of Ovingham, by a junction with the aforesaid Carlisle branch of the North-Eastern Railway, at the point where the said branch railway is crossed by a bridge known as the Hag Bridge, and 127 yards, or thereabouts, west of the mile-post on the said branch railway, indicating a distance of nine miles from Newcastle.

Railway No. 3.

A railway (wholly situated within the said township of Benwell, in the said parish of St. John) to commence by a junction with Railway No. 1, at a point thereon one furlong and one hundred and ten yards, or thereabouts, from the commencement of the said Railway No. 1, and in a field numbered 214 on the Ordnance parish maps of the parish of St. John, in the county of Northumberland, and terminating at the dock hereinafter described.

In connection with the said intended railways and works, to make and maintain a dock, with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, staiths, quays, wharfs, tramways, sheds, warehouses, cranes, bridges, roads, approaches, and other works and conveniences connected therewith. The said dock will be wholly situate in the parishes of St. John and St. Nicholas, or one of them, in the said county of Northumberland, and will be constructed on land known as the Haughs, lying immediately to the east of and adjoining the Suspension Bridge across the River Tyne called or known as the Scotswood Bridge.

The said dock and works connected therewith will be bounded on the north by Scotswood-road, on the south by the River Tyne, on the west by the said Scotswood-road and Scotswood Bridge, and on the east by an imaginary line drawn from Scotswood-road aforesaid, at a point opposite the carriage entrance to Scotswood-villa, in a southerly direction to the said river.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and water courses, so far as may be necessary in constructing or maintaining the said intended railways, dock, and other works, to deviate from the lines of railway, dock, and works to any extent, both vertically and laterally, within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railways, dock, and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges, and to authorize the Company to take the waters of the River Tyne to supply the said intended dock with water.

To empower the Company, from time to time, to dredge and deepen the bed and foreshore of the River Tyne for the purpose of keeping open the entrance to the before-mentioned dock, and of preventing the accumulation of mud and soil upon the said bed and foreshore in front of the said dock.

To authorize the North-Eastern Railway Company to contribute towards the cost of constructing the intended railways, dock, and other works out of their corporate funds, and if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized

capital, and to enable the said North-Eastern Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand and the North Eastern Railway Company on the other hand, from time to time, to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways, dock, and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways and dock, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of a joint committee for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the North Eastern Railway Company, namely (local and personal Acts): 17 and 18 Vict., cap. 211; 20 and 21 Vict., caps. 19, 33, and 46; 21 and 22 Vict., cap. 134; 22 and 23 Vict., caps. 10, 91, and 100; 24 and 25 Vict., caps. 135 and 141; 25 and 26 Vict., caps. 85, 120, 145, 146, and 154; 26 and 27 Vict., caps. 122, 221, and 238; 27 Vict., cap. 20; 27 and 28 Vict., caps. 49, 55, and 67; 28 Vict., cap. 111; 28 and 29 Vict., caps. 251, 267, 363, and 368; 29 Vict., cap. 11; 29 and 30 Vict., caps. 187 and 251; 32 and 33 Vict., cap. 105; and 33 and 34 Vict., caps. 7 and 105.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways, dock, and works, and the lands, houses, and other property in or through which they will be made, or which may be taken for the purposes thereof, 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 a published 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 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Northumberland, at his office at 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 each parish in or through which the intended 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 parish clerk of each such parish at his residence; and in the case of any extra parochial place with the clerk of some parish immedi-

ately adjoining such extra parochial place at his place of abode.

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, 1870.

Laws and Glynn, Newcastle-upon-Tyne,
Solicitors for the Bill.

Dyson and *Co.*, 24, Parliament Street,
Westminster, Parliamentary Agents.

The Knutsford Gas and Water Company Limited.

(Application under the Gas and Water Works Facilities Act, 1870, to Board of Trade for Provisional Order authorizing the Re-incorporation of Company with powers for manufacturing and supplying Gas, and supplying Water within the townships of Nether Knutsford, otherwise Knutsford Inferior, Over Knutsford, otherwise Knutsford Superior, Toft, and Bexton, in the parish of Nether Knutsford, otherwise Knutsford Interior, in the county of Chester, the townships of Tatton, Mere, and Over Tabley, otherwise Tabley Superior, in the parish of Rostherne, in the said county of Chester, and the township of Nether Tabley, otherwise Tabley Inferior, in the parish of Great Budworth, in the said county of Chester; Money Powers, Agreements with Public Bodies and others; Contracts, Levying of Rates; and other purposes.)

NOTICE is hereby given, that in pursuance of the Gas and Water Works Facilities Act, 1870 (cap. 70), application will be made on behalf of the Knutsford Gas and Water Company Limited, to the Board of Trade for a Provisional Order to dissolve the said Company, and to cancel the instrument or instruments under which they are at present acting, and to re-incorporate the shareholders into a Company by the same or another name, and to vest in the re-incorporated Company (hereinafter referred to as "the Company") the lands, works, buildings, undertaking, and all other the real and personal estate, interests, rights, powers, privileges, authorities, and easements, now belonging to the said existing Company, or to any person or persons in trust for them or for their benefit.

And notice is hereby given, that powers will be taken by and provisions will be inserted in the intended Provisional Order for all or some of the several objects and purposes following, that is to say:—

To confer upon the Company all necessary powers for lighting with gas, and supplying with water, the townships of Nether Knutsford, otherwise Knutsford Inferior, Over Knutsford, otherwise Knutsford Superior, Toft, and Bexton, in the parish of Nether Knutsford, otherwise Knutsford Inferior, in the county of Chester, the townships of Tatton, Mere, and Over Tabley, otherwise Tabley Superior, in the parish of Rostherne, in the said county of Chester, and the township of Nether Tabley, otherwise Tabley Inferior, in the parish of Great Budworth, in the said county of Chester.

To fix and regulate the capital of the Company, and if thought desirable, to capitalize all or any sums which the Company have expended on their works; and to fix and determine the amount of money, whether derived from capital or from profits, or from both conjointly, in respect of which the Company

shall be entitled to receive dividends; and to authorize the Company to raise further money on mortgage, or debentures, or debenture stock, and by the creation and issue of shares or stock, with or without preference or priority in payment of dividends or other rights, privileges, or advantages, attached thereto.

To authorize the Company to maintain, and from time to time alter, extend, enlarge, and renew, their existing gas and water and other works, buildings, apparatus, and meters, on the lands now used by the Company for these purposes respectively, and land in connection therewith now in the occupation of the Company.

To define the limits within which the Company may supply gas and water, and to include within such limits the said townships of Nether Knutsford, otherwise Knutsford Inferior, Over Knutsford, otherwise Knutsford Superior, Toft, Bexton, Tatton, Mere, Over Tabley, otherwise Tabley Superior, and Nether Tabley, otherwise Tabley Inferior.

To authorize the Company to manufacture, store, and distribute, and to sell, and supply, and light with gas produced from coal or other materials, and to manufacture, convert, store, utilize, and sell and dispose of coal, lime, coke, tar, and other residuum and products arising from the manufacture of gas, and to make or convert tar, pitch, ammoniacal liquors, and other residuum, into dye, ware, or other materials, and to sell and deal in the same; and also to lay, relay, take up, remove, repair, and maintain mains, pipes, pillars, and other apparatus, in, through, across, and under streets, roads, lanes, bridges, rivers, and other public and private passages and places within the said townships to be so supplied with gas by the Company, and for that purpose to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public and private passages and places, and also with any sewers, drains, and pipes, in, over, or under the same; and generally to carry on the business usually carried on by Gas Companies.

To authorize the Company to make and carry into effect contracts and agreements for lighting or supplying with gas and water any public place, building, or otherwise with all Corporations and public bodies, commissioners, companies, or other legal authorities, and all persons whomsoever, upon such terms and conditions as they shall respectively think fit.

To authorize the Company to manufacture, purchase, or hire gas or water meters, and gas and water apparatus, and to sell and let the same, and to levy rates, rents, and charges, for the sale and supply of gas and water meters and fittings.

To levy and collect rates or rents for the supply of gas and water, to alter existing rates or rents, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended order.

To make proper provision for preventing the waste, illegal use, obstruction, or nuisance, or wrongful use of the gas and water supplied, and to adopt proper and needful regulations in reference thereto.

To maintain in the said townships approach roads, or ways, embankments, mains, pipes, culverts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and other works, appliances, and conveniences necessary for supplying water as aforesaid, and for collecting, cleansing, storing up, purifying, and distributing the water to be pumped, collected, and distributed.

To renew and maintain pipes, culverts, and other works, in, over, under, or across, and to cross, break open, alter, divert, or temporarily stop up for the purposes of the said works, any turnpike roads, highways, footpaths, private roads, streets, bridges, sewers, drains, rivers, streams, brooks, and watercourses, in the said townships before mentioned. And the Provisional Order will incorporate with itself the provisions of the Lands Clauses Acts, except the provisions with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Company; also the Companies Clauses Consolidation Act, 1845, also the Companies Clauses Act, 1863, also the Companies Clauses Act, 1869, the Gas Works Clauses Act, 1847, and the Water Works Clauses Act, 1847, and the Water Works Clauses Act, 1863, save where the same are expressly varied or affected by the said Provisional Order.

And notice is hereby further given, that on or before the 30th day of November, in the present year, a copy of this advertisement as published in the London Gazette, and a map or plan shewing the land proposed to be used for the manufacture of gas, or of residual products arising in the manufacture of gas, will be deposited for public inspection in the office of the clerk of the peace for the county of Chester, at Chester, aforesaid, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that printed copies of the draft Provisional Order can on and after the 23rd day of December next, and of the Provisional Order when made and settled by the Board of Trade, be obtained upon application at the office of William Samuel Inman, at Knutsford, aforesaid, and at the office of William Hammond, solicitor, 16, Furnival's-inn, London; and will then be furnished to all persons applying for them at the price of 6*d.* per copy, or such sum as the Board of Trade may fix and determine.

And notice is hereby given, that 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 1st day of January next ensuing, and that copies of their objections must at the same time be also sent to the undersigned, William Samuel Inman, secretary and solicitor of the Company, and William Hammond, or one of them.

Dated this 3rd day of November, 1870.

W. S. Inman, Knutsford, Secretary and Solicitor to the Company.

Wm. Hammond, Solicitor, 16, Furnival's-inn, London, agent.

In Parliament.—Session 1871.

The Teme Valley Railway.

(Abandonment of Railways authorized by "The Teme Valley Railway Act, 1866;" Dissolution of Company; Repeal of Act, &c.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session by the Teme Valley Railway Company (hereinafter called "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 abandon and relinquish the construction of the railways authorized by "The Teme Valley Railway Act, 1866," and therein described as—

A Railway (No. 1), 17 miles, 4 furlongs, and 3 chains in length, commencing in the parish of Claines, in the city of Worcester, by a junction with the authorized Railway (No. 2), of the London, Worcester, and South Wales Railway, at or near a point, 4 chains or thereabouts, from the commencement thereof, as shown on the plans deposited at the office of the Clerk of the Peace for the city of Worcester, in relation to "The London, Worcester, and South Wales Railway Act, 1865," in a field numbered 51, in the same parish, on such plans, and terminating in the chapelry of Knighton-on-Teme, in the parish of Lindridge, in the county of Worcester, by a junction with the Tenbury and Bewdley Railway, at a point about 300 yards north-eastward of the platform of the Newnham Station of that railway.

A Railway (No. 2) 3 miles, 5 furlongs, and 1-5 chains in length, commencing in the chapelry of Knighton-on-Teme, in the parish of Lindridge, in the county of Worcester, by a junction with Railway No 1, in a certain field belonging to Frances Wheeler and Edward Vincent Wheeler, or one of them, and in the occupation of the said Edward Vincent Wheeler, and numbered 665 on the Tithe Commutation Map of that parish, and terminating in the parish of Burford, in the county of Salop, by a junction with the Tenbury Railway, at or near the east end of the passenger platform of that railway.

And also to cancel the bond given by the Company in respect of the said railways, and to relieve the said Company from all penalties and obligations for or with respect to the non-completion of the said railways, or either of them.

To dissolve the said Company and to make provision for winding up the affairs of the undertaking, and the discharge of the debts and liabilities affecting the same, and for cancelling all contracts and agreements, and for the release of the Company from all liabilities of constructing the railways and works before referred to.

To make all provisions incidental or necessary to the purposes aforesaid, and to vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

Printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1870.

Hargrove, Fowler, and Blunt, 3, Victoria Street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1871.

Metropolitan Street Tramways.

(Westminster Bridge and Battersea Park, &c., Extensions.)

(Construction of Street Tramways in Surrey and Middlesex—Compulsory taking of Lands—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and Powers to Metropolitan Board of Works, Street Authorities, &c.—Working and other Arrangements with other Companies and Bodies—Extension of time for completion of Stockwell Road lines authorised by the “Metropolitan Street Tramway Act 1869”—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 effecting the objects or some of the objects herein-after mentioned, that is to say:—

To authorize and empower the Metropolitan Street Tramways Company (hereinafter called “the Company”), to make and maintain the street tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:—

(1 and 1A). A Tramway No. 1, and a Tramway No. 1A, commencing respectively in the Westminster Bridge Road by junctions with Tramway No. 2, authorized by the “Metropolitan Street Tramways Act, 1870,” at a point about 2 chains east of the authorized termination of that tramway, passing thence respectively in a westerly direction along Westminster Bridge Road, on to and across Westminster Bridge, and along Bridge Street, into and along Great George Street, to its junction with King Street, thence southward along the street leading nearly due south from King Street to Broad Sanctuary, and into and along Broad Sanctuary, and thence into and along Victoria Street, and terminating respectively in Victoria Street, opposite or nearly opposite Artillery Row, the proposed Tramway No. 1 there forming a junction with Tramway No. 2, authorized by the “Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870,” and the proposed Tramway No. 1A, there forming a junction with Tramway No. 1 authorized by the same Act.

The centre lines of the proposed Tramways No. 1 and No. 1A will at their commencement be respectively 4 feet 6 inches from and north of the imaginary centre line of the Westminster Bridge Road, and thence the tramways will gradually diverge from each other until opposite the north-east corner of Stangate, the centre line of each tramway will be 4 feet 6 inches (Tramway No. 1 southward, and Tramway No. 1A northward) from the imaginary centre line of the road, and thence the tramways will gradually further diverge from each other until at a point 3 chains west of the said north-east corner of Stangate, the centre line of each tramway will be 15 feet from the imaginary centre line of the road (Tramway No. 1 being there to the south, and Tramway No. 1A being there to the north of the said imaginary centre line), and thence the centre lines of the proposed tramways will respectively continue at that distance from and on the respective sides aforesaid of the imaginary centre lines of the road across Westminster Bridge to a point 1 chain east of the safety crossing in Bridge-street, opposite the entrance to the Westminster Bridge Station of the Metropolitan District Railway, and thence the centre lines of the tramways, will gradually approach each other until, in the length of 2 chains, the centre lines will respectively reach the distance of 4 feet 6 inches

(Tramway No. 1 to the southward and Tramway No. 1A, to the northward) from the imaginary centre line of the street, continuing respectively at the last-mentioned distance from and on the respective sides last above mentioned of the said imaginary centre line to a point 1 chain east of the safety crossing at the junction of Parliament-street, and Bridge-street, and thence the tramways will again diverge from each other until, at the safety-crossing last aforesaid, their centre lines will attain the distance as to Tramway No. 1 of 12 feet southward, and as to Tramway No. 1A of 7 feet northward from the said imaginary centre line, and thence the tramways will again gradually approach each other until in the length of 1 chain they respectively attain the distance of 4 feet 6 inches (Tramway No. 1 to the south and Tramway No. 1A to the north) from the imaginary centre line of Great George-street, and thence to the termination of the said proposed tramways respectively, the centre line of each tramway will be 4 feet 6 inches from the imaginary centre line of the road, Tramway No. 1 being on the left hand side, and Tramway No. 1A on the right hand side (proceeding from the commencement to the termination of the tramways) of the said imaginary centre line.

(2 and 2A). A Tramway No. 2 and a Tramway No. 2A commencing respectively in the Queen's Road, Battersea Park, at a point about 4 chains north of the intersection of Prince of Wales' Road and Queen's Road, running thence respectively in a southerly direction along Queen's Road and into the Wandsworth Road, and terminating respectively in the last-mentioned road opposite the north-east corner of Cedars Road.

The centre line of each of the proposed Tramways No. 2 and No. 2A will be throughout at the distance of 4 feet 6 inches from (Tramway No. 2 on the east and Tramway No. 2A on the west side of) the imaginary centre line of each of the streets through which they are respectively intended to pass, except that (1) each of the tramways will be laid along the centre of the Wandsworth Road, and (2) for a length of 1 chain at the commencement of the respective tramways, and for a like length at the south end of the Queen's Road the tramways will gradually approach each other until at the common point of commencement of the tramways, and at the south end of the Queen's Road aforesaid each tramway reaches the centre of the road.

(3.) A Tramway No. 3, commencing in the Wandsworth Road by a junction with the proposed Tramways No. 2 and No. 2A, at their termination as above described, passing thence in an easterly direction along Wandsworth Road and across the open space at the east end of that road known as Vauxhall Cross, and thence into Upper Kennington Lane, and terminating in that lane opposite, or nearly opposite, the south-east end of High Street.

From its commencement to a point in the Wandsworth Road 2 chains south of the junction of Miles Street with that road, Tramway No. 3 will be laid along the centre of the Wandsworth Road, and thence the centre line of the tramway will gradually diverge from until, in the length of 1 chain, it reaches the distance of 4 feet from and on the west side of the imaginary centre line of the road, and thence to a point 6 chains north of the junction of Nine Elms with Wandsworth Road, the centre line of the tramway will be laid at the last-mentioned distance from and on the west side of the imaginary centre line of the road, and thence the tramway will gradually approach until, in the length of 1 chain, it reaches the centre of the road, and thence for a further length of 140 yards the tramway will be laid along the centre of the road, and thence will gradually diverge from

until, in the further length of 1 chain, its centre line attains the distance of 4 feet 6 inches from and north-west of the imaginary centre line of the road, and thence to its termination the tramway will be laid at the last-mentioned distance from and on the north-west side of the said imaginary centre line.

(3A.) A tramway or passing-place No. 3A ($2\frac{1}{2}$ chains in length) wholly situate in Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being about $1\frac{1}{2}$ chain, and the point of termination being about 4 chains from and eastward respectively of the intended commencement, as above described, of the said proposed tramway.

Tramway No. 3A will at its commencement be in the centre of the road, and will thence gradually diverge southward until in the length of 1 chain its centre line will attain the distance of 9 feet from and south of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of half a chain, and then again gradually approaching until at its termination the tramway reaches the centre of the road.

(3B.) A tramway or passing-place No. 3B, $2\frac{1}{2}$ chains in length, wholly situate in the Wandsworth-road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being opposite the end of Lambourne-road, and the point of termination being about $2\frac{1}{2}$ chains from and eastward of the end of Lambourne-road aforesaid.

Tramway No. 3B will at its commencement be in the centre of the road, and will thence gradually diverge southward, until, in the length of 1 chain, its centre line will attain the distance of 9 feet from and south of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of half a chain, and thence again gradually approaching until, at its termination, the tramway reaches the centre of the road.

(3C.) A tramway or passing-place No. 3C (3 chains in length) wholly situate in the Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being about 1 chain north-east of the end of North Road, and the point of termination being about 4 chains north-east of the end of North Road.

Tramway No. 3C will at its commencement be in the centre of the road, and will thence gradually diverge southward until in the length of 1 chain its centre line will attain the distance of 9 feet from and south of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until at its termination the Tramway reaches the centre of the road.

(3D.) A tramway or passing-place No. 3D (3 chains in length) wholly in the Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being about $1\frac{1}{2}$ chain south-west, and the point of termination being about $1\frac{1}{2}$ chain north-east of the centre of the bridge carrying the London, Chatham, and Dover Railway over the said road.

Tramway No. 3D will, at its commencement, be in the centre of the road, and will thence gradually diverge until, in the length of 1 chain, its centre line will attain the distance of 9 feet from and south-east of the imaginary centre line of the road, continuing at that distance from and on that side of

the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until, at its termination the tramway reaches the centre line of the road.

(3E.) A tramway or passing place No. 3E ($2\frac{1}{2}$ chains in length) wholly situate in the Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being about $1\frac{1}{2}$ chain south-west and the point of termination being about $1\frac{1}{2}$ chain north-east of the centre of Union Road.

Tramway No. 3E will at its commencement be in the centre of the road, and will thence gradually diverge until in the length of 1 chain its centre line will attain the distance of 9 feet from and north-west of the imaginary centre line of the road, continuing for a length of half a chain at that distance from and on that side of the said imaginary centre line, and thence again gradually approaching until at its termination the tramway reaches the centre line of the road.

(3F.) A tramway or passing-place No. 3F (3 chains in length), wholly situate in the Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3, the point of commencement being opposite the end of Clifton Street, and the point of termination being opposite the end of Southville.

Tramway No. 3F will, at its commencement, be in the centre of the road, and will thence gradually diverge until, in the length of 1 chain, its centre line will attain the distance of 9 feet from and north-west of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until, at its termination, the tramway reaches the centre line of the road.

(3G.) A tramway or passing-place No. 3G (3 chains in length) wholly situate in the Wandsworth Road, commencing and terminating by junctions with the proposed Tramway No. 3 above described, the point of commencement being opposite the end of Devonshire Road, and the point of termination being 3 chains north-east of the last-mentioned road.

Tramway No. 3G will, at its commencement, be in the centre of the road, and will thence gradually diverge eastward, until in the length of 1 chain its centre line will attain the distance of 9 feet from and east of the imaginary centre line of the road continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until at its termination the tramway reaches the centre of the road.

(3H.) A tramway or passing-place No. 3H (3 chains in length) wholly situate in Wandsworth Road, commencing and terminating by a junction with the proposed Tramway No. 3, the point of commencement being about 3 chains south of Luscombe Street, and the point of termination being opposite the end of that street.

Tramway No. 3H will at its commencement be in the centre of the road, and will thence gradually diverge in a westwardly direction until in the length of 1 chain its centre line will attain the distance of 9 feet from and west of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until at its termination the tramway reaches the centre of the road.

(4.) A Tramway No. 4 wholly in the Wandsworth Road aforesaid, commencing and terminating by junctions with the proposed Tramway No. 3

above described, the point of commencement being about 2 chains south of the junction of Miles Street with that road, and the point of termination being about 7 chains north of the junction of Nine Elms with the said road.

The centre line of the proposed Tramway No. 4 will be on the east side of and 4 feet from the imaginary centre line of the road, except that for a length of 1 chain at its commencement, and for a like length at its termination, the Tramway will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

(5.) A Tramway No. 5 commencing in the Wandsworth Road by a junction with the proposed Tramway No. 3 above described at a point about 4 chains from and south-west of the Lamp Standard in the open space called Vauxhall Cross, and thence running in a north-easterly direction along Wandsworth Road and across the open space called Vauxhall Cross aforesaid and into Upper Kennington Lane, and terminating in that lane at a point 9 feet south of the point of termination as above described of the proposed Tramway No. 3.

At its commencement Tramway No. 5 will be in the centre of the Wandsworth Road, and thence the centre line of the tramway will gradually diverge from, until in the length of 1 chain, it attains the distance of 4 feet 6 inches from and south-eastward of the imaginary centre line of the road, and thence to its termination, the centre line of the tramway will continue at that distance from and on that side of the said imaginary centre line.

(6.) A Tramway No. 6 commencing in Upper Kennington Lane by a junction with the proposed Tramway No. 3 at its point of termination as above described; thence running eastwardly along Upper Kennington Lane aforesaid into Kennington Road, and terminating in that road by a junction with Tramway No. 4, authorized by the "Metropolitan Street Tramways Act, 1869" (hereinafter called "the Act of 1869"), opposite the north-west corner of Cleaver Street, at its junction with Kennington Road, otherwise Kennington Cross.

From its commencement to a point opposite the south-east end of Glyn Street Tramway No. 6 will be 4 feet 6 inches from and on the north side of the imaginary centre line of Upper Kennington Lane, and thence the tramway will gradually approach until, in the length of 1 chain, it reaches the centre of the road, and thence, to a point opposite the entrance to King's Head Yard, the tramway will be laid along the centre of Upper Kennington Lane, and thence the centre line of the tramway will gradually diverge from until, in the length of 1 chain, it attains the distance of 4 feet 6 inches from and north of the imaginary centre line of the road, and thence, to a point 30 yards west of the junction of Pilgrim Street with Upper Kennington Lane, the centre line of the tramway will continue at the last-mentioned distance from and on the north side of the said imaginary centre line; and thence the centre line of the tramway will again gradually approach until, in the further length of half a chain, it reaches the distance of 4 feet from and north of the said imaginary centre line; and thence, to a point opposite the end of Cardigan Street, the centre line of the tramway will continue, at the distance of 4 feet, from and northward of the said imaginary centre line, and thence will again gradually diverge from until, in the further length of half a chain, it attains the distance of 4 feet 6 inches from and north-west of the said imaginary centre line; and thence, to its termination, the tramway will continue, at the last-mentioned distance, from and north-west of the said imaginary centre line.

(6A.) A Tramway No. 6A, wholly in Upper Kennington Lane aforesaid, commencing by a junction with the proposed Tramway No. 5 at its intended termination, as above described, running thence in an easterly direction along Upper Kennington Lane, and terminating by a junction with the proposed Tramway No. 6 at a point about 1 chain east of the south-east end of Glyn Street.

The centre line of the proposed Tramway No. 6A will be throughout on the south side of, and 4 feet 6 inches from, the imaginary centre line of Upper Kennington Lane, except that for a length of 1 chain at its termination the tramway will gradually approach until at its termination it reaches the centre of the road.

(6B.) A Tramway No. 6B commencing in Upper Kennington Lane aforesaid, opposite the entrance to King's Head Yard, running thence eastwardly along Upper Kennington Lane and into the Kennington Road, and terminating by a junction with Tramway No. 4A, authorized by the Act of 1869, at a point 9 feet east of the intended termination, as above described, of the proposed Tramway No. 6.

Tramway No. 6B at its commencement will be in the centre of the road, and will thence gradually diverge from, until in the length of 1 chain its centre line attains the distance of 4 feet 6 inches from and south of the imaginary centre line of the road, and thence to a point 30 yards west of the junction of Pilgrim Street, with Upper Kennington Lane the centre line of the tramway, will continue at the last-mentioned distance from and south of the said imaginary centre line, and thence it will gradually approach until in the further length of half a chain it reaches the distance of 4 feet from and south of the said imaginary centre line, and thence to a point opposite the end of Cardigan Street, the centre line of the tramway will be at the last-mentioned distance from and to the southward of the said imaginary centre line, and thence it will again gradually diverge from, until in the further length of half a chain it reaches the distance of 4 feet 6 inches from and south-eastward of the said imaginary centre line, and thence to its termination it will continue at the last-mentioned distance from and south-eastward of the said imaginary centre line.

The proposed Tramways No. 6, No. 6A, and No. 6B, will be in substitution of the Tramway No. 13 authorized by the Act of 1869, and the Bill will confer powers upon the Company to abandon and relinquish the construction of so much of the said authorized tramway as may be rendered unnecessary by the construction of the said proposed tramways.

(7.) A Tramway No. 7, commencing in the Kennington Road, otherwise Kennington Cross, at the point of intended termination as above described of the proposed Tramway No. 6, there forming junctions with that proposed Tramway, and also with Tramway No. 4 authorized by the Act of 1869, running thence into and along Lower Kennington Lane and into Newington Butts, and terminating opposite, or nearly opposite, the end of Peacock Street.

At its commencement the proposed Tramway No. 7 will be 4 feet 6 inches from and on the west side of the imaginary centre line of Kennington Road and in Lower Kennington Lane from its junction with Kennington Road to a point opposite the end of Chester Street the centre line of the tramway will be 4 feet from and on the northern side of the imaginary centre line of the road, and thence the tramway will gradually approach until in the length of 1 chain it reaches the centre line

of the road, and thence to the north-east end of Lower Kennington Lane the tramway will be laid along the centre of the road, and thence the tramway will pass by a curved line to its termination where its centre line will be 4 feet 6 inches from and on the westerly side of the imaginary centre line of Newington Butts.

(7A.) A Tramway No. 7A, commencing in Kennington Road, otherwise Kennington Cross, at the point of intended termination as above described of the proposed Tramway No. 6B, there forming junctions with that proposed tramway, and also with Tramway No. 4A, authorized by the Act of 1869, and passing into and along Lower Kennington Lane, and terminating in that Lane at a point about 1 chain north-east of Chester Street.

The centre line of the proposed Tramway No. 7A at its commencement will be 4 feet 6 inches from and on the east side of the imaginary centre line of Kennington Road, and in Lower Kennington Lane it will be 4 feet from and on the southerly side of the imaginary centre line of the road, except that for a length of 1 chain at its termination, the tramway will gradually approach, until, at its termination, it reaches the centre of the road.

(7B.) A Tramway No. 7B wholly situate in Lower Kennington Lane, commencing and terminating by junctions with the proposed Tramway No. 7 above described, the point of commencement being about 1 chain south-west, and the point of termination being about 2 chains north-east of Hurley Road.

At its commencement Tramway No. 7B will be in the centre of the road, and will thence gradually diverge northward, until in the length of 1 chain its centre line will be 8 feet from and northward of the imaginary centre line of the road, continuing at that distance from and on that side of the said imaginary centre line for the further length of 1 chain, and thence again gradually approaching until at its termination the tramway again reaches the centre of the road.

(7C.) A Tramway No. 7C (2 chains in length), commencing by a junction with the proposed Tramway No. 7, at or near the north-east end of Kennington Lane, and passing thence by a curved line into Newington Butts, and terminating there at a point 9 feet from and eastward of the intended termination as above described of the proposed Tramway No. 7.

The centre line of the proposed Tramway No. 7C will at its commencement be in the centre of Lower Kennington Lane, and at its termination 4 feet 6 inches from and on the east side of the imaginary centre line of Newington Butts.

(8 and 8A.) A Tramway No. 8 and a Tramway No. 8A commencing respectively in the open space above-mentioned at the north end of Wandsworth Road, known as Vauxhall Cross, at a point about $1\frac{1}{2}$ chain south of the south end of High Street Vauxhall (Tramway No. 8 there forming a junction with the proposed Tramway No. 3 above described, and Tramway No. 8A there forming a junction with the proposed Tramway No. 5 above described), passing thence respectively in a northerly direction into and along High Street, and on to and along the Albert (Thames Southern) Embankment, and along Palace New Road and Stangate (to the westward of the open space known as the Triangle, Stangate), and thence westwardly into Westminster Bridge Road, and terminating respectively in that road, at a point 2 chains west of the junction with that road of Stangate and Belvedere Road, Tramway No. 8 there forming a junction with the proposed Tramway No. 1, and Tramway No. 8A there forming a junction with the proposed Tramway No. 1A.

The centre line of each of the Tramways No. 8 and No. 8A will be throughout 4 feet 6 inches (Tramway No. 8 westward and Tramway No. 8A eastward) from the imaginary centre line of each of the streets and roads through which they are respectively intended to pass, except that (1) from the south end of High Street the tramways will gradually approach each other until in the length of 1 chain they respectively reach the centre of High Street, and thence for a further length of $3\frac{1}{2}$ chains each tramway will be laid along the centre of the streets, and thence the tramways will again diverge from each other until in the further length of 1 chain their centre lines respectively again attain the distance of 4 feet 6 inches (Tramway No. 8 westward and Tramway No. 8A eastward) from the imaginary centre line of the street; and, (2), at the termination of the tramways respectively the centre line of each of them will be 15 feet (Tramway No. 8 southward and Tramway No. 8A northward) of the imaginary centre line of Westminster Bridge Road.

The tramways and works proposed to be authorized by the Bill, will be made or pass, from, in, through, or into the parishes and places following, or some of them, that is to say:—Lambeth, otherwise St. Mary, Lambeth, Battersea, Clapham, and Newington, otherwise St. Mary, Newington, in the county of Surrey, and St. Margaret and St. John the Evangelist, Westminster, in the county of Middlesex.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or some other public body or authority, to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company, from time to time, to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any Vestry, District Board, trustees or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To authorize the Company, and all other Companies and persons for the time being lawfully working or using any of the tramways of the Company to run over, work, and use with their carriages, officers, and servants, the Tramways Nos. 1 and 2, and 7 and 8, authorized by the "Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870," or some part or parts of those tramways respectively upon terms to be settled by arbitration, or to be prescribed under the Bill, and to alter and vary the tolls which the Pimlico, Peckham, and Greenwich Street Tramways Company are now authorized to take upon their authorized tramways.

To empower the Company on the one hand, and the Pimlico, Peckham, and Greenwich Street

Tramways Company, and the North Metropolitan Tramways Company, the London Street Tramways Company, or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To empower the Company and any other Company or Companies now authorized, or who may hereafter be authorized, to lay down a tramway or tramways in the same street or streets, or in the same part of any street, to enter into and carry into effect contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of the tramway or tramways of the contracting Companies in such street or streets or parts of streets, and if deemed desirable or necessary, to provide for the appointment of an arbitrator to settle the terms and conditions of such ownership, construction, use, maintenance, management, and working, and to attach penalties to the breach or non-observance of the decision of, or any rules or regulations to be made by, such arbitrator.

To extend the time limited by the "Metropolitan Street Tramways Act, 1869," for the completion of the Tramways Nos. 3, 3A, 3B, and 3C (hereinbefore referred to as the Stockwell Road lines), authorized by that Act.

To extend and apply to the tramways and works to be authorized by the Bill, the powers and provisions, or some of the powers and provisions, of the "Metropolitan Street Tramways Act, 1869," and the "Metropolitan Street Tramways Act, 1870," and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of those Acts, or one of them.

And 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.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the "London Gazette," will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the County of Surrey, at his office at Lambeth in that county, and with the Clerk of the Peace for the County of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice, as published in the "London Gazette," will, on or before the said 30th day of November, be deposited for public inspection as follows, that is, for the parish of Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall in the Kennington Road; for the parishes of Clapham and Battersea, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea Rise;

for the parish of St. Mary, Newington, with the Vestry Clerk of that parish, at his office, Vestry Hall, Walworth Road; and for the parishes of St. Margaret and St. John the Evangelist, Westminster, with the Clerk of the Westminster District Board of Works, at his office at Great Smith Street, Westminster.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Cardiff Improvement.

(Amendment and Consolidation of Acts; Alteration and Increase of Wards, Aldermen, and Councillors; Regulation of Width, &c., of Streets; Erection of Houses; Regulation of Drivers, &c., of Public Carriages; Appointment of Inspector of Weights, &c.; Payment of Fines into the Borough Fund; Sale, &c., of Sewage; Purchase or Lease of Llandaff and Canton Markets, or some of the Tolls, &c.; Enlargement, &c., of Market House, &c.; to exclude the Levying of Turnpike Tolls within the Borough, or within Two Miles thereof; Appointment of Trustees of Wells's Charity; Money Powers; Purchase of Lands; Tolls 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 and to pass an Act to effect the objects and purposes following, or some of them (that is to say):—

1. To alter, amend, extend, and enlarge the powers and provisions of the following Local and Personal Acts, that is to say, the 5th and 6th William IV., cap. 51, intituled "An Act for removing the Markets held in the town of Cardiff, in the county of Glamorgan; and for providing other Market-places in lieu thereof," hereinafter referred to as "The Act of 1835," 7th William IV., cap. 18, intituled "An Act for better Paving, Cleansing, Lighting, and otherwise Improving the town of Cardiff, in the county of Glamorgan" (hereinafter referred to as "The Act of 1837"), "The Public Health Supplemental Act, 1850 (No. 3)," "The Local Government Supplemental Act, 1859 (No. 2)," "The Cardiff Borough Act, 1862," and "The Local Government Supplement Act, 1865;" (No. 5), and all other Acts and Provisional Orders now in force within the limits of the borough of Cardiff, in the county of Glamorgan (in this notice referred to as "the Borough"), or to repeal wholly or in part the powers and provisions of such Acts or any of them, and if so determined, to consolidate and put into one Act such before-mentioned powers and provisions, with alterations and modifications, and to enact other and additional powers and provisions for the good government and management of the borough, and to incorporate into such intended Act, in extenso, or by reference, all or some of the powers and provisions of the following Acts, viz., "The Commissioners Clauses Act, 1847;"

"The Towns Improvement Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Markets and Fairs Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Public Health Act, 1848;" "The Local Government Act, 1858;" "The Local Government Act (1858) Amendment Act, 1861," "The Sewage Utilization Act, 1865;" "The Sanitary Act, 1866;" and any Act amending such Acts, or either of them; the Act of the 5th and 6th years of the reign of his late Majesty William IV, cap. 76, to provide for the regulation of Municipal Corporations in England and Wales, and all Acts amending the same, and all other Acts or parts of Acts in force for the regulation of Municipal Corporations in England and Wales, or for the government of towns and places in the United Kingdom, or in relation thereto.

2. To alter and increase the number of wards into which the borough is at present divided, and to increase the number of the aldermen and councillors of the borough, and to provide for the present aldermen and councillors, and the persons, if any, elected in their stead, being assigned to wards, and for the election or appointment of other aldermen and councillors to make up the additional number to form the town council of the said borough, and to make such provisions as may be necessary with reference to the future preparation and revision of the burgess list, and for future elections, having regard to the proposed alteration in the constitution of the governing body of the said borough:

3. To empower the mayor, aldermen, and burgesses of the borough of Cardiff (hereinafter called "the Corporation"), or the Local Board for the borough of Cardiff (hereinafter called "the Local Board") to exercise the powers, and to carry into effect the objects and purposes following or some of them, that is to say:

To prevent the space about houses being built upon, and to regulate the width, extent, direction, and formation of streets, and the size of rooms and windows in dwelling-houses, and the erection of houses, and to require that all plans and elevations of new houses and buildings shall be submitted to the Corporation or Local Board for approval, and to prevent, without the consent of the Corporation or Local Board, any deviation from approved plans, elevations, and sections, or the occupation of any houses in any new street, until the same shall have been completed, paved, drained, and metalled; and to cause fences to be erected in front of unbuilt-on land, and to enforce contributions towards the formation, paving, draining, and maintenance of streets, roads, and footpaths:

To remove or cause to be removed or discontinued to be used as dwellings dangerous and ruinous buildings and houses, and buildings unfit for habitation or dangerous to health, and for preventing the erection of buildings, or the enclosure of any lands required for public roads and thoroughfares, and for removing and prohibiting all projections or obstructions in any street or thoroughfare:

To stop up, alter, or divert, either temporarily or permanently, all or any roads, passages, thoroughfares, streets, or ways within the said borough which it may be necessary to stop up, alter, or divert for any of the purposes of the intended Act:

To authorize the erection, maintenance, and regulation of houses and other buildings for the residence or occupation of workmen, artisans, and other labouring classes, and to empower the Corporation or Local Board to lease the same on

such terms and conditions as they think fit, or to sell and dispose of the same when built for such price or prices or other consideration as they think fit:

To close any place of amusement which may be declared to be improperly conducted, or which shall not be suited for holding public assemblies, and any gambling houses, and to impose penalties upon and otherwise punish the keepers thereof respectively, and the keepers of brothels or other places of ill fame, and to enter places supposed to be used for such purposes, and to provide a summary remedy for the removal of prostitutes guilty of solicitation in the streets and public thoroughfares:

To alter, amend, and enlarge the powers contained in section 3 of "The Cardiff Borough Act, 1862," with reference to omnibuses, hackney and other carriages, and to give the Corporation or Local Board power to control the owners, drivers, and conductors of omnibuses and other vehicles, and to enable the Corporation or Local Board to prohibit the use of horses and other animals used in the drawing of omnibuses, public vehicles and other carriages, and the harness and fittings which they may deem to be unfit for use, and to require such drivers and conductors to take and renew licences annually, and to empower the Corporation or Local Board to withdraw or suspend the licences of any owner, driver, or conductor for misbehaviour, or breach of the conditions of their licences.

To appoint an inspector or inspectors of weights and measures for the borough, and to extinguish the rights of the justices of the peace for the county of Glamorgan to appoint any such inspector, and also the right of the present inspector of weights and measures for the said county to exercise the powers or to perform any duties within the said borough:

To declare that all fines and forfeitures paid or accruing under any of the before-mentioned Acts or under any Provisional Order relating to the borough, or under the intended Act, shall be paid into and form part of the borough fund of the borough, and be applied as part thereof, and to extinguish the right of the county treasurer to any portion of such fines and forfeitures:

To enable the Corporation or Local Board to irrigate lands or sell and dispose of the sewage of the borough, and to enter into and carry into effect contracts and agreements for the utilization of sewage, and to make and maintain all necessary works for that purpose:

To enable the Corporation or Local Board to purchase or take on lease, and for the Llandaff and Canton District Market Company to sell or demise the whole or any part of the undertaking of the Company, or the whole or any part of their tolls, rents, and charges and any rights, and privileges which they possess in virtue of "The Llandaff and Canton District Markets Act, 1858," and particularly the right to levy tolls and other charges within the borough, and to regulate the hawking and sale of goods within the borough; and so far as may be necessary for any of the objects and purposes of the intended Act, to repeal, alter, and amend all or any of the provisions of "The Llandaff and Canton District Markets Act, 1858."

To enable the Corporation or Local Board to enlarge the west-end entrance to the market house, and to provide increased accommodation or slaughter-houses within the borough, and to licence slaughter-houses, and to prohibit the slaughtering of animals in any place but a licensed slaughter-house, and to enable the

duly authorized servants or agents of the Corporation or Local Board to enter any house or premises suspected of being used for slaughtering purposes, and to impose penalties for using any places for such purposes which are not licensed:

To restrain the trustees of the turnpike roads within the borough from taking tolls within the limits of the borough, or within two miles of such limits, and to compel the removal of all toll-gates within the above-mentioned limits and distance, and to repeal, alter, and extinguish the right to take tolls, rates, and charges within such limits and distance, and to create exemptions from the payment thereof, and to repeal, alter, or amend the Act 7 and 8 Vict., cap. 91, intitled "An Act to Consolidate and Amend the laws relating to Turnpike Trusts in South Wales:"

To appoint trustees, or otherwise provide for the administration of the estate and funds of the charity, founded by the will of Cradock Wells, and commonly called Wells's Charity, within the borough:

To alter and amend section 24 of the "Local Government Act (1858) Amendment Act, 1861," by declaring that such section shall be read as if 50% had been inserted therein instead of 20% with reference to any proceedings instituted by the Local Board:

To enable the Corporation or Local Board to apply to the purposes of the intended Act any funds or moneys now belonging to them respectively, or which they are respectively authorized to raise, and to authorize them respectively to raise additional funds for the purposes of the intended Act by borrowing on the credit of the rates to be authorized by or to arise under the said intended Act, or on the credit of any property of the Corporation or Local Board, or of any rates which they are respectively or may be authorized to levy or to receive, or by bond or by way of annuity, and to enable the Corporation and Local Board respectively to levy rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements, and hereditaments within the borough, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates and assessments which the Corporation and Local Board are respectively now authorized to take, and to levy new rates and duties, and to continue or repeal existing rates and duties, and to confer, vary, or extinguish exemptions from the payment of rates and duties, and to confer, vary or extinguish other rights, privileges, and exemptions:

To diminish the several amounts which the Corporation and Local Board respectively are required to set apart, and to appropriate annually for paying off any moneys borrowed by them respectively, or which they are respectively authorized to borrow, and to extend the time limited for paying off moneys borrowed by the Corporation and Local Board respectively:

To enable the Corporation and Local Board to respectively make and alter bye-laws and regulations for all or any of the objects and purposes of the before-mentioned Acts and of the intended Act, and to impose penalties for the breach of any existing or new bye-laws made by them:

To purchase and acquire lands by compulsion or agreement for all or any of the objects and purposes of the intended Act, and to levy rates, tolls, and charges; and to create exemptions from the payment of tolls, rates, and charges; and to repeal, alter, vary, or extinguish the right

to levy tolls, rates, or charges; and to confer, vary, and extinguish all rights and privileges which would in any way interfere with the objects and purposes of the intended Act.

On or before the 21st day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Geo. Salmon, Town Clerk, Cardiff.

Wyatt and Hoskins, 28, Parliament-street,
Parliamentary Agents.

In Parliament—Session 1871.

Hoylake Railway.

(Re-incorporation of Hoylake and Birkenhead Tramway Company Limited, and vesting in them the undertaking of the Hoylake Railway Company—Dissolution of that Company—Compulsory purchase of property for the purposes of the Hoylake Railway—Construction of Tramways from Birkenhead to Dock Station of Hoylake Railway—Provisions affecting the Creditors and Proprietors of the Hoylake Railway Company—Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next session for an Act to effect the objects, or some of the objects, following, viz.:

To vest absolutely in the Hoylake and Birkenhead Railway and Tramway Company Limited, or in the new Company to be formed by the dissolution and re-incorporation of the shareholders in that Company (both of which Companies are in this notice comprised under the expression, "the new Company") the undertaking, railways, works, lands, and other property, estate, and effects, rights, powers, and privileges, agreements and benefits of agreements of the Hoylake Railway Company, for a price or consideration to be stated in, or determined in manner to be provided by, the intended Act, but free from all debts, liabilities, and obligations of the Hoylake Railway Company, and to authorize the new Company to exercise and fulfil all the rights, powers, and privileges of the Hoylake Railway Company, including the completion of their undertaking, and the fixing, demanding, and recovery of tolls, rates, and charges on the Railways of that Company, and to provide for the dissolution of the Hoylake Railway Company, and the winding up of their affairs, and to authorize the official liquidator of that Company to pay over to the new Company monies due or payable to any creditor who may have been otherwise satisfied by the new Company, and also to pay over to the new Company any balances ultimately remaining in his hands.

To provide for the removal of the receiver under the Court of Chancery, of the undertaking of the Hoylake Railway Company or some part thereof.

To provide that the consideration or price for such vesting as aforesaid, shall or may be paid either in cash or in ordinary or preferential shares or stock or debentures of the new Company, or partly in the one mode or partly in the other, or in such other manner or securities as may be prescribed or authorized by the Bill.

To authorize the new Company, for all or any of the purposes of the intended Act, to apply their new authorized funds, and to define and increase their capital, and to authorize them to raise more money by new shares or stock (preferential or otherwise), and by borrowing.

To prescribe and regulate the application of the money or other consideration aforesaid, and the rights and priorities among themselves of the several classes of debenture-holders, shareholders, and creditors of the Hoylake Railway, to, in, or with respect to the same.

To exempt the new Company from any penalties to which the Hoylake Railway Company are or may be subject, for or in consequence of the non-completion of any part or parts of their authorized railways.

To authorize the new Company to purchase by compulsion or otherwise, for the purposes of the undertaking of the Hoylake Railway Company, so to be transferred to and vested in the new Company as aforesaid, certain lands and houses in the township of Bidston-cum-Ford, in the parish of Bidston, in Cheshire, belonging to Robert Vyner, Esq., which lands and houses were taken by the Hoylake Railway Company, but have since been recovered by him.

To authorize the new Company to make and maintain the street tramways hereinafter described, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively, that is to say:—

- (1.)—A Tramway No. 1, wholly situate in the extra-parochial township or chapelry of Birkenhead, and in the township of Bidston-cum-Ford, in the parish of Bidston, all in the county of Chester, or one of those townships, commencing in the road known as the Woodside Ferry Approach Road, at a point about 24 feet from and northward of the most northerly rail of the existing Birkenhead Tramway, at the eastern end of that tramway, and at a point 90 feet westward from the western entrance to the Woodside Ferry Paygate Buildings, at the eastern end of the said Approach Road, running thence in a south-westerly direction along the said Approach Road, and thence in a north-westerly direction into and along Shore-road, to the junction therewith of Hamilton-street, and thence along Hamilton-street to its junction with Canning-street, and along Canning-street to its junction with Sandford-street, and thence along Sandford-street to its junction with Bridge-street, and westward along Bridge-street to its junction with Marcus-street, and thence along Marcus-street into and westwardly along Corporation-road to its junction with Beaufort-road, and thence along Beaufort-road to the post and rail fence across that road at a point about 400 feet west of Ilchester-road, and thence across property belonging to or reputed to belong to Robert Vyner, Esq., and into and for about 160 feet northwardly along the Wallasey Bridge-road, and terminating in the Dock Station of the Hoylake Railway, abutting on Wallasey Bridge-road aforesaid, at a point about 200 feet west of the west side of Wallasey Bridge-road, and to the southward of the Booking Office of the said Dock Station.

The centre line of the proposed Tramway No. 1 will, at its commencement, and thence for a length of half a chain, be 20 feet from and northward of the imaginary centre line of the Woodside Ferry Approach-road, and will thence gradually approach the said imaginary centre line, until in the further length of 2 chains it reaches the distance of 11 feet northward therefrom, continuing at that distance from and on that side of the said imaginary centre line for the length of another chain, and thence passing by a

curved line into Shore-road, at a point 12 feet from and south-westward of the centre of the lamp standard in that road, opposite the Woodside Hotel, and thence will gradually approach, until at the east end of Hamilton-street it reaches the distance of 4 feet 6 inches from and southward of the imaginary centre line of the street, and thence in Hamilton-street and Canning-street, it will be 4 feet 6 inches from, and southward of the imaginary centre line of the respective streets, and in Sandford-street and Bridge-street, the tramway will be laid along the centre of the respective streets, and in Marcus-street the centre line of the tramway will be 4 feet 6 inches from, and south-westward of the imaginary centre line of the street, and in the Corporation-road the tramway will be laid along the centre of the road, and in Beaufort-road the centre line of the tramway will be 4 feet 6 inches from and south of the imaginary centre line of the road.

- (2.)—A Tramway No. 2, wholly situate in the township or chapelry of Birkenhead aforesaid, commencing in the Woodside Ferry Approach-road aforesaid, by a junction with the proposed Tramway No. 1 at the point of the intended commencement of that described as above, running thence in a south-westerly direction along the said Approach-road, and north-westwardly along Shore-road, and to the junction therewith of Hamilton-street, and thence along Hamilton-street to its junction with Canning-street, and thence along Canning-street, to its junction with Taylor-street, and thence along Taylor-street into and terminating in Bridge-street by a junction with the proposed Tramway No. 1, at or near the western side of Taylor-street aforesaid.

The centre line of the proposed Tramway No. 2 will for a length of $3\frac{1}{2}$ chains from its commencement be 20 feet from and northward of the imaginary centre line of the Woodside Ferry Approach-road; thence passing by a curved line into Shore-road at a point 12 feet from and north-eastward of the lamp standard above-mentioned in that road, and thence will gradually approach until at the east end of Hamilton-street it reaches the distance of 4 feet 6 inches from and northward of the imaginary centre line of the street, and thence in Hamilton-street and in Canning-street up to its junction with Sandford-street the centre line of the Tramway will be 4 feet 6 inches from and northward of the imaginary centre line of the street, and through the remainder of Canning-street to its junction with Taylor-street, and along Taylor-street and in Bridge-street the Tramway will be laid along the centre of the road.

- (3.)—A Tramway (No. 3) wholly situate in the township or chapelry of Birkenhead aforesaid, commencing by a junction with the proposed Tramway No. 1 above described in Bridge-street, at a point about 50 feet east of the junction of that street with Freeman-street, and thence running into and along Marcus-street and into and in a westerly direction along Corporation-road, and terminating in that road by a junction with the proposed Tramway No. 1 at a point opposite or nearly opposite the east side of Cathcart-street.

At its commencement the proposed Tramway No. 3 will be in the centre of Bridge-street, and in Marcus-street the centre line of the tramway will be 4 feet 6 inches from and

north-eastward of the imaginary centre line of the street, and in Corporation-road to a point $1\frac{1}{2}$ chain east of the intended termination as above described of the Tramway, its centre line will be 9 feet from and northward of the imaginary centre line of the road, and thence it will gradually approach until at its termination the Tramway reaches the centre of the road.

- (4.)—A Tramway or passing place No. 4, wholly situate in Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 3 chains east of Vittoria-street and the point of termination being opposite the east side of that street.

The centre line of the proposed Tramway or passing place No. 4 will be throughout at the distance of 9 feet from and northwards of the imaginary centre line of the road, except that for a length of 1 chain at the commencement and for a like length at the termination of the Tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (5.)—A Tramway or passing place No. 5, wholly situate in the Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 3 chains east of Livingstone-street, and the point of termination being opposite the east side of that street.

The centre line of the proposed Tramway or passing place No. 5 will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road except that for a length of 1 chain from the commencement and for a like length from the termination of the Tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (6.)—A Tramway or passing place No. 6, wholly situate in Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 6 chains and the point of termination being 9 chains west of the west side of Livingstone-street.

The centre line of the proposed Tramway or passing place No. 6 will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road, except that for a length of 1 chain from the commencement and for a like length from the termination of the Tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (7.)—A Tramway or passing place No. 7, wholly situate in the Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 3 chains east of Duke-street, and the point of termination being opposite the east side of that street.

The centre line of the proposed Tramway or passing place No. 7 will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road, except that for a length of 1 chain from the commencement and for a like length from the termination of the tramway its centre line will gradually approach, until at the commencement and termination respectively of the tramway it reaches the centre of the road.

- (8).—A Tramway or passing place No. 8, wholly situate in the Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 3 chains east of Wellington-street, and the point of termination being opposite the east side of that street.

The centre line of the proposed Tramway or passing place No. 8 will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road, except that for a length of 1 chain from the commencement and for a like length from the termination of the Tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (9).—A Tramway or passing place No. 9, wholly situate in the Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 3 chains east of the east side of Cavendish-street and the point of termination being opposite the east side of that street,

The centre line of the proposed Tramway or passing place No. 9, will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road, except that for a length of 1 chain from the commencement and for a like length from the termination of the tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (10.) A Tramway or passing place No. 10, wholly situate in the Corporation-road, in the township or chapelry of Birkenhead aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being 6 chains and the point of termination being 9 chains west of the east side of Cavendish-street.

The centre line of the proposed tramway or passing place No. 10 will be throughout at the distance of 9 feet from and northward of the imaginary centre line of the road, except that for a length of 1 chain from the commencement and for a like length from the termination of the Tramway its centre line will gradually approach, until at the commencement and termination respectively of the Tramway it reaches the centre of the road.

- (11).—A Tramway No. 11, commencing in the Corporation-road in the township or chapelry of Birkenhead aforesaid by a junction with the proposed Tramway No. 1 above described, at a point about 2 chains east of the junction of that road with Beaufort-road, and thence running in a north-westerly direc-

tion into and along Beaufort-road to the post and rail fence aforesaid across that road, and thence across land belonging or reputed to belong to Robert Vyner, Esquire, and into and for about 160 feet northward along the Wallasey Bridge-road aforesaid, and terminating at or near the point of termination as above described of the proposed Tramway No. 1.

The centre line of Tramway No. 11 will at its commencement be in the centre of Corporation-road, and in Beaufort-road the centre line of the Tramway will be 4 feet 6 inches from and northward of the imaginary centre line of that road.

And it is proposed by the intended Act to authorize the New Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the intended Act.

To enable the New Company, for all or any of the purposes of the Tramways and works, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings and other conveniences on any such lands.

To enable the New Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the New Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place, upon or along which any of the proposed Tramways may be laid.

To provide for and regulate the user by the New Company, for the purposes of the Bill, of any paving, metalling, or road materials extracted 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.

To reserve to the new Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the New Company, or upon terms to be prescribed by the Bill, the use of the proposed Tramways by persons or corporations other than the New Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the New Company and any other persons or corporations for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the New Company or not) along streets, roads or places in which

the proposed Tramways will be laid, or any part or parts thereof, and along, over, and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the New Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the New Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the New Company.

To enable the New Company 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 to remove or discontinue the use of any Tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township or place mentioned in this Notice, and 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.

To enable the New Company and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend or repeal all or some of the provisions of the following local and personal Acts, or some of them—that is to say, 26 and 27 Vict., cap. 207; 28 and 29 Vict., cap. 236; and 29 and 30 Vict., cap. 186; relating to the Hoylake Railway Company.

Duplicate plans and sections of the proposed tramways and works, and also plans of the lands and houses intended to be taken for the purposes of the undertaking of the Hoylake Railway Company, with books of reference to such plans respectively, 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 Chester, at his office at Chester, and that a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra parochial place from, in, through, or into which the intended tramways and works will be made or pass, or in which any lands and houses intended to be taken are situate, with a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the

parish clerk of some parish immediately adjoining thereto, at his residence.

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, 1870.

Ashurst, Morris, and Co., No. 6, Old Jewry, and No. 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., No. 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Metropolitan Street Tramways.

(Extensions, &c.)

(Construction of Street Tramways in Surrey and the city of London—Compulsory taking of Lands—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and powers to Metropolitan Board of Works, Corporation of London, Street Authorities, &c.—Working and other arrangements with other Companies and bodies—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 effecting the objects or some of the objects hereinafter mentioned, that is to say:—

To authorize and empower the Metropolitan Street Tramways Company (hereinafter called "the Company") to make and maintain the street tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:—

(1 and 1a.) A Tramway No. 1, and a Tramway No. 1a, commencing respectively in the Kennington-park-road, at a point about one chain south of the safety crossing at the junction of Kennington-road with the Kennington-park-road, Tramway No. 1 there forming a junction with the tramway No. 4 authorized by "the Metropolitan Street Tramways Act, 1869," and Tramway No. 1a there forming a junction with Tramway No. 4a authorized by the said Act, passing thence respectively in a north-easterly direction along the Kennington-park-road, Newington-butts, Newington-causeway, Stones-end, Blackman-street, Borough, High-street, Borough, and Wellington-street, Borough, and terminating respectively in the last-mentioned street, to the westward of the safety crossing in that street, opposite the west end of Duke-street.

The centre line of the proposed Tramway No. 1, will be throughout on the left hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of each of the streets through which it is intended to be laid, and the centre line of the proposed Tramway No. 1a, will be throughout on the right hand side (proceeding as aforesaid) of the said imaginary centre line, and the centre line of each tramway will be 4 feet 6 inches from such imaginary centre line; except that (a) from a point opposite the north east corner of Crampton-street, the centre line of Tramway No. 1, will gradually diverge to the north westward from the imaginary centre line of the street, until at a point opposite Newington Church and Church-place, it reaches the distance of 8 feet from such imaginary centre line,

and thence will again gradually approach the said imaginary centre line until, at a point one chain north of Church-place, it again attains the distance of 4 feet 6 inches from the said imaginary centre line; and (b) from a point opposite the north east corner of Crampton-street aforesaid, the centre line of the proposed Tramway, No. 1a, will gradually approach the imaginary centre line of the street until opposite Newington Church and Church-place aforesaid, it approaches within 1 foot of the imaginary centre line, and thence will gradually diverge to the south eastward of the said imaginary centre line until, at the point aforesaid one chain north of Church-place, it again attains a distance of 4 feet 6 inches from the said imaginary centre line; and (c) that at the south end of Newington-causeway the centre lines of each of the proposed Tramways, No. 1 and No. 1a, will be to the westward of the drinking fountain and safety crossing, there Tramway No. 1 being 21 feet, and Tramway No. 1a being 12 feet from the centre of the said drinking fountain and safety crossing (which is for this purpose deemed to be also the centre of the road), and thence the centre line of each tramway will gradually diverge to the eastward until, at a point 2 chains north of the said drinking fountain and safety crossing, the centre line of Tramway No. 1, will be 4 feet 6 inches from and on the left hand side (proceeding as aforesaid) of the imaginary centre line of Newington-causeway, and the centre line of Tramway No. 1a will be 4 feet 6 inches from and on the right hand side (proceeding as aforesaid) of the imaginary centre line; and (d) from the north side of the bridge carrying the Charing-cross Railway over Wellington-street, Borough, the centre lines of the two proposed tramways will gradually approach each other, each of them gradually diverging to the westward of the imaginary centre line of the street until, at the common point of termination of the tramways respectively, the centre line of each tramway will be 14 feet from the imaginary centre line of the street which, for this purpose, is taken to be the centre of the safety crossing aforesaid in Wellington-street, opposite the west end of Duke-street.

(2 and 2a.) A Tramway No. 2, and a Tramway No. 2a, commencing respectively in Wellington-street, Borough, by a junction with the proposed Tramway No. 1a, at or near the centre of the bridge carrying the Charing Cross Railway over that street, proceeding thence in a northerly direction along Wellington-street on to and across London Bridge, and thence along Adelaide-place and King William-street, and terminating respectively in the last-mentioned street opposite or nearly opposite and to the west of the statue of King William the Fourth, situate opposite the east end of Cannon-street.

The centre lines of each of the proposed tramways (Nos. 2 and 2a) will, at the commencement of the respective tramways, be four feet six inches from and on the east side of the imaginary centre line of Wellington-street, Borough, and thence the centre line of each tramway will gradually diverge (Tramway No. 2 to the westward, and Tramway No. 2a to the eastward) until, at the north end of the safety-crossing aforesaid opposite the west end of Duke-street, the centre line of each tramway will be 14 feet from the imaginary centre line of the road; Tramway No. 2 being there to the westward, and Tramway No. 2a being there to the eastward of the said imaginary centre line, and thence the centre line of each tramway will gradually approach the imaginary centre line of the street until

opposite the north-east corner of the Bridge House Hotel the centre line of each tramway reaches the distance of four feet six inches from the said imaginary centre line, and thence the centre line of each tramway will continue at that distance from (Tramway No. 2 to the west, and Tramway No. 2a to the east, of) the said imaginary centre line, to a point $1\frac{1}{2}$ chain southward of the termination of the respective tramways, and thence the centre lines of the tramways will gradually approach each other until at the termination of the tramways respectively, their centre lines will respectively be on the east side of and at the distance of four feet six inches from the imaginary centre line of the street.

(3 and 3a.) A Tramway No. 3 and a Tramway No. 3a, commencing respectively in King William-street, at a point about $1\frac{1}{2}$ chain from, and southward of, the statue of King William the Fourth aforesaid, situate opposite the east end of Cannon-street, there forming respectively junctions with the proposed Tramway No. 2, thence running respectively north-westward along King William-street and across the west end of Lombard-street, and thence into and along Princes-street and into Moorgate-street, and terminating respectively in the last-mentioned street, at or near its south end, and there forming respectively junctions with the tramways numbered 5 and 5a, authorized by the "North Metropolitan Tramways Act, 1870."

At the common point of commencement of Tramways No. 3 and No. 3a, their respective centre lines will be 4 feet 6 inches from and westward of the imaginary centre line of the street, and thence the tramways will gradually diverge from each other until, at a point $1\frac{1}{2}$ chain from their common point of commencement, they will be 9 feet from each other, each tramway being 4 feet 6 inches from (Tramway No. 3 to the westward and Tramway No. 3a to the eastward of) the imaginary centre-line of the street, and thence along that part of King William-street which lies to the northward of Cannon-street the centre line of each tramway will be 4 feet from (Tramway No. 3 to the westward and Tramway No. 3a to the eastward of) the imaginary centre line of the street, and in passing along the west end of Lombard-street the centre line of each tramway will be 4 feet from (Tramway No. 3 to the westward and Tramway No. 3a to the eastward of) the imaginary centre line of that street; and in Princes-street Tramway No. 3 will be laid along the centre of the street, and Tramway No. 3a eight feet from and to the eastward of the imaginary centre line of that street; and at the termination of the tramways their centre lines respectively will be 4 feet 6 inches from and on the west side of the imaginary centre line of Moorgate-street.

(4.) A Tramway No. 4, commencing in King William-street, by a junction with the proposed Tramways No. 2 and No. 2a, at their common point of termination as above described, passing thence by a line curving to the north-westward into and along Cannon-street, and terminating in that street opposite the north-east corner of Dowgate-hill.

The centre line of the proposed Tramway No. 4, will, at its commencement, be 4 feet 6 inches from and to the eastward of the imaginary centre line of the street, and in Cannon-street the tramway will be laid along the centre of that street, except that from a point 100 feet eastward of its termination, the centre line of the tramway will gradually diverge southward from the imaginary centre line of the street

until, at the termination of the tramway, it attains the distance of 9 feet from and southward of the said imaginary centre line.

(4a.) A Tramway, or passing place, No. 4a, wholly situate in Cannon-street, commencing by a junction with the proposed Tramway No. 4, at a point about 3 chains east of the intended termination of that tramway as above described, and terminating at the point of termination, as above described, of the said Tramway No. 4.

Tramway No. 4a will, at its commencement, be in the centre of Cannon-street, and thence its centre line will gradually diverge southward from, until in the length of 1 chain it attains the distance of 9 feet from and south of the said imaginary centre line, and will continue at that distance from and on the south side of the said imaginary centre line to the termination of the tramway.

(5 and 5a.) A Tramway No. 5, and a Tramway No. 5a, commencing respectively in Newington-causeway, at a point opposite the west end of Rockingham-street, and thence passing respectively into and along Southwark-bridge-road, and terminating respectively in that road, at a point about 4 chains north of the end of New Park-street.

From the commencement of Tramways No. 5 and No. 5a, to a point 4 chains south of the junction of Lancaster-street with Southwark-bridge-road, the centre line of each tramway will be 4 feet 6 inches (Tramway No. 5 on the left hand, and Tramway No. 5a on the right hand), proceeding from the commencement to the termination of the tramways, from the imaginary centre line of the street, and thence each tramway will gradually approach, until in the length of 1 chain it reaches the centre of Southwark-bridge-road, and thence for a further length of $2\frac{1}{2}$ chains each tramway will be laid along the centre of the road, and thence the centre lines of the tramways will again diverge from each other, until in the further length of 1 chain they will respectively be 4 feet 6 inches from (Tramway No. 5 to the westward, and Tramway No. 5a to the eastward as aforesaid of) the imaginary centre line of the road, continuing respectively at that distance from and on the respective side as aforesaid of the said imaginary centre line, to a point 1 chain south of their common point of termination as above described, and thence the two tramways will again gradually approach each other, until at their common point of termination they respectively reach the centre of the road.

(6.) A Tramway No. 6, commencing in the Southwark Bridge-road, by a junction with the proposed Tramways No. 5 and No. 5a, at their common point of termination, as above described, and passing thence on to and across Southwark Bridge, into and along Queen-street-place and Queen-street, and terminating in Queen-street at or near its junction with Cannon-street.

From its commencement to a point in Queen-street-place, 4 chains south of the junction of Queen-street-place with Upper Thames-street, Tramway No. 6 will be laid along the centre of the road, and thence will gradually diverge westward from the imaginary centre line of the road until in the length of 1 chain it attains the distance of 4 feet from and west of the said imaginary centre line, continuing at that distance from, and on that side of the said imaginary centre line to a point $1\frac{1}{2}$ chain south of the termination, as above described, of the tramway, and thence gradually approaching until in the length of half a chain it intersects the said imaginary centre line, from which it will again diverge

until at the termination of the Tramway it attains the distance of 4 feet from and east of the said imaginary centre line.

(6a.) A Tramway, or passing place No. 6a wholly on Southwark Bridge, commencing and terminating by junctions with the proposed Tramway No. 6, the point of commencement being 1 chain south, and the point of termination being 1 chain north of the centre of the bridge.

At its commencement, Tramway No. 6a will be in the centre of the roadway of the bridge, and thence will gradually diverge eastward from the imaginary centre line of the roadway, until in the length of 1 chain it attains the distance of 8 feet from and east of the said imaginary centre line, and thence again gradually approaching, until at the termination of the Tramway it reaches the centre of the roadway.

(6b.) A Tramway No. 6b, commencing in Queen-street-place by a junction with the proposed Tramway No. 6, at a point 4 chains south of the junction of Queen-street-place with Upper Thames-street, passing thence northwards along Queen-street-place into and along Queen-street, and terminating in that street at the point of termination, as above described, of the proposed Tramway No. 6.

At its commencement, Tramway No. 6b will be in the centre of the street, and thence will gradually diverge eastward, until in the length of 1 chain it attains the distance of 4 feet from and east of the imaginary centre line of the street, and thence, to the termination of the tramway, its centre line will be at that distance from, and on that side of, the said imaginary centre line.

(7 and 7a.) A Tramway No. 7, and a Tramway No. 7a, commencing respectively in Queen-street, Cheapside, by a junction with the proposed Tramway No. 6, at a point opposite, or nearly opposite, Great Saint Thomas Apostle, passing thence respectively in a northerly direction along Queen-street, to and in an easterly direction along Cannon-street, and terminating respectively in that street, at a point about $1\frac{1}{2}$ chain east of the junction therewith of Dowgate-hill, and there forming respectively junctions with the proposed Tramway No. 4.

The centre line of the proposed Tramway No. 7 will be throughout at the distance of 4 feet from and on the left hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of Queen-street and Cannon-street respectively, except that from a point $1\frac{1}{2}$ chain west of its termination, the tramway will gradually approach, until at its termination it reaches the centre of Cannon-street.

The centre line of the proposed Tramway No. 7a will, at its commencement, be 4 feet from, and on the west side of, Queen-street, and will thence gradually diverge to the eastward, until, at the junction of Queen-street with the south side of Cannon-street, the centre line of the tramway will be at the distance of 4 feet from, and on the east side of, the imaginary centre line of Queen-street, and in Cannon-street the centre line of the proposed Tramway No. 7a will be 4 feet from and southward of the imaginary centre line of the street, except that for a length of $1\frac{1}{2}$ chain from its termination its centre line will gradually approach that of the proposed Tramway No. 7, until at its termination the centre line of Tramway No. 7a will reach the centre of the street.

The tramways and works proposed to be authorized by the Bill will be made or pass from,

in, through, or into the parishes and places following, or some of them, that is to say:—Newington (otherwise St. Mary Newington, Surrey), Lambeth (otherwise St. Mary Lambeth), St. George the Martyr, Southwark, St. Saviour, Southwark, and the Liberty of the Clink, all in the county of Surrey; St. Magnus, London-bridge, St. Michael, Crooked-lane, St. Margaret, New Fish-street, St. Leonard, East Cheap, St. Clement, East Cheap, St. Nicholas Acons, St. Mary Woolnoth, St. Mary Abchurch, St. Mary Woolchurch-haw, St. Christopher Le Stock, St. Mildred, Poultry, St. Margaret, Lothbury, St. Stephen, Walbrook, St. Antholin, St. Mary Aldermary, St. Thomas Apostle, St. John the Baptist, St. Michael, College-hill, St. Mary Bothaw, St. Swithin, London Stone, St. Martin Orgars, St. Martin Vintry, and St. James Garlick-hithe, in the City of London.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with

such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or the Mayor and Commonalty and Citizens of the city of London (hereinafter called "the Corporation"), or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company, from time to time, to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and the Corporation, and any Vestry, District Board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To empower the Company on the one hand and the North Metropolitan Tramways Company, and the Pimlico, Peckham, and Greenwich Street Tramways Company, and the London Street Tramways Company, or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To empower the Company and any other Company or Companies now authorized, or who may hereafter be authorized, to lay down a tramway or tramways in the same street or streets, or in the same part of any street, to enter into and carry into effect contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of the tramway or tramways of the contracting Companies in such street or streets, or parts of streets, and if deemed desirable or necessary, to provide for the appointment of an arbitrator to settle the terms and conditions of such ownership, construction, use, maintenance, management, and working, and to attach penalties to the breach or nonobservance of the decision of or any rules or regulations to be made by such arbitrator.

To extend and apply to the tramways and works to be authorized by the Bill the powers and provisions, or some of the powers and provisions of the Metropolitan Street Tramways Act, 1869, and of the Metropolitan Street Tramways Act, 1870, and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions or some of the provisions of those Acts or one of them.

And 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.

And notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in that county, and with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey, in the said city, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish within the city of London, with the Parish Clerk thereof at his residence, and in case of each such extra-parochial place with the Parish Clerk of some immediately adjoining parish at his residence, and also in the cases of the places hereinafter mentioned, being places within the limits of the metropolis, as defined by the Metropolitan Local Management Act (1855), with the Clerk of the Vestry of each parish in Schedule A to that Act, and with the Clerk of the District Board of Works for each parish in Schedule B to that Act as follows, that is to say, for the parish of Newington with the Vestry Clerk of that parish, at his office at the Vestry Hall, in the Walworth-road, for the parish of Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Kennington-road, for the parish of St. George-the-Martyr, Southwark, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Borough-road, and for the parish of St. Saviour and the Liberty of the Clink, Southwark, with the Clerk of the Board of Works for the St. Saviour's district, at his office at Emmerson-street, Bankside.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be de-

posited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Ashurst, Morris, and Co., 6, Old Jewry, and 22, Abingdon-street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Harwich Harbour Estate and Lands Improvement Company.

(Extension of Time for completion of Works, and Revival and Extension of Time for purchase of Lands; purchase of Additional Lands; Additional Capital; Amendment of Act.)

NOTICE is hereby given, that "The Harwich Harbour Estate and Lands Improvement Company" (who are herein referred to as the Company), intend to apply to Parliament in the next session for leave to bring in a Bill for the following or some of the following, among other purposes, that is to say:—

To amend and enlarge some of the powers and provisions of "The Harwich Harbour (Reclamation of Land) Act, 1866," and to extend the time granted by that Act for the completion of the works thereby authorized, and to revive the powers granted by that Act for the compulsory purchase of lands and other property.

To enable the Company to purchase, and, if need be, by compulsion, certain land in the parish of Dovercourt, in the county of Essex, belonging or claimed to belong to Edgar Walter Garland, Esquire, and which said land adjoins the Great Eastern Railway, and lies to the north of that railway, and a short distance to the east of where that railway crosses the Ramsey River.

To authorize the Company to raise additional capital by shares or stock, and by borrowing, with power to attach to such shares or stock a preference or priority of dividend, or such other rights and advantages as the Bill will define or Parliament may prescribe; and the Bill will alter and regulate the existing capital of the Company and enable the Company to issue any part thereof with any special limit as to the amount of dividend to be payable thereon, and upon such other special conditions as they may think fit, and the Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and it will especially alter and repeal so much of the 33rd section of the before-mentioned Act of 1866 as would or might interfere with the Company acquiring as aforesaid the before-mentioned land in the parish of Dovercourt.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and also of "The Companies Clauses Consolidation Act, 1845," and of "The Companies Clauses Act, 1863."

A plan of the said land in Dovercourt, together with a book of reference to the plan, and a copy of this notice, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex at Chelmsford, and with the parish clerk of Dovercourt, 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 21st day of December next.

Dated this 16th day of November, 1870.

Linklater, Hackwood, Addison and Brown,
7, Walbrook, London, Solicitors for the
Bill.

Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

The Tramways Act, 1870.

NOTICE is hereby given that the Southhall, Ealing and Shepherd's Bush Tram-Railway Company, Limited, intend on or before the 23rd day of December next, to apply to Her Majesty's Board of Trade, under the provisions of the above Act, for a Provisional Order, authorizing and empowering the said Company to construct and maintain, with all necessary and proper works, conveniences, authorities, and privileges connected therewith, a street tramway on the high road from Southall to London, commencing in the Uxbridge-road, in the parish of Norwood, in the county of Middlesex, at a point near to an inn known as the "Red Lion," and thence passing along the same road over the bridge known as the "Brent-bridge," and thence running into the High-street, Hanwell, then along the same road into Ealing, and through the "Old Hat" toll-gate, and the Braodway, and subsequently through the Ealing Common, and thence continuing still along the same road through the High-street, Acton, and through the toll-gate at Acton-vale or Bottom, thence running into Shepherd's Bush, in the parish of Hammersmith, passing along by the Shepherd's Bush Common, and finally terminating in the said Uxbridge-road, at a point opposite, or nearly opposite, the Uxbridge-road station of the West London Junction Railway.

The proposed tramway will be made or pass from, in, through, or into the parishes and districts, or some of the parishes and district, following, that is to say, the district of Southall in the parish of Norwood; the parish of Hanwell; the parish of Ealing; the parish of Acton, and the district of Shepherd's Bush, in the parish of Hammersmith, all of them situate in the county of Middlesex.

The said proposed tramway will from its commencement to its termination be laid in the centre of the said road and streets through which it will pass, except that in the High-street, Acton, at a point opposite, or nearly opposite, the "King's Head" tavern, there the nearest rail of the proposed tramway, will (for a space of 100 feet or thereabouts) be at a distance of 8 feet from and on the north side of an imaginary centre line drawn along the centre of the said street, and that at a point opposite or nearly opposite the western extremity of the Priory wall in the High-street, Acton, aforesaid, the nearest rail of the proposed tramway will (for a space of between 200 and 300 feet) be at a distance of 8 feet or thereabouts, from and on the south side of the said imaginary centre line.

The following are the only places along the line of route where, for the distance of 30 feet or upwards, a less space than 9 feet 6 inches, will intervene between the outside of the foot-path on either side of the road and the nearest rail of the tramway, namely:—At the commencement of the proposed line near the "Red Lion" inn, at Southall, where the intervening space will be 8 feet 10 inches or thereabouts, in the High-street, Acton, commencing at a point opposite or nearly opposite the "King's Head" tavern, where the intervening space will be 7 feet 6

inches or thereabouts, and in the same street commencing at a point opposite or nearly opposite the commencement of the Priory wall, where the intervening space will be 7 feet 8 inches or thereabouts.

And notice is hereby further given, that the owners and occupiers of any houses, shops, or warehouses abutting on part of any of the said places, where a less space than 9 feet 6 inches will intervene between the outside of the foot-path on either side of the road and the nearest rail of the tramway as aforesaid may, if they dissent from the said tramway being laid, express such dissent by a statement in writing, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at any time before the 1st day of January now next ensuing.

And notice is hereby further given, that duplicate plans and sections of the proposed tramway, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, at the Office of the Board of Trade, and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county, and with the Chief Secretary of the Metropolis Road Commissioners, at his office in Craven-street, Strand, in the county of Middlesex; and that a copy of so much of the said plans and sections as relate to each of the parishes and districts from, in, through, or into which the intended tramway and works will be made or pass, and also a copy of the said notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:—For the district of Southall, in the parish of Norwood, with the parish and vestry clerks of the said parish, at their offices, at Southall aforesaid; for the parish of Hanwell, with the parish and vestry clerks of that parish, at their offices at Hanwell aforesaid; for the parish of Ealing, with the parish and vestry clerks of that parish, at their offices, at Ealing aforesaid, and also with the clerk of the district Board of Health of the same parish, at his office in the Albany-court-yard, Piccadilly. For the parish of Acton with the parish clerk of the said parish, at his office in Acton aforesaid, and also with the clerk of the Local Board of Health of the said parish, at his office in the Albany-court-yard aforesaid; and for the district of Shepherd's Bush in the parish of Hammersmith, with the parish clerk of the said parish, at his office in Hammersmith aforesaid, and with the clerk of the Metropolitan Board of Works, at his office in Spring Gardens, Westminster.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or of bringing before them, any objection respecting the application for a Provisional Order, or otherwise may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January now next ensuing.

And notice is hereby further given, that printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the office of the said Company No. 1, Circus-place, Finsbury, in the county of Middlesex.

Dated this 14th day of November, 1870.

Davidsons, Carr, Bannister, and Morriss,
70, Basinghall-street, E.C., Solicitors
for the undertaking.

In Parliament—Session 1871.

North Metropolitan Tramways.

(Power to North Metropolitan Tramways Company to construct New Street Tramways North of the Thames; Tolls; Compulsory Purchase of Lands; Agreements with Street Authorities; Working and other Arrangements with other Companies; Further Capital, and Capital Arrangements; 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 all or some of the following purposes (that is to say):

To enable the North Metropolitan Tramways Company (hereinafter called "the Company") to make, form, lay down, and maintain, the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

Tramway No. 1 and Tramway No. 1A, commencing respectively in the parish of St. Martin Outwich, in the City of London, in Bishopsgate-street Within, at or near the junction therewith of Threadneedle-street, thence passing in a northerly direction along Bishopsgate-street Within, Bishopsgate-street Without, Norton Folgate, High-street, Shoreditch, and Kingsland-road, and terminating in that road in the parish of Saint Leonard, Shoreditch, in the county of Middlesex, at or near the junction of that road with Old-street-road.

The centre lines of Tramway No. 1 and Tramway No. 1A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line, except that the centre line of Tramway No. 1 will, at its commencement, be on the east side of the imaginary centre line, and will thence gradually approach until it intersects the imaginary centre line at a distance of one chain from its commencement, and will thence gradually diverge for a further length of 1 chain to the west of the imaginary centre line, and except that both tramways will, at their termination, be in the centre of the street, and except that at the cab-stands between Houndsditch and New-street, and Half Moon-street and Sun-street, the lamp-standard and safety crossing opposite, the end of Sun-street, and the cab-stand south of the safety crossing opposite the Great Eastern Railway station, the centre lines of the tramways will be at a distance of 9 feet from and on the west and east sides respectively of the imaginary centre line.

Tramway No. 2, commencing in the parish of St. Leonard, Shoreditch, in the Kingsland-road, by a junction with Tramways No. 1 and No. 1A, at their termination, as hereinbefore described, and passing thence along Kingsland-road, and Kingsland High-street, and terminating in that street in the parish of Hackney, at a point 8 chains or thereabouts north of the end of Ball's Pond-road.

The centre line of Tramway No. 2 will be from its commencement to a point in Kingsland-road, 2 chains north of Union-street, in the centre of the street, and will thence for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from, and on the west side of the imaginary centre line, and will so continue to a point in Kingsland High-street, $2\frac{1}{2}$ chains from its termination, whence it will gradually approach until it reaches the imaginary centre line at its termination, except that in passing the urinal and cab-stand at the south end of Kingsland High-street, the centre line of the tramway will be 9 feet from the imaginary centre line.

Tramway No. 2a, commencing in the parish of

St. Leonard, Shoreditch, in the Kingsland-road, by a junction with Tramway No. 2, at a point 2 chains or thereabouts north of the end of Union-street, and passing thence along Kingsland-road and Kingsland High-street, and terminating in that street in the parish of Hackney, at a point 8 chains or thereabouts north of the end of Balls-pond-road.

The centre line of Tramway No. 2A will be at its commencement in the centre of the street, and will thence, for a length of 1 chain, gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, and will so continue to a point $2\frac{1}{2}$ chains from its termination, whence it will gradually approach until it reaches the imaginary centre line at its termination, except that in passing the urinal and cab-stand at the south end of Kingsland High-street the centre line of the tramway will be 9 feet from the imaginary centre line.

Tramway No. 3 and Tramway No. 3A, commencing respectively in the parish of Hackney, in Kingsland High-street, by a junction with Tramways Nos. 2 and 2A, at the hereinbefore described termination of those tramways respectively, and passing thence along Kingsland High-street, Stoke Newington-road, High-street Stoke Newington, and Stamford-hill, and terminating in Stamford-hill, in the parish of Hackney, at or near the end of Upper Clapton-road.

The centre lines of Tramways No. 3 and No. 3A will be at their commencements in the centre of the street, and will thence for a length of 2 chains gradually diverge until they reach a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line, and will so continue to their terminations, except between Draper's-court and Church-street, where the tramways will be in the centre of the street, and except that from a point distant 2 chains from its termination, the centre line of Tramway No. 3 will gradually approach until at a distance of 1 chain from its termination it intersects the imaginary centre line, and will thence gradually diverge to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 4 and Tramway No. 4A commencing respectively in the parish of St. Leonard, Shoreditch, in the City-road, at or near the junction of that road with East-road, (as regards Tramway No. 4 by a junction with Tramway No. 4A authorised by "The North Metropolitan Tramways Act," 1870, and as regards Tramway No. 4A by a junction with Tramway No. 4 authorised by the said Act) thence passing into and along East-road, New North-road, Mintern-street, Bridport-place, across Rosemary-branch-bridge, into and along South-gate-road, across Ball's Pond-road, into and terminating in the parish of St. Mary, Islington, in Mildmay-park at or near the south end thereof.

The centre lines of Tramway No. 4 and Tramway No. 4A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 5 and Tramway No. 5A, commencing respectively in Mildmay-park, in the parish of St. Mary, Islington, at or near the south end thereof, (as regards Tramway No. 5, by a junction with the proposed Tramway No. 4, and as regards Tramway No. 5A, by a junction with the proposed Tramway No. 4A, at their respective terminations, as hereinbefore described), thence passing along Mildmay-park, the carriage road on the east and north sides of Newington-green, into and along Green-lanes, and terminating in the Green-lanes, in the parishes of St. Mary,

Stoke Newington and Hornsey, or one of them, at or near the junction therewith of Seven Sisters-road.

The centre lines of Tramway No. 5 and Tramway No. 5A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line, except that from a point distant 2 chains from its termination, the centre line of Tramway No. 5A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of Tramway No. 5A will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, and except in the carriage-road on the east and north sides of Newington-green, where Tramway No. 5A will be in the centre of the road, and Tramway No. 5 will be on the west side of and at a distance of 9 feet from the imaginary centre line.

Tramway No. 6 and Tramway No. 6A, commencing respectively in Upper-street, in the parish of St. Mary, Islington, at a point $3\frac{1}{2}$ chains or thereabouts south-west of the statue at Islington-green, (as regards Tramway No. 6, by a junction with Tramway No. 2c authorised by "The North Metropolitan Tramways Act, 1870:" and as regards Tramway No. 6A, by a junction with Tramway No. 2 authorised by the said Act,) thence passing along the carriage way on the east side of Islington-green into and along Essex-road and Ball's-pond-road, into and terminating in Mildmay-park, in the parish of St. Mary, Islington, at or near the south end thereof; (as regards Tramway No. 6, by a junction with the proposed Tramway No. 5; and as regards Tramway No. 6A, by a junction with the proposed Tramway No. 5A, at their respective commencements as hereinbefore described).

The centre lines of Tramway No. 6 and Tramway No. 6A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the north-west and south-east sides of the imaginary centre line, except that for a length of $1\frac{1}{2}$ chains north-east of the north-east corner of Islington green, the tramways will be laid in the centre of the street.

Tramway No. 7 and Tramway No. 7A, commencing respectively in Ball's Pond-road, in the parish of St. Mary, Islington, at a point about 1 chain west of the end of Mildmay-park, and passing thence in an easterly direction along Ball's Pond-road, and in a northerly direction into Kingsland High-street, terminating in the parish of Hackney, in that street, at or near the urinal at the south end thereof as regards Tramway No. 7, by a junction with proposed Tramway No. 2, and as regards Tramway No. 7A, by a junction with proposed Tramway No. 2A.

The centre lines of Tramway No. 7 and Tramway No. 7A will be throughout at a distance of 4 feet from and respectively on the north and south sides of the imaginary centre line, except that at their commencements the centre lines of the tramways will be at a distance of $4\frac{1}{2}$ feet from the imaginary centre line and that at their terminations the centre lines of the tramways will be at a distance of 9 feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 8, commencing in the City-road, in the parish of St. Luke, Middlesex, at a point half a chain or thereabouts south of the end of Old-street-road by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways' Act, 1870," and passing thence in an easterly direction into and along Old-street-road into and terminating in Kingsland-road, in the

parish of St. Leonard, Shoreditch, at the point hereinbefore described as the termination of Tramways No. 1 and No. 1a.

The centre line of Tramway No. 8 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line, proceeding from the commencement to the termination of the tramway, except that between Pitfield-street and a point 1 chain east of King-street, and at its termination the tramway will be in the centre of the street.

Tramway No. 8A, commencing in the City-road, in the parish of St. Luke, Middlesex, at a point half a chain or thereabouts south of the end of Old-street-road, by a junction with Tramway No. 4, authorised by "The North Metropolitan Tramways' Act, 1870," and passing thence in an easterly direction into and along and terminating in Old-street-road, in the parish of St. Leonard, Shoreditch, by a junction with Tramway No. 8 at the end of Pitfield-street.

The centre line of Tramway No. 8A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the right-hand side of the imaginary centre line proceeding from the commencement to the termination of the Tramway, except at its termination, where it will be in the centre of the street.

Tramway No. 8B, wholly in the parish of St. Leonard, Shoreditch, commencing in Old Street-road, by a junction with Tramway No. 8, at a point 1 chain east of the end of King's-street, and passing thence in an easterly direction along Old Street-road, into and terminating in Kingsland-road, at the point hereinbefore described as the termination of Tramway No. 8.

The centre line of Tramway No. 8B will be throughout at a distance of $4\frac{1}{2}$ feet from and on the southern side of the imaginary centre line, except at its commencement and termination respectively, where it will be in the centre of the street.

Tramway No. 8C, and Tramway No. 8D, respectively about 2 chains in length, wholly in the parish of St. Leonard, Shoreditch, respectively commencing in Old Street-road, at or near its east end; as regards Tramway No. 8C, by a junction with Tramway No. 8, and as regards Tramway No. 8D, by a junction with Tramway No. 8B, and thence passing in an easterly direction on the north side of the urinal at the north end of High-street, Shoreditch, into and terminating in Hackney-road, at or near its south-west end, as regards Tramway No. 8C, by a junction with Tramway No. 9, and as regards Tramway No. 8D, by a junction with Tramway No. 9A, respectively hereinafter described.

The centre lines of Tramway No. 8C, and Tramway No. 8D, will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north and south sides of the imaginary centre line.

Tramway No. 9 and Tramway No. 9A commencing respectively in High-street, Shoreditch, in the parish of St. Leonard, Shoreditch, at a point $1\frac{1}{2}$ chains or thereabouts south of the urinal situate at the junctions of Old-street-road and Hackney-road with High-street, Shoreditch, and passing thence into and along Hackney-road, Prospect-place, Bishop's-road, across the north end of Approach-road, Seward-stone-road, and Old Ford-road, and terminating in that road in the parish of St. Matthew, Bethnal Green, at a point 3 chains east of Grove-road.

The centre lines of Tramway No. 9 and Tramway No. 9A will be at a distance of $4\frac{1}{2}$ feet from and on the left and right hand sides respectively of the imaginary centre line proceeding from the commencement to the termination of the tramways, except in Hackney-road

between a point 1 chain south-west and 1 chain north-east of Austin-street, and between Crabtree-road and Crabtree-row, and between John-street and Nichol's-square, and between Tuilerie-street and St. Peter's-street, and throughout Bishop's-road where the centre lines of the tramways will be 4 feet from the imaginary centre line, and except that from a point distant 2 chains from its termination the centre line of Tramway No. 9A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination and thence the centre line of Tramway No. 9A will gradually diverge from the imaginary centre line to its termination, when it will be at a distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 10 and Tramway No. 10A, commencing respectively in Mile End-road, in the hamlet of Mile End Old Town, and the parish of St. Matthew, Bethnal Green, or one of them at or near the end of Cambridge-road, as regards Tramway No. 10 by a junction with Tramway No. 5, authorised by the "North Metropolitan Tramways Act, 1869;" and as regards Tramway No. 10A by a junction with Tramway No. 5A, authorised by the said Act, and passing thence into and along Cambridge-road, into and terminating in Cambridge Heath, in the parish of St. Matthew, Bethnal Green, at or near the south end thereof.

The centre lines of Tramway No. 10 and Tramway No. 10A will be throughout at a distance of $4\frac{1}{2}$ feet from and respectively on the west and east sides of the imaginary centre line.

Tramway No. 10B being a short junction curve of 1 chain in length to connect Tramway No. 10 with Tramway No. 9 at the junction of Cambridge-road with Prospect-place.

Tramway No. 10C being a short junction curve of 1 chain in length to connect Tramway No. 10A with Tramway No. 9A at the junction of Cambridge-road with Prospect-place.

Tramway No. 11 and Tramway No. 11A commencing respectively in Hackney-road in the parish of St. Matthew, Bethnal Green at a point 3 chains or thereabouts west of the junction of Hackney-road and Cambridge Heath (as regards Tramway No. 11 by a junction with Tramway No. 9, and as regards Tramway No. 11A by a junction with Tramway No. 9A) thence passing into and along Cambridge Heath, Mare-street, Church-street, Hackney, Lower Clapton-road, and Upper Clapton-road into and terminating in Stamford-hill, in the parish of Hackney, by junctions with Tramway No. 3 and Tramway No. 3A at the hereinbefore described terminations of those Tramways.

The centre lines of Tramway No. 11 and Tramway No. 11A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that at their terminations in Stamford-hill, they will be respectively on the right hand side of the imaginary centre line.

Tramway No. 11B, commencing at the east end of Ball's Pond-road, in the parishes of St. Mary, Islington, and Hackney, or one of them, and passing thence into and along Dalston-lane, Park-road, and in an easterly direction along Richmond-road into and terminating in Mare-street, Hackney, near the east end of Richmond-road, in the parish of Hackney, by a junction with Tramway No. 11.

The centre line of Tramway No. 11B will in Dalston-lane, between Roseberry-place and Queen's-road, be at a distance of $4\frac{1}{2}$ feet from

and on the north side of the imaginary centre line, and in Park-road it will be at the same distance from and on the east side of the imaginary centre line, and in Dalston-lane, between Roseberry-place and Kingsland-road, and in Richmond-road the tramway will be in the centre of the street.

Tramway No. 11C, wholly in the parish of Hackney, commencing in Dalston-lane, by a junction with Tramway No. 11B, at or near the end of Roseberry-place, and passing thence in an easterly direction along Dalston-lane, and in a southerly direction along Park-road, into and terminating in Richmond-road, at or near the south end of Park-road.

The centre line of Tramway No. 11C will be throughout a distance of $4\frac{1}{2}$ feet from and in Dalston-lane on the south side of and in Park-road on the west side of the imaginary centre line, except at its commencement and termination respectively, where it will be in the centre of the street.

Tramway No. 12 and Tramway No. 12A, commencing respectively in Old Ford-road, in the parish of St. Matthew, Bethnal-green, by junctions with Tramway No. 9 and Tramway No. 9A, at the termination thereof hereinbefore described, and passing thence in a southerly direction into and along Grove-road into and terminating in Mile End-road, in the hamlet of Mile End Old Town, at a point about midway between Grove-road and Burdett-road, (as regards Tramway No. 12 by a junction with Tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12A, by a junction with Tramway No. 5, authorised by the said Act.)

The centre lines of Tramway No. 12 and Tramway No. 12A, will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right hand sides respectively of the imaginary centre line proceeding from the commencement to the termination of the tramways, except that Tramway No. 12 will be at its commencement on the right hand side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of 1 chain gradually approach until it intersects the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches the distance of $4\frac{1}{2}$ feet from and on the left hand side of the imaginary centre line.

Tramway No. 12B and Tramway No. 12C commencing respectively in the Mile End-road, at a point about midway between Grove-road and Burdett-road (as regards Tramway No. 12B, by a junction with the tramway No. 5A, authorised by "The North Metropolitan Tramways Act, 1869," and as regards Tramway No. 12C, by a junction with Tramway No. 5, authorised by the said Act), thence passing into and along Burdett-road, into and terminating in East India Dock-road, in the parish of St. Anne, Limehouse, at or near the west end thereof, at the junctions therewith of West India Dock-road and Commercial-road.

The centre lines of Tramway No. 12B and Tramway No. 12C will be at a distance of $4\frac{1}{2}$ feet from and respectively on the left and right-hand sides of the imaginary centre line, proceeding from the commencement to the termination of the tramways, except that at their terminations the centre lines of the said tramways will be respectively 9 feet from the imaginary centre line.

Tramway No. 13 and Tramway No. 13A, commencing respectively in Whitechapel High-street, in the parish of St. Mary, Whitechapel (as regards Tramway No. 13, by a junction with Tramway No. 9, authorised by "The North Metropolitan Tramways Act, 1870," at or near

the end of Commercial-street, and as regards Tramway No. 13A, by a junction with the Tramway No. 9A, authorised by the said Act), at or near the end of Leman-street, and thence respectively passing into and along Commercial-road and East India Dock-road, and terminating in the East India Dock-road at or near the end of Robin Hood-lane, in the parishes of All Saints, Poplar, and St. Leonard's, Bromley, or one of them.

The centre lines of Tramway No. 13 and Tramway No. 13A will be respectively on the north and south sides of the imaginary centre lines, and will be in Commercial-road at a distance of $4\frac{1}{2}$ feet, and in East India Dock-road at a distance of 9 feet from the imaginary centre line, except in passing the lamp standard and safety crossing opposite the end of Church-lane, and the cab-stand between Grove-street and Umberstone-street, both in Commercial-road, where the distance will be 9 feet, and except in passing the toll-houses at the ends of Cannon-street-road and White Horse-street, where the centre lines of the tramways will be respectively at distances of 18 feet and 9 feet from and on the north side of the imaginary centre line, and except also in passing the toll-house near Limehouse-cut, where the centre lines of the tramways will be respectively at a distance of 5 feet from and on the south side of the imaginary centre line, and except that, from a point distant 4 chains from its termination, the centre line of Tramway No. 13A will gradually pass from the said distance of 9 feet from and on the south side of to a distance of 9 feet from and on the north side of the imaginary centre line.

Tramway No. 14, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with the Tramway No. 4 authorised by "The North Metropolitan Tramways' Act, 1870," and thence passing into and along the Goswell-road, Aldersgate-street, and St. Martin's-le-Grand, and terminating in the parish of St. Leonard, Foster-lane, in the city of London, in St. Martin's-le-Grand, at or near its junction with Newgate-street.

The centre line of Tramway No. 14 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except that between Upper Charles-street and Old-street and between Fann-street, and a point 3 chains south of Long-lane the tramway will be in the centre of the street, and except that in passing the cab-stand south of the end of Old-street, the centre line of the tramway will be at a distance of 9 feet from the imaginary centre line.

Tramway No. 14A, commencing in the parishes of St. James and St. John, Clerkenwell, and St. Mary, Islington, or one of them, in the City-road and Goswell-road, or one of them, at or near the junction therewith respectively of High-street, Islington, by a junction with Tramway No. 4A, authorised by "The North Metropolitan Tramways Act, 1870," and thence passing into and along and terminating in Goswell-road, at or near the end of Upper Charles-street in the parishes of St. Luke, Middlesex, and St. James and St. John, Clerkenwell, or one of them.

The centre line of Tramway No. 14A will be

throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that at its termination it will be in the centre of the street.

Tramway No. 14B, wholly in Goswell-road, commencing in the parish of St. Luke, Middlesex, and the extra-parochial place of Charterhouse, or one of them, at or near the end of Old-street, by a junction with Tramway No. 14, and terminating by a junction with the same tramway, in the parish of St. Botolph Without, Aldersgate, and the liberty of Glasshouse-yard, or one of them, at or near the end of Fann-street.

The centre line of Tramway No. 14B, will be throughout at a distance of $4\frac{1}{2}$ feet from, and on the west side of the imaginary centre line, except in passing the cab-stand, south of the end of Old-street, where the distance will be 9 feet, and except at its commencement and termination respectively where the tramway will be in the centre of the street.

Tramway No. 14C, commencing in the parish of St. Botolph Without, Aldersgate, in the city of London, in Aldersgate-street, by a junction with tramway No. 14, at a point 3 chains or thereabouts south of the end of Long-lane, and passing thence along Aldersgate-street into and along and terminating in St. Martin's-le-Grand, at or near its junction with Newgate-street, in the parish of St. Leonard, Foster-lane, in the city of London.

The centre line of Tramway No. 14C will be throughout at a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, except that between Angel-street and a point 50 feet north thereof, and between a point 100 feet south and a point 100 feet north of Little Britain, where the centre line of the tramway will be at a distance of 4 feet from the imaginary centre line, and except at its commencement, where it will be in the centre of the street, and except that from a point, distant 2 chains from its termination, the centre line of Tramway No. 14C, will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of Tramway No. 14C will gradually diverge from the imaginary centre line to its termination, where it will be a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 15 and Tramway No. 15A commencing respectively in Goswell-road, in the parish of St. Luke, Middlesex, and the extra parochial place of Charterhouse or one of them at or near the west end of Old-street (as regards Tramway No. 15 by a junction with Tramway No. 14A, and as regards Tramway No. 15A by a junction with Tramway No. 14) thence passing into and along Old-street, into and terminating in Old-street-road at a point 1 chain or thereabouts east of its junction with City-road, in the parish of St. Luke, Middlesex, as regards Tramway No. 15 by a junction with Tramway No. 8 and as regards Tramway No. 15A by a junction with Tramway No. 8A.

The centre lines of Tramway No. 15 and Tramway No. 15A will be at a distance of $4\frac{1}{2}$ feet from and respectively on the north-west and south-east sides of the imaginary centre line except at their commencements, where the distance from the imaginary centre line will be 9 feet and except between Sycamore-street and St. Domingo-street where the Tramways will be in the centre of the street.

Tramway No. 16, being a short curve about 1 chain in length, wholly in the parish of St. Margaret, Lothbury, in the city of London, commencing in Moorgate-street, at or near the south end thereof by a junction with Tramways

No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their terminations, and thence passing in an easterly direction into and terminating in the centre of Lothbury, at or near the urinal situate near the west end thereof.

Tramway No. 17 and Tramway No. 18, commencing respectively in and at the south end of Moorgate-street, in the parish of St. Margaret, Lothbury, by junctions with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their termination, and passing thence into and along Princes-street, and terminating at the south end of that street, in the parish of St. Christopher-le-Stock, in the city of London.

Tramway No. 17 will be in the centre of Princes-street, and the centre line of Tramway No. 18 will be at a distance of 8 feet from and on the east side of the imaginary centre line.

Tramway No. 19, about 2 chains in length, wholly in the parish of St. Margaret, Lothbury, commencing in Moorgate-street by a junction with Tramways No. 5 and No. 5A, authorised by "The North Metropolitan Tramways Act, 1870," at their terminations, and passing thence into and terminating in the centre of Princes-street, at or near the north end thereof.

Tramway No. 20, a short junction about 2 chains in length, wholly situate in Princes-street, in the parishes of St. Christopher-le-Stock, and St. Mildred, Poultry, commencing by a junction with Tramway No. 17, at a point about 2 chains from its termination, and terminating by a junction with Tramway No. 18 at its termination.

Tramway No. 21, commencing in the parish of St. Botolph Without, Aldgate, in the City of London, in Aldgate High-street, by a junction with the Tramways No. 9 and No. 9A, authorised by the North Metropolitan Tramways Act, 1870, at their terminations, and passing thence into and along Aldgate into and terminating in the parish of St. Katherine Cree Church, in the city of London, in Leadenhall-street, at a point 50 feet or thereabouts west of Aldgate pump.

The centre line of Tramway No. 21 will, from its commencement to Duke-street, be at a distance of $4\frac{1}{2}$ feet from and on the north-west side of the imaginary centre line, and thence in Aldgate to Mitre-street the tramway will be in the centre of the street, and thence the centre line of the tramway will gradually diverge to the southwards to its termination, where it will be on the south side of and at a distance of 11 feet from the imaginary centre line.

Tramway No. 21A, commencing in the parish of St. Botolph Without, Aldgate, in Aldgate High-street, by a junction with Tramway No. 9A, authorised by the last mentioned Act at a point 2 chains or thereabouts north-east of the termination of that tramway, and passing thence along Aldgate High-street and along Aldgate, and terminating in Aldgate in the parishes of St. James Within, Aldgate, St. Katherine Cree Church, and St. Botolph Without, Aldgate, or one of them at a point near the north-west corner of Jewry-street.

The centre of Tramway No. 21A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the south-eastern side of the imaginary centre line, except at the termination of the tramway, it will be in the centre of the street.

Tramway No. 21B, being a short siding about 2 chains in length, commencing in the parish of St. Katherine Cree Church, in Aldgate, by a junction with Tramway No. 21, at or near the end of Mitre-street, and passing in a south-westerly direction into and terminating in Fen-church-street, in the parishes of St. Katherine

Cree Church and St. Katherine Coleman, or one of them, at a point 50 feet or thereabouts south-west of Aldgate pump.

The Tramway No. 21B will at its commencement be in the centre of the street, and thence the centre line thereof will gradually diverge to the northwards to the termination of the tramway, where it will be on the north side of and at a distance of 11 feet from the imaginary centre line.

All or some of the tramways hereinbefore described will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say—St. Mary, Islington, St. James and St. John, Clerkenwell, St. Leonard, Shoreditch, St. Luke, Middlesex, St. Sepulchre, Middlesex, Hackney, Hornsey, St. Mary, Stoke Newington, St. Matthew, Bethnal-green, St. George's in the East, All Saints, Poplar, St. Leonard, Bromley, St. Mary, Whitechapel, Christchurch, Spitalfields, precinct of Old Artillery-ground, St. Botolph Without, Aldgate, St. Ann, Limehouse. The hamlets of Ratcliff and Mile-end Old Town, the liberties of Norton Folgate and Glasshouse-yard, and the extra-parochial place of Charterhouse, all in the county of Middlesex; the parishes of St. Mildred, Poultry, St. Christopher le Stock, St. Margaret, Lothbury, St. Mary, Woolchurch Haw, St. Leonard, Foster-lane, St. Michael le Quern, Christchurch, St. Ann and St. Agnes, St. Botolph, Aldersgate, St. Botolph Without, Aldersgate, St. Martin, Outwich, St. Helen, Bishopsgate, St. Eibelburga, All Hallows, London Wall, St. Botolph Without, Bishopsgate, St. Botolph Without, Aldgate, St. Katherine Cree Church, St. James Within, Aldgate, and St. Katherine Coleman, in the city of London.

Each of the said tramways hereinbefore described will occupy throughout a space of 5 feet 1 inch in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the street (by whatever name known or called) along which the tramway is intended to be laid.

Wher ever it is stated in, or appears from, this notice that the centre line of any tramway will be laid partly on and partly at any distance from the imaginary centre line, or partly at one and partly at another distance from such line, the deviation of the centre line of the tramway from the imaginary centre line to the stated distance, and *vice versa*, and from any one to any other distance will (except where otherwise expressed) be effected within a length of 1 chain by a gradually expanding or contracting distance for that length, as the circumstances require.

To authorize or to authorize and require the Company from time to time to make such crossings, passing places, sidings, junctions, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works of the Company.

To empower the Company and the Metropolitan Street Tramways Company to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance and management of their respective undertakings, or some part or parts thereof, respectively, the providing of rolling and working stock, the appointment, removal,

and payment of officers and seryants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements, made or to be made with respect to any of the matters aforesaid.

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, turnpike roads, highways, public roadways, foot-paths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings and other conveniences on any such lands.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and other charges which the Company are or may be authorized to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To empower the Company to raise more money by new, ordinary, or preference shares, or by borrowing; to make regulations relating to their authorized capital, and to apply their authorized capital to the construction of the works to be authorized by the intended Act.

To reserve to the Company the exclusive right of using on the proposed tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or corporations other than the Company with carriages having flange wheels or otherwise suitable or adapted to run on the tramways, and to authorize and give effect to agreements between the Company and any other person or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To enable the Company 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 to remove or discontinue the use of any tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, Commissioners of the Metropolis Turnpike Roads, or other body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing,

working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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.

To extend and enlarge the powers of the Company with respect to the entering upon streets and roads, and laying down tramways and works therein, and otherwise to incorporate, alter, amend, and extend, or repeal all or some of the provisions of all or some of the following Acts, viz.:—"The North Metropolitan Tramways Act, 1869," "The North Metropolitan Tramways Act, 1870," and "The Metropolitan Street Tramways Act, 1869," and "The Metropolitan Street Tramways Act, 1870," and "The Tramways Act, 1870."

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell in the said county; and with the Clerk of the Peace for the city of London, at his office in the Old Bailey in the said city; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial, and other places from, in, through, or into, which the proposed tramways and works will be made or pass; and also a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November, be deposited for public inspection as follows, (that is to say): as regards the parish of Saint Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington; as regards the parish of Saint James and Saint John, Clerkenwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Upper Rosoman-street, Clerkenwell; as regards the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Town Hall, Old-street-road; as regards the parish of Saint Luke, Middlesex, with the vestry clerk of that parish, at the Vestry Hall of that parish in the City-road; as regards the parishes of Hackney, and Saint Mary, Stoke Newington, with the clerk of the District Board of Works for the district of Hackney, at his office at the Town Hall, Hackney; as regards the parish of Hornsey, with the parish clerk of that parish, at his place of residence; as regards the parish of Saint Matthew, Bethnal-green, with the vestry clerk of that parish, at his office in the Vestry Hall, Church-row, Bethnal-green; as regards the parish of Saint George's-in-the-East, with the vestry clerk of that parish, at his office at the Vestry Hall, Saint George's-in-the-East; as regards the parishes of All Saints, Poplar, and Saint Leonard, Bromley, with the clerk of the District Board of Works for the district of Poplar, at his office 117, High-street, Poplar; as regards the parishes of Saint Mary, Whitechapel, and Saint Botolph Without Aldgate, Christchurch, Spitalfields, the precinct of Old Artillery-ground, and the Liberty of Norton Folgate, with the clerk of the District Board of Works for the district of Whitechapel, at his office in Great Alie-street, Whitechapel; as regards the parishes of Saint Ann, Limehouse, and the hamlet of Ratcliff, with the clerk of the District Board of Works for the district of Limehouse, at his office in

Whitehall-street, Commercial-road; as regards the hamlet of Mile-end Old Town, with the vestry clerk of that parish at his office in the Vestry Hall, Bancroft-road, Mile-end Old-road, as regards the parish of St. Sepulchre, Middlesex, and the liberty of Glasshouse-yard, with the clerk of the District Board of Works for the district of Holborn, at his office, 20, High Holborn, and as regards the parishes of Saint Mildred, Poultry, Saint Christopher-le-Stock, Saint Margaret, Lothbury, Saint Mary Woolchurch Haw, Saint Leonard Foster-lane, Saint Michael le Quern, Christchurch, Saint Ann, and Saint Agnes, Saint Botolph, Aldersgate, Saint Botolph Without, Aldersgate, Saint Martin Outwich, Saint Helen, Bishopgate, Saint Ethelburga, Allhallows, London Wall, Saint Botolph Without, Bishopgate, Saint Botolph Without, Aldgate, Saint Katherine Cree church, Saint James Within Aldgate, and Saint Katherine Coleman, with the parish clerks of those respective parishes at their respective residences; and as regards the extra-parochial place of Charterhouse, with the parish clerk of the adjoining parish of Saint Luke, Middlesex, at his residence.

And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1870.

C. and H. Tahourdin, 1, Victoria-street, Westminster, Solicitors for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Parliamentary Agents.

Upper Trent Purification.

(Constitution and Incorporation of Joint Committee of Local Boards; Scheme for the interception of Sewage in their districts; Joint Committee to make calls; power to Local Boards to Borrow; Advances by Public Works Loan Commissioners; Constitution and Incorporation of Conservancy Board for Purification of the Upper Part of the River Trent and its Tributaries; Limits of intended Act; Prohibition of Sewage and of Obstruction by solid matter; Liability of Lands within limits to Conservancy Tax; other Powers to Conservators; Conservators to enforce provisions of certain Public Acts; Bye-laws; 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 to effect the objects and purposes following, or some of them (that is to say):—

1.—To constitute and regulate a Joint Committee of the Local Boards for the districts of Tunstall, Burslem, Hanley, Newcastle, Stoke, Longton, Fenton, Dresden, East Vale and Smallthorn, all in the county of Stafford (hereinafter called "The Local Boards"), or some of them, and to incorporate the members of such Joint Committee (hereinafter called "The Joint Committee"), to empower them to take, and hold, and to dispose of lands and other property, and to regulate and define their appointment, succession, qualification, retirement, removal powers, duties, and procedure, and the appointment and removal of Auditor, Arbitrator, and other Officers of the Joint Committee.

2.—To define and prescribe the district within which the powers of the Joint Committee may be exercised, such district to include the districts or parts of the districts of all the Local Boards, or of some of them.

3.—To enable the Joint Committee to exercise within their district all the powers of a Local Board respecting sewerage and drainage, and matters connected therewith, and other powers of a Local Board, except the power of levying rates and the power of borrowing money, and other powers consequent thereon; and to make the Joint Committee a Local Board subject to that exception, or otherwise.

4.—To enable and require the Joint Committee to prepare or approve a scheme or schemes of Sewerage for their district, including arrangements for outfall, and distribution of sewage or other proper arrangements, with a view to the purification of the rivers and streams hereinafter mentioned, and to preventing the pollution thereof, and to enable the Joint Committee to direct the execution of the same, or any part thereof, by the Local Boards, or any of them, or to execute the same or any part thereof.

5.—To enable the Joint Committee to determine the proportion in which the several Local Boards shall contribute to the expenditure on any work to be directed or executed by the Joint Committee, and to make on those Boards calls of money in respect of the amount to be so contributed by them, or otherwise to raise money from those Boards.

6.—To enable each of the Local Boards for the purposes of the Bill (notwithstanding any limitation in any Act), to borrow money on their district fund account and general district rates and other property or income, and to raise rates for the purposes of the Bill.

7.—To authorise the Public Works Loan Commissioners to make advances from time to time to the several Local Boards on any security authorised by the Bill.

8.—To provide for the extension from time to time of the provisions hereinbefore described or some of them to the districts of Local Boards, to be from time to time constituted for districts in the county of Stafford, adjoining, or near to any of the districts aforesaid, with or without modification, and with or without an obligation on the Local Board for any district to which the provisions aforesaid are so from time to time extended to contribute to the cost of works theretofore directed or executed by the Joint Committee.

9.—To provide for the Conservancy of the River Trent from its source, in the county of Stafford, to the point where it passes under the Trent and Mersey Canal, and of the rivers or streams following: (namely) the Lyme, the Fowlhay Brook, the Filly Brook, the Foxley Brook, the Longton Brook, and the Gayton Brook, and all streams flowing mediately or immediately into the aforesaid portion of the River Trent (hereinafter called "The Upper Trent"), or into any of the rivers or streams aforesaid (the whole being hereinafter called "The Upper Trent and its tributaries") or of any or either of them.

10. To constitute and incorporate a body of conservators of the Upper Trent and its tributaries (hereinafter called "the Conservancy Board") to empower them to take and hold and dispose of lands and other property, and to regulate and define their election, nomination, succession, qualification, appointment, retirement, removal, powers, duties, and procedure.

11. To define and prescribe the district within which the powers of the Conservancy Board may

be exercised, such district to be comprised within a continuous red line to be drawn on an Ordnance map, showing part of the county of Stafford, to be deposited with the clerk of the peace for such county, subject to a power of restricting the district to be vested in the Conservancy Board by the Bill.

12.—To enable and require the Conservancy Board to preserve and maintain the purity of the water of the Upper Trent and its tributaries, and also (but subject to the lawful exercise of any rights of taking, impounding, or using the water) the flow of the water thereof.

13.—To prohibit or restrict the opening into the Upper Trent and its tributaries, or into any cut, dock, canal, ditch, or channel communicating therewith, of sewers, drains, pipes, or channels.

14.—To prohibit or restrict the discharge of sewage or other offensive or injurious matter into the Upper Trent and its tributaries, or any cut, dock, canal, ditch, or channel aforesaid.

15.—To authorise the stopping up by the Conservancy Board of the outlet of any sewer, drain, pipe, or channel, in respect whereof any offence against the Bill, or any breach of the provisions thereof, is committed.

16.—To prohibit or restrict the throwing into the Upper Trent and its tributaries of live or dead animals, filth, or noisome things, and the washing or cleansing therein of animals, cloth, wool, leather, skins, or other things.

17.—To prohibit the placing of any manure heap or other collection of offensive or injurious matter on or near the banks of the Upper Trent and its tributaries.

18.—To protect the Upper Trent and its tributaries against the placing therein of gravel, stones, earth, mud, ashes, rubbish, refuse, or other substance, or the doing of any act that would or might lead to the placing or coming therein of any substance as aforesaid.

19.—To prohibit or restrict the dredging, digging, or raising of substances from the bed of the Upper Trent and its tributaries, and to enable the Conservancy Board to license such acts in proper cases and to charge fees for such licences.

20.—To enable the Conservancy Board to levy a tax or rate on all or any of the lands within their district.

21.—To authorise and give effect to agreements between the Conservancy Board and any company, corporation, trustees, commissioners, undertakers, board, vestry, body, or person mentioned or referred to in this notice, with reference to any of the objects of the Bill.

22.—To enable the Conservancy Board to enter upon any lands within their district, for purposes of examination or inspection, in the cases and subject to the restrictions to be stated and contained in the Bill.

23.—To enable the Conservancy Board from time to time to make, alter, and vary bye-laws for any of the purposes of the Bill, either in addition to any provisions of the Bill, as hereinbefore described, or in lieu thereof, and for the regulation, management, and improvement of the Upper Trent and its tributaries, and for the government and regulation of the officers and servants of the Conservancy Board, and otherwise in relation to the Upper Trent and its tributaries.

24.—To attach penalties to the breach or non-observance of any of the provisions of the Bill, or of any such bye-laws, and to empower the Conservancy Board to impose penalties by such bye-laws.

25.—So far as may be necessary for all or any of the purposes aforesaid, to repeal, alter, or

amend, or to restrict, or alter, the operation of the whole, or any part of the provisions of the following Acts, viz: "The Public Health Act, 1848," "The Public Health Supplemental Act, 1850 (No. 3)," "The Public Health Supplemental Act, 1855," "The Local Government Act, 1858," the following Acts confirming Provisional Orders under "The Local Government Act, 1858," viz., 25 and 26 Vict., cap. 25; 29 and 30 Vict., caps 24 and 106; and 32 and 33 Vict., cap. 124; the Public Act 2 and 3 Vict., cap. 15; and the following local and personal Acts relating respectively to the Boroughs of Newcastle-under-Lyme, Henley, and Longton, the towns of Fenton, Stoke-upon-Trent, Burslem, and Tunstall, forming the district called the Staffordshire Potteries, and the River Trent Navigation, viz., 59 George 3, cap. 71; 6 George 4, cap. 73; 9 George 4, cap. 28; and 2 and 3 Vict., cap. 44; and all other Acts and all Provisional Orders, Charters, or Grants, which might impede or interfere with the carrying into full and complete effect the objects and purposes of the said Bill.

26.—To incorporate all or some of the provisions of the Commissioners Clauses Act, 1847, and of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and of the other Clauses Consolidation Acts, of 1845 and 1847 and other years.

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, 1870.

Dated this Tenth day of November, One Thousand Eight Hundred and Seventy.

Wards & Coopers, Newcastle-under-Lyme,
Solicitors.

Loch & Maclaurin, 8, Great George-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1871.

Sutton and Cheam Waterworks.

(Re-incorporation of Sutton and Cheam Water Company, Limited, with powers to maintain and extend existing Works, and to supply Sutton, Cheam, and other places in Surrey with Water.)

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 all or some of the following, among other purposes, that is to say:—

1. To incorporate by the same or some other name The Sutton and Cheam Water Company, Limited (hereinafter referred to as the Company), and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

2. To dissolve the Company as it now exists, and to cancel the Memorandum and Articles of Association under which the Company are acting, and to confer upon the Company powers for supplying with water the parishes and places of Sutton, Cheam, Carshalton, Wallington, Beddington, Morden, Banstead, Woodmansterne, Ewell, and Cuddington, all in the county of Surrey.

3. To authorize the Company to hold lands, and to maintain, and from time to time to renew and enlarge their existing works, all of which

are situate in the parishes of Sutton, Cheam, Carshalton, Wallington, Beddington, Morden, and Banstead, in the said county, and which said works are the following:—

- (1.) A pumping station with a well or shaft and other works, situate between the Carshalton-road and the Myrtle-road, in the parish of Sutton aforesaid, on a piece of land belonging to the Company, bounded on the north and east by a chalk pit and limekiln, belonging to Mr. Henry Clowser; on the south by a piece of land belonging to the Company; and on the west by lands the property of Mr. Charles E. Butler.
 - (2.) A reservoir (herein referred to as No. 1), situate in the parish of Sutton, on the west of and adjoining the turnpike road leading from Sutton to Reigate, on a piece of land belonging to the Company, bounded on the north by an occupation road belonging to John Thomas Overton, Esquire, and on the west and south by lands, the property of Mr. George Frederick Hudson.
 - (3.) A reservoir (herein referred to as No. 2) situate on Banstead-common, in the parish of Banstead aforesaid, on a piece of land belonging to the Company on the west of and adjoining the turnpike road leading from Sutton to Reigate, bounded on the north by the parish highway known as Cheam-lane, and on the south and west by Banstead-common.
 - (4.) A main pipe or aqueduct in the parish of Sutton, commencing at the pumping station above described, and terminating at the reservoir No. 1.
 - (5.) Another main pipe or aqueduct, commencing in the turnpike road leading from Sutton to Reigate, at the point where the last-mentioned main pipe joins Reservoir No. 1, passing from thence along the said turnpike road in the said parishes of Sutton and Banstead, and terminating at Reservoir No. 2.
4. To make and maintain the following new works in the said parishes of Sutton and Banstead:—
- (1.) A main pipe or aqueduct in the parish of Sutton, commencing at the pumping station before described, and terminating at a junction with the first-mentioned main pipe at the point where it joins the second main pipe above described.
 - (2.) A reservoir (herein referred to as No. 3) upon land belonging to and in the occupation of the Earl of Egmont, situate in the said parish of Banstead, on the west of and adjoining the turnpike road leading from Sutton to Reigate, about 260 yards to the south of its junction with a road leading to Banstead-court farm, and bounded on the north, west, and south by lands belonging to the said Earl of Egmont.
 - (3.) A main pipe or aqueduct in the said parish of Banstead, commencing by a junction with the second main pipe above described, at or near the point at which it joins Reservoir No. 2, and terminating at Reservoir No. 3.
5. To construct and maintain all needful wells, cuts, and shafts, drains, engines, tunnels, works and conveniences in connection with all or any of the before-mentioned works,

6. To enable the Company to take, use, and appropriate all such springs and streams as have been, or may be found in, upon, or under any lands acquired or held by the Company, or to be acquired by them under the powers of the said Bill; also to purchase lands and other property, compulsorily and by agreement.

7. To enable the Company to levy rates and charges in respect of the water supplied, or to be supplied by them, and if necessary to alter the existing rates and charges, and to authorize the Company to supply water by meter.

8. To enable the Company to maintain, alter, or renew any existing mains and pipes, or other works, within the limits of the Bill, and from time to time to lay down and maintain mains and pipes in, through, across, along, or under streets, roads, lanes, waters, bridges, and other passages and places within the said limits, and to break up and interfere with streets, roads, lanes, bridges, and other passages and places, and also with any sewers, drains, and pipes.

9. To alter and regulate the capital of the Company and its distribution into shares and the appropriation thereof amongst the shareholders, and to enable the Company to raise further capital by shares or by stock, and by borrowing, and to attach, if they think fit, to such shares or stock, or to any part thereof, a preference or priority of dividend or other advantage over the existing shares of the Company.

10. The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and "The Waterworks Clauses Acts, 1847 and 1863;" and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Plans and sections showing the line or situation and levels of the works, and the lands in or through which they will be maintained and laid, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, 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 the county of Surrey, at his office, in North-street, Lambeth; 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 parish, in or through which the works will be maintained or made, or in which any lands or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each parish, 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 21st day of December next.

Dated this 4th day of November, 1870.

T. H. Devonshire, 1, Frederick's-place,
Old Jewry, Solicitor.

Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1871.

Pimlico, Peckham, and Greenwich Street Tramways (Extensions, &c.).

(Construction of new Lines to Somerset House and the City of London—Compulsory taking of Lands, &c.—Tolls—Provisions for use of Tramways and Streets traversed—Agreements with and Powers to Metropolitan Board of Works, Corporation of the City of London, and Street Authorities, &c.—Working and other Arrangements with other Companies and Bodies—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 effecting the objects, or some of the objects, hereinafter mentioned, that is to say:—

To authorize and empower the Pimlico, Peckham, and Greenwich Street Tramways Company (who are hereinafter referred to as "the Company"), to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this Notice of any proposed tramway or tramways is to be read in connection with and subject to the following general description and interpretation:—

Note 1.—The expression "centre line" used with reference to any street is intended to mean an imaginary line drawn along the centre of the street.

Note 2.—All distances given from the tramway to the centre line of any street, or to any other point, are to be taken as measured from the centre of the particular tramway.

Note 3.—(General description of centre lines of each pair of tramways forming a double line.)—Where two tramways are described under the same number, but one of them is further distinguished by the letter (A) (as for example Tramway No. 1 and Tramway No. 1A), the pair of tramways forms an up and a down line, the up line being distinguished by the number alone (as Tramway No. 1), and the down line by the number and letter (as Tramway No. 1A); the up line being in each case the left-hand line, and the down line in each case the right-hand line proceeding from the commencement of the tramways. For the purpose of effecting a junction between the up and the down lines the two tramways will (unless otherwise stated) be arranged thus at their commencement and termination respectively. They will both commence at a common point four feet six inches from and on the right-hand side of the centre line of the street, and for a length of half a chain from their commencement they will occupy the same ground and continue at the distance of four feet six inches from the centre line of the street. Thence the up line will gradually diverge from the down line until in the length of $1\frac{1}{2}$ chain from the common point of commencement the two tramways are nine feet from each other, the centre of each being four feet six inches from the centre line of the street. In like manner the pair of tramways will terminate at a common point on the left-hand side (proceeding from the commencement of the tramways) of, and four feet six inches from the centre line of the street, and reckoning backwards from such common point of termination the two tramways will for half a chain occupy the same ground and continue at the distance of four feet six inches from the centre line of the street, and thence the down line will gradually diverge from the up line until in the length of $1\frac{1}{2}$ chain, still reckoning backwards from the common point of termination, the two tramways are nine

feet from each other, the centre of each being four feet six inches from the centre line of the street. Except so far as is implied by the above description, or as may be otherwise stated in the case of any particular tramway, the up line will be throughout on the left hand side, and the down line will be throughout on the right hand side (proceeding in each case from the commencement of the tramways) of the centre line of each of the streets along which the tramways are intended to be laid, and, except as aforesaid and except at the points specially mentioned below in the case of any particular tramway, each tramway will be throughout at the distance of four feet six inches from the centre line of the street.

Note 4.—Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Note 5.—Every tramway will (unless otherwise stated) be four feet six inches from the centre line of each street through which it will pass. The expression "exceptional distance" used with reference to the distance of any tramway from the centre line of the street, means a distance of more or less than four feet six inches. Where at any point any tramway is stated to be at an exceptional distance from the centre line of the street, the tramway will be laid for a length of one chain on each side of such point at a gradually increasing or diminishing distance (as the case may be) from the centre line of the street, so as in that length to make up the difference between the distance of four feet six inches, and the exceptional distance. But, if within two chains on either side of the point at which any such exceptional distance occurs, another point occurs at which the tramway is also at an exceptional distance from the centre line of the street, the tramway will be laid between the two points at a distance from the centre line of the street, gradually varying from the one exceptional distance to the other.

The tramways proposed to be authorized by the Bill, are as follows, viz.:—

(1 and 1A St. George's Circus to Wellington Street, Strand.)

(1 and 1A.) A Tramway No. 1 and a Tramway No. 1A, commencing respectively in the Westminster Bridge Road, at its junction with the west side of St. George's Circus (there forming respectively junctions with the Tramway numbered 12, authorized by the "Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870," hereinafter referred to as "the Company's Act of 1870,") and running thence in a westerly direction along Westminster Bridge Road into and along Waterloo Road and on to and across Waterloo Bridge and into Wellington Street, Strand, and terminating respectively in that street at a point about 90 yards north of the northern toll-gate on Waterloo Bridge.

At the following points Tramway No. 1 and Tramway No. 1A will respectively be at the exceptional distances specified below from the centre line of the street

Exceptional Distances.	Ft. in.
At the safety crossing at the south-eastern end of Waterloo Road	9 0
Between Lower Marsh and the southern side of Aubin Street	8 0

At the safety crossing in Waterloo Road opposite the east end of York Road .. 9 0
 For the whole length of Waterloo Bridge between the southern and northern toll-gates thereon 9 9

(2 and 3, Bricklayers' Arms to St. George's Church, Borough.)

(2 and 3.) A Tramway No. 2 and a Tramway No. 3, commencing respectively in the Old Kent Road, at a point about 58 yards south-east of the junction therewith of the New Kent Road (Tramway No. 2 there forming a junction with the Tramway No. 26 authorized by the Company's Act of 1870, and Tramway No. 3 there forming a junction with Tramway No. 25, authorized by the same Act), and running thence respectively in a north-westerly direction along the Old Kent Road into and along Great Dover Street, and in a northerly direction into Borough High Street, and terminating respectively in the last-mentioned street at a point about 85 yards north of the junction of Great Dover Street with Borough High Street aforesaid.

Tramway No. 2 will be throughout on the western side, and Tramway No. 3 will be throughout (except as hereinafter stated) on the eastern side of the centre line of the respective streets through which the tramways will pass.

At the following points Tramway No. 2 will be at the exceptional distances specified below from the centre line of the street:—

	Distance of Tramway from centre line of Street.
	Ft. in.
At commencement of tramway ..	9 0
At 40 yards north-west of commencement	11 0
Between Napier Street and north-west end of Great Dover Street .	8 0

At the following points Tramway No. 3 will be at the exceptional distances specified below from the centre line of the street:—

	Distance of Tramway from centre line of Street.
	Ft. in.
At commencement of tramway ..	9 0
At 40 yards north-west of commencement	11 0
Between Napier Street and the north-west end of Great Dover Street	8 0
Between two points $1\frac{1}{2}$ chain and $\frac{1}{2}$ a chain respectively, south of termination of tramway	From 4 ft. 6 in. on the east side of the centre line of the street at the former point, to 4 ft. 6 in. on the west side of the centre line of the street at the latter point.
At termination of tramway .	4 ft. 6 in. west of the centre line of the street.

(4 and 4A, St. George's Church, Borough, to London Bridge.)

(4 and 4A.) A Tramway No. 4, and a Tramway No. 4A, commencing respectively in the Borough High Street, at a point about 42 yards north of the junction with that street, of Great Dover Street, and passing thence respectively in a northerly direction along Borough High Street, and terminating respectively in Borough High Street aforesaid, to the westward of the safety crossing opposite the west end of Duke Street.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 4 and 4A, except that (1) at the following points the tramways will respectively be at the exceptional distances specified below from the centre line of the street:—

Exceptional Distances:

	Ft. in.
At 65 yards north of Union Street ..	2 3
At 80 yards north of Union Street ..	3 0
At 145 yards north of Union Street ..	3 10
Between St. Thomas's Street and a point 115 yards north of it:—	
Tramway No. 4	2 6
Tramway No. 4A	6 6

And (2) at the common point of termination each tramway will be 15 feet instead of 4 feet 6 inches from and west of the centre line of Borough High Street (which for this purpose is taken to be the centre of the safety crossing above mentioned), and at the distance of $1\frac{1}{2}$ chain reckoning backwards from the said common point of termination the tramways will be 9 feet from each other, but Tramway No. 4 will be 2 feet 6 inches instead of 4 feet 6 inches westward, and Tramway No. 4A, 6 feet 6 inches instead of 4 feet 6 inches eastward from the centre line of the street.

(5 and 5A Borough to Moorgate Street.)

(5 and 5A.) A Tramway No. 5 and a Tramway No. 5A, commencing respectively in Borough High Street aforesaid, at a point about 2 chains south of the safety crossing above mentioned, opposite the west end of Duke Street, running thence in a northerly direction along Borough High Street, on to and across London Bridge, and into and along King William Street, and along the west end of Lombard Street, and thence into and along Prince's Street and Moorgate Street, and terminating respectively in the last-mentioned street, at a point about 2 chains north of its south end, and there forming respectively junctions with the Tramway numbered 5A, authorized by the "North Metropolitan Tramways Act, 1870."

The general description of centre lines given above (Note 3), applies in the case of the Tramways Nos. 5 and 5A except that (1) the common point of commencement of the tramways will be 6 feet 6 inches from and east of the centre line of Borough High Street, and at the distance of $1\frac{1}{2}$ chain from such common point of commencement the tramways will be 22 feet instead of 9 feet from each other, the centre of each tramway being 11 feet instead of 4 feet 6 inches from the centre line of the street; and thence each tramway will further diverge (Tramway No. 5 to the westward, and Tramway No 5A to the eastward) from the centre line of the street, until at the safety crossing above-mentioned opposite the west end of Duke Street, each tramway will be 15 feet from the centre line of the street, and (2) in King William Street, between Cannon Street and St. Swithin's Lane, each tramway will be 4 feet from the centre line of the street; and (3) in crossing the open space from Lombard Street to Prince's Street, each tramway

will be 10 feet (Tramway No. 5 westward, and Tramway No. 5A eastward) from the centre of the two safety crossings there; and (4) from a point in Prince's Street 27 yards to another point 82 yards north-west respectively of the south-west corner of the Bank of England, Tramway No. 5 will gradually diverge eastward from 4 feet 6 inches west of the centre line of the street at the former point to 3 inches east of the centre line of the street at the latter point; and Tramway No. 5A will gradually diverge from 4 feet 6 inches east at the former point to 8 feet 3 inches east at the latter point from the centre line of the street, and thence to a point west of the north-west corner of the Bank of England, each tramway will again gradually approach the centre line of the street, until at the last-mentioned point, Tramway No. 5 reaches the centre line of the street, and Tramway No. 5A reaches the distance of 8 feet from and east of the said centre line of the street.

(6. City Loop.)

(6.) A Tramway, No. 6, commencing by a junction with the proposed Tramway No. 5A, above described, in King William Street, at a point about 32 yards south of the Statue of King William the Fourth, at the junction of King William Street with Eastcheap, running thence in a north-westerly direction along King William Street and into and along Cannon Street to a point 40 yards west of Queen Street, and thence passing by a line curving northward into Queen Victoria Street, and thence along that street and across the east end of the Poultry into and along Mansion House Street, and thence in a south-easterly direction along the north-west portion of Lombard Street into and along King William Street, and terminating by a junction with the proposed tramway No. 5A at the point at which the Tramway No. 6 now describing is intended to commence as aforesaid.

Tramway No. 6 will at its commencement and thence for a length of half a chain be 4 feet 6 inches from and on the east side of the centre line of King William Street, and will thence diverge north-westward for the length of 1 chain until it attains the distance of 4 feet 6 inches from and westward of the centre line of the street, and thence will pass by a line curving to the north-westward into Cannon Street, and in Cannon Street as far as Queen Street, the tramway will be 3 feet from and on the south side of the centre line of the street (except that opposite the safety crossing at the north end of Dowgate Hill, the tramway will be 8 feet from the centre line of the street attaining that distance and again reaching the distance of 3 feet from the centre line of the street in the length of half a chain on each side of the said safety crossing), and from Queen Street the tramway will gradually diverge further southward until at a point 40 yards west of Queen Street it reaches the distance of 4 feet six inches from and south of the centre line of the street, and in Queen Victoria Street the tramway will be 4 feet 6 inches from and on the north-west side of the centre line of the street, except that from the safety crossing west to the safety crossing east of Watling Street, and again at the safety crossing at the north-east end of Queen Victoria Street the tramway will be 9 feet from and north-west of the centre line of the street, and in Mansion House Street, and the north-west end of Lombard Street, the tramway will be 4 feet 6 inches from and north of the centre line of the street, and in that part of King William Street which lies to the north of Cannon Street the tramway will be 4 feet from and north-east of the centre line of the street, and in that part of King William Street which lies to the south of Cannon Street,

the tramway will be 4 feet 6 inches from and east of the centre line of the street.

(7 and 7A, Blackfriars to City.)

(7 and 7A.) A Tramway No. 7 and a Tramway No. 7A, commencing respectively in the Blackfriars Road at a point 20 yards north of Stamford Street, there forming respectively junctions with the Tramway No. 9 authorized by the Company's Act of 1870, running thence respectively northward along Blackfriars Road on to and across Blackfriars Bridge and into and along Chatham Place, and thence into and along the new street now in course of construction from Blackfriars Bridge to Cannon Street (which new street or the north-eastern portion thereof is commonly known as New Earl Street) and thence into Queen Victoria Street, and terminating respectively in the last-mentioned street at a point about 50 yards east of Bow Lane.

The general description of centre lines given above (Note 3) applies in the case of Tramways Nos. 7 and 7A except that (1) at the distance of $1\frac{1}{2}$ chain from the common point of termination of the tramways, the tramways will have attained the distance of 16 feet instead of 9 feet from each other, the centre line of each tramway being 8 feet instead of 4 feet 6 inches from the centre of the street, and (2) at the following points the tramways will respectively be at the exceptional distances specified below from the centre line of the street.

Exceptional Distances.

	Ft. in.
In Chatham Place, New Bridge Street, Blackfriars, between two points 63 yards and 36 yards respectively, south of William Street	8 0
In New Earl Street, between two points 50 yards and 92 yards respectively, east of Bread Street	2 10
Opposite Bow Lane	5 6

(8 to 10. Sundry Junctions.)

(8.) A Tramway (No. 8) commencing in Mansion House Street by a junction with the proposed Tramway No 6 above described at a point about 18 yards north-east of the north-west corner of the Mansion House, running thence for a length of about 40 yards by a line curving to the north-eastward, and terminating in and at the south end of Prince's Street by a junction with the proposed Tramway No. 5, above described.

(9.) A tramway (No. 9) commencing in the Walworth Road by a Junction with the Tramway No. 21 authorized by the Company's Act of 1870, and passing along that road in a northerly direction for a length of $\frac{1}{4}$ of a chain, or thereabouts, and curving thence in a north-westerly direction into and along Short Street, and again curving in a north-westerly direction into and along Newington Butts, and passing along that street in a northerly direction for the length of 1 chain or thereabouts, and thence again curving in a north-westerly direction into and along St. George's Road, and terminating in that road by a junction with the Tramway No. 2 by the said Act authorized, at a point 10 feet south of the south-west corner of the public urinal at the eastern end of that road.

The proposed tramway (No. 9) will at its commencement, and throughout in the Walworth Road, be at a distance of 4 feet 6 inches from and on the west side of the centre line of the road, and will be laid in the centre of Short Street, and at a distance of 4 feet 6 inches from and west of the centre line of Newington Butts, and at its termination in St. George's Road, 12 feet south of the centre line of that road.

A Tramway (No. 10) commencing in Newington Butts aforesaid, at a point $1\frac{1}{2}$ chain north of the

junction of Short Street with that street, and passing thence in a northerly direction along Newington Butts into and across the open space in front of the Elephant and Castle public-house, formed by the junction of Newington Butts, New Kent Road, Newington Causeway, St. George's Road, and London Road, and in a north-westerly direction into and along the London Road, and terminating in that Road by a junction with the Tramway No. 10, authorized by the Company's Act of 1870, at a point 2½ chains north-west of the north-west corner of the Elephant and Castle Tavern.

The centre line of the proposed Tramway No. 10, will at its commencement be at a distance of 4 feet 6 inches from and west of the imaginary centre line of Newington Butts, and will pass by a curved line across the open space aforesaid, and at its termination in London Road will be at the distance of 4 feet 6 inches from and south-west of the imaginary centre line of that road.

The tramways and works proposed to be authorized by the Bill will be made or pass from, in, through, or into the parishes and places following, or some of them—that is to say:—St. George the Martyr, Southwark; Lambeth (otherwise St. Mary Lambeth); St. Saviour's, Christchurch, St. Olave, and St. Thomas, Southwark; and St. Mary Newington, all in the County of Surrey; the Precinct of the Savoy, otherwise St. John the Baptist, Savoy; and St. Mary-le-Strand, in the County of Middlesex, and St. Magnus (otherwise St. Magnus the Martyr), London Bridge; St. Michael Crooked Lane; St. Leonard Eastcheap; St. Clement Eastcheap; St. Nicholas Acons, St. Mary Abchurch, St. Mary Woolnoth, St. Mary Woolchurch Haw, St. Christopher-le-Stock, St. Mildred Poultry; St. Margaret Lothbury; St. Stephen Coleman-street; St. Swithin, London Stone; St. Mary Bothaw, St. John the Baptist, otherwise St. John the Baptist upon Walbrook, St. Antholin, St. Thomas Apostle, St. Mary Aldermary, St. Benet Shere Hog, St. Mildred Bread-street; Holy Trinity the Less, St. Margaret Moses, St. Nicholas Olave, St. Nicholas, Cole Abbey; St. Mary, Mount Haw; St. Peter, Paul's Wharf; St. Benet, Paul's Wharf; St. Mary Magdalen, Old Fish-street; St. Andrew by the Wardrobe; the Precinct of St. Ann's, Blackfriars; the Precinct of Bridewell; St. Martin Orgars; St. Michael Cornhill; St. Pancras Soper Lane; St. Stephen Walbrook; and St. Margaret New Fish Street: all in the City of London.

And it is proposed by the Bill to authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or the Mayor, Commonalty, and citizens of the City of London (hereinafter called "the Corporation"), or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company, from time to time, to make such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company 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 to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township or place mentioned in this Notice, and 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.

To enable the Company and the Metropolitan Board of Works, and any Vestry, District Board, trustees or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, main-

taining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To authorize the Company and all persons for the time being lawfully working or using any of the tramways of the Company, to run over, work, and use with their carriages, officers, and servants, the Tramways Nos. 1, 1A, 2, 2A, 2B, 2C, 3, 3A, 4, and 4A, authorized by the "North Metropolitan Tramways Act, 1870," or some part or parts of those tramways respectively, upon terms to be settled by arbitration, or to be prescribed under the Bill, and to alter and vary the tolls which the North Metropolitan Tramways Company are now authorized to take upon their authorized tramways.

To empower the Company, on the one hand, and the Metropolitan Street Tramways Company, and the North Metropolitan Tramways Company, and the London Street Tramways Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, user, working, maintenance, and management of their respective undertakings, or some part or parts thereof respectively, the providing of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings, and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

To extend and apply to the tramways and works to be authorized by the Bill the powers and provisions, or some of the powers and provisions, of the Company's Acts of 1869 and 1870, and so far as may be necessary for the purposes of the Bill to amend or repeal the provisions, or some of the provisions, of those Acts.

To empower the Company and any other Company or Companies now authorised or who may hereafter be authorised, to lay down a tramway or tramways in the same street or streets or in the same part of any street, to enter into and carry into effect contracts and agreements with reference to the ownership, construction, use, maintenance, management, and working of the tramway or tramways of the contracting Companies in such street or streets or parts of streets, and, if deemed desirable or necessary, to provide for the appointment of an arbitrator to settle the terms and conditions of such ownership, construction, use, maintenance, management, and working, and to attach penalties to the breach or non-observance of the decision of or any rules or regulations to be made by such arbitrator.

To extend the line limited by the Pimlico, Peckham, and Greenwich Street Tramways Act, 1869, for the completion of Tramways No. 2 and No. 2A authorised by that Act.

To repeal or vary Section 7 of the Company's Act of 1870, which prohibits the Companies from constructing any tramway or other works upon Vauxhall Bridge or its approaches, or upon any part thereof, without the consent of the Vauxhall Bridge Company.

And 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.

And notice is hereby further given that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a

copy of this notice, as published in the "London Gazette," will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and with the Clerk of the Peace for the City of London at his office at the Sessions House, Old Bailey, in the said City; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice, as published in the "London Gazette," will, on or before the said 30th day of November, be deposited for public inspection in the case of each such parish within the City of London with the Parish Clerk thereof at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some immediately adjoining parish at his residence; and in the case of the places hereinafter mentioned, being places within the limits of the metropolis, as defined by the "Metropolis Local Management Act (1855)," with the Clerk of the Vestry of each parish in Schedule A to that Act, and with the Clerk of the District Board of Works for each parish in Schedule B to that Act as follows, that is to say:—

For the Parish of St. George the Martyr, Southwark, with the Vestry Clerk of that Parish, at the Vestry Hall, Borough Road, Southwark, for the Parish of Lambeth (otherwise St. Mary, Lambeth), with the Vestry Clerk of that parish, at the Vestry Hall, Kennington Green; for the Parish of St. Saviour's, Southwark, and the Parish of Christchurch, Southwark, with the Clerk to the Board of Works, for the St. Saviour's district, at his office at Emmerson-street, Bankside; for the Parish of St. Mary, Newington, with the Vestry Clerk of that Parish, at the Vestry Hall, Walworth Road, and for the precinct of the Savoy, with the Vestry Clerk of the Parish of St. Martin's-in-the-Fields, at the Vestry Offices, St. Martin's-in-the-Fields.

And notice is hereby further given that printed copies of the intended Bill will, on or before the 21st day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1870.

Ashurst, Morris and Co., 6, Old Jewry, and 22, Abingdon Street, Westminster, Solicitors for the Bill.

J. Dorington and Co., 29, Great George Street, Westminster, Parliamentary Agents.

St. Paul's School, London.

Powers to Alter, Enlarge, and Improve the system of Education at St. Paul's School, founded by Dean Colet; Purchase, Sale, or Exchange of Lands by Agreement; Powers for Removal and Division of School; and for other purposes.

A PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for conferring upon the wardens and commonalty of the Mystery of Mercers of the city of London and the court of assistants of the same Company (in this notice called the governing body) the powers, or some of the powers, and to enable them to effect the objects, or some of the objects following, in

reference to Saint Paul's School, founded by Dean Colet in Saint Paul's-churchyard, London (that is to say) :

To purchase, acquire, hold, sell, convey, and exchange lands by agreement, for the purposes of the proposed Act.

To sell, pull down, or remove the existing school and schoolhouses and premises in Saint Paul's-churchyard, London, and to erect new schoolhouses, either in or out of the metropolis, or to enlarge the existing schoolhouses and premises, and to remove the school.

To increase the number of scholars to be educated either in one school or in two schools, to board and lodge the scholars or any number of them, and to receive capitation fees or other annual payments for education, board, and lodging.

To divide the school or schools into two classes, one class for boys, to be upon the foundation, and to be taught free, without board or lodging, and the other class for boys, not to be on the foundation, who are to pay for their education, board, and lodging.

To alter, modify, or annul, any of the existing statutes, ordinances, rules, and regulations relating to any of the objects of the Bill, or the application of the revenues or otherwise.

To make and ordain new statutes, rules, and regulations for the admission of scholars, the appointment of masters, and the amendment and enlargement of the system and standard of education, and for other purposes to be defined in the Bill.

To confer upon the governing body, and to enable them to exercise and enjoy, all or some of the rights, powers, and privileges conferred by "The Public Schools Act, 1868," upon existing governing bodies of schools, as fully and effectually as if the governing body of St. Paul's School aforesaid had been expressly named in that Act, and to prescribe the period within or for which such rights, powers, and privileges may or shall be exercised or enjoyed.

To alter, amend, or repeal some of the provisions of the Act 58 Geo. 3, c. 22, relating to the School.

Printed copies of the intended Bill will (if the same be brought in upon Petition) be deposited in the Private Bill office of the House of Commons on or before the 21st day of December, 1870.

Dated this 17th day of November, 1870.

Jno. Watney, jun., 16, London-street, Fenchurch-street, London, E.C., Solicitor for the Bill.

In Parliament.—Session 1871.

Great Western Railway.

(Substituted Railway at Cardiff—Railway at Landore—Road at Brettel Lane—Power to Company and London and North Western Railway Company to make Railway and Road at Birkenhead, and to alter Levels of Wrexham and Minera Joint Line—Additional Lands at Reading, Acton, Kings Sutton, and Merthyr Tydfil—Extension of Time for compulsory purchase of Lands for and completion of Railways in the parishes of Ruabon and Wrexham—Extension of Time for construction of Wrexham and Minera Joint Line—Extension of Time for Sale of and Further Powers as to Superfluous Lands—Vesting in the Great Western Railway Company the undertakings of the Great Western and Brent-

ford, Wrexham and Minera, Ely Valley and Severn Valley Railway Companies—Further provisions as to Joint Committee for Management of the Wrexham and Minera Joint Line—Confirmation of Agreements with the Stourbridge Railway Company, the Bristol and North Somerset Railway Company, and certain Land and Mineral Owners and Colliery Proprietors in Somersetshire—Agreement between the Great Western and London and South Western Railway Companies and the Commissioners for executing the office of Lord High Admiral of the United Kingdom—Agreements between the Company, the Midland Railway Company, and the Gloucester and Berkeley Canal Company, as to laying down rails at Docks at Gloucester—Running Powers to Great Western Railway Company over Railways adjoining the Gloucester and Berkeley Canal at Gloucester—Power to subscribe to the Capital of the Pontypool, Caerleon, and Newport Railway Company—Agreements with London and North Western and Metropolitan Railway Companies—Abandonment of Railways at Cardiff and Birkenhead—Extending Bye-laws of the Great Western Railway Company to Railways leased, worked, or managed by them, or over which they convey traffic—Power to the Great Western Railway Company and the London and North Western Railway Company to establish a Joint Superannuation and Guarantee Fund for Joint Officers and Servants—Provisions as to Joint Officers and Servants continuing members of Superannuation Fund—Further Provisions as to Senior Superannuation Fund—Defining the undertaking of the Great Western Railway Company—Declaring the Capital—New Capital in lieu of Borrowing Powers, and for Severn Valley Railway Company's Preference Stock—Incorporating certain Provisions of the Companies' Clauses Consolidation Act 1845 and the Companies' Clauses Act 1863 with Acts of Great Western Railway Company—Company may exercise Borrowing Powers of certain Companies in their own name—Additional Capital—Application of Capital—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 purposes (that is to say)—

To enable the Great Western Railway Company (hereinafter called the Company) to make and maintain the railways, road, 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)—

1. A railway, to be wholly situate within the parish of Llandaff, in the county of Glamorgan, commencing by a junction with the Railway No. 1, authorized by and described in the Great Western Railway (Further Powers) Act 1866, at a point thereon, about 31 chains from the commencement of the said railway, and terminating by a junction with the railway of the Penarth Harbour Dock and Railway Company, about 270 yards on the eastern side of the mile-post on that railway denoting three and three-quarter miles from the Junction between the Penarth Railway and the Taff Vale Railway, and which railway is intended to be in lieu of the Railway No. 2 authorised by the said Great Western Railway (Further Powers) Act 1866.

2. A railway to be wholly situate in the parish of Llangefelach, in the county of Glamorgan, commencing by a junction with the South Wales Railway of the Company near to and on the eastern

side of the Landore Station, and terminating at the Landore Steel Works.

A road, to be wholly situate at Brettel Lane, in the parish of Kingswinford, in the county of Stafford, commencing by a junction with the turnpike road leading from Stourbridge to Dudley, about two chains and a-half eastward of the point at which that road is carried over the Oxford, Worcester, and Wolverhampton Railway of the Company, and terminating by a junction with Meeting House Lane at a point about two chains and a-half to the eastward of the point where that lane is crossed on the level by the said railway, and to make provision for the maintenance and repair thereof, and also to enable the Company to stop up and discontinue as a public carriage road, and to extinguish all rights of way over, and to appropriate to the purposes of the Company so much of Meeting House Lane as lies within the fences of the Company's railway and lands.

To enable the Company and the London and North Western Railway Company to make and maintain the railway, road 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.) A railway to be wholly situate within the township and extra parochial chapelry of Birkenhead in the county of Chester, commencing by a junction with the Birkenhead Railway of the Company and the London and North-Western Railway Company, at a point about 45 yards measured in a southerly direction along that railway from the southern entrance to the tunnel on that railway near to the Monk's Ferry Station, and terminating on certain land bounded on the north by the approach Road to the Woodside Ferry, on the south by a ship-building yard in the occupation of Messrs. Clover and Co., on the east by workshops belonging to the Birkenhead Improvement Commissioners and by the river Mersey, and on the west by a street called Church-street.

(b.) A road, to be wholly situate within the said township and extra parochial chapelry of Birkenhead, commencing by a junction with the public road called Rose Brae on the western side thereof, at a point opposite to the entrance from Rose Brae to the ship-building yard of Messrs. Clover and Co., and terminating by a junction with Church-street, on the eastern side thereof, about 40 yards from where Church-street forms a junction with Chester-street, and to make provision for the maintenance and repair thereof, and also to enable the two Companies, or either of them, to stop up and discontinue as a public carriage road so much of the said Rose Brae road as will be occupied by the site of the said intended railway, and the stations, sidings, works, and conveniences connected therewith, or as will be rendered unnecessary by the construction of the said intended road hereinbefore described, and to appropriate to the purposes of the said Companies, or either of them, so much of the site of the existing road between the points aforesaid as they shall think fit, or to sell or dispose of the same.

(c.) An alteration of the levels and works of so much of Railway No. 1, authorised by the Wrexham and Minera Railway Act, 1865, as lies between the authorised junction of that railway with the Minera Branch of the Company in the township of Broughton, in the ecclesiastical district of Brymbo, in the parish of Wrexham, and a point in the said parish about 64 chains westward of the said point of junction, measured along the said Railway No. 1, and which said alteration of levels and works will pass from, in, through, or into, and be wholly situate within the several parishes, town-

ships, extra parochial and other places following, or some of them, videlicet: township of Broughton, ecclesiastical district of Brymbo, and parish of Wrexham, in the county of Denbigh; and also to authorise the construction of the said railway as altered on the level across the public carriage road numbered on the plans referred to in the said Act of 1865, 42, in the parish of Wrexham.

To enable the Company and the London and North Western Railway Company, or either of them, to purchase, by agreement or compulsion, lands, houses, and buildings for the purposes of the said intended railway and road at Birkenhead hereinbefore described, and for the said alteration of levels

To enable the Company to purchase, by agreement or compulsion, lands, houses, and buildings for the purposes of the said intended railways, road, and works in the counties of Glamorgan and Stafford, and also to purchase, by agreement or compulsion, for the general purposes of their undertaking, and for providing increased accommodation, the lands, houses, and buildings following (that is to say):

Certain lands, houses, and buildings in the parish of Acton, in the County of Middlesex, on the northern side of the main line of the Company's railway at the point where that railway is crossed by the North and South Western Junction Railway.

Certain lands, houses, and buildings in the parish of St. Mary, Reading, in the County of Berks, on the northern side of the main line of the Company's railway, and immediately adjoining thereto, and extending westward from the road leading from Reading to Caversham measured along the said railway for a distance of about 44 chains.

Certain lands, houses, and buildings in the parish of St. Lawrence, Reading, in the said county of Berks, on the northern side of the main line of railway of the Company, and bounded on the northern side thereof by land belonging to J. W. Knollys, Esquire, on the south by certain lands of the Company, on the west by land and buildings used for the purposes of an iron foundry, and on the east by the road leading from Reading to the King's meadow.

Certain lands, houses, and buildings in the parish of Kings Sutton, in the county of Northampton, on the eastern side of the Birmingham and Oxford Railway of the Company, and immediately adjoining thereto, and extending northward from an occupation road which crosses the said railway belonging to the Trustees of Mrs. Sophia Willes for a distance of about 16 chains and a half.

Certain lands, houses, and buildings in the parish of Merthyr Tydfil, near to the southern end of the Company's railway yard at Merthyr Tydfil, and bounded as follows: on the north by the said railway yard; on the west partly by the said yard and partly by the turnpike road leading from Merthyr to Cardiff, and partly by lands and houses belonging to Messrs. R. E. Davies and A. R. Davies; on the east by the Dowlais Branch Railway; on the south by lands and houses of Messrs. R. E. Davies and A. R. Davies.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, and to confer other rights and privileges.

To authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways,

aqueducts, canals, streams, and rivers adjoining to the aforesaid lands, houses, and buildings with which it may be necessary to interfere in the conversion and use of those lands, houses, and buildings.

And notice is hereby given that maps, plans, and sections, showing the railways, roads, and works proposed to be authorised by the said intended Act, and also showing the land proposed to be purchased or taken under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the "London Gazette," will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; with the Clerk of the Peace for the county of Stafford, at his office at Stafford; with the Clerk of the Peace for the county of Chester, at his office at Chester; with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; with the Clerk of the Peace for the county of Berks, at his office in Abingdon; with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell.

And that a copy of so much of the said plans and sections and books of reference as relates to each of the before-mentioned parishes, and also a copy of the said Gazette notice, will be deposited, on or before the said 30th day of November, with the Parish Clerk of each such parish, at his residence; and, in the case of the extra parochial chapelry of Birkenhead, with the Clerk of Saint Mary's Church, Birkenhead, and with the Parish Clerk of the adjoining Parish of Bidston, at their respective residences; and in the case of any other extra parochial place, with the Parish Clerk of an adjoining parish, at his residence.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, duties, and other charges for and in respect of the use of the said intended railways respectively, and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, and duties.

To extend the time limited by the Great Western Railway Act, 1868, for the purchase of lands for, and the construction of the two railways in the parishes of Ruabon and Wrexham, in the county of Denbigh, authorised to be constructed by the Great Western Railway (Additional Powers) Act 1865, and to confer further powers on the Company with reference to the construction of the said railways.

To extend the time limited by "The Wrexham and Minera Railway Act 1865" for the construction of the Railway No. 1 authorised by that Act which by "The Wrexham and Minera Railway Act 1866" was transferred to and vested in the Company and the London and North Western Railway Company, and is hereinafter referred to as the Minera Joint Line.

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 said Company in relation to the said lands, and to enable the Company to sell 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 of any part or parts thereof, and to dispose, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise.

To extend the time for the sale by the Company

No. 23681.

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and the London and North Western Railway Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of the Tenbury, Birkenhead, Shrewsbury and Hereford, West London, and West London Extension Railways, or either of them, and to confer further powers on the said Companies in relation to the said lands, and to enable them to sell the same, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose, lease, or let the said lands or any part or parts thereof.

To vest or provide for the vesting of the undertaking of the Great Western and Brentford Railway Company (hereinafter called the Brentford Company) in and the amalgamation thereof with the undertaking of the Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company to substitute shares or stock of the Company for shares or stock of the Brentford Company, and to create and issue shares or stock for that purpose; to dissolve or provide for the dissolution of the Brentford Company, and to provide for the exercise and fulfilment by the Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the Brentford Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the Brentford Company, whether before or after the same shall have been paid up in full.

To vest or provide for the vesting of the undertaking of the Wrexham and Minera Railway Company (hereinafter called the Minera Company) in, and the amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to enable the Company to substitute shares or stock of the Company for shares or stock of the Minera Company, and to create and issue shares or stock for that purpose; to dissolve or provide for the dissolution of the Minera Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the Minera Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the Minera Company, whether before or after the same shall have been paid up in full.

To make further and better provision for the management of the Wrexham and Minera Railway Joint Line by a Joint Committee of the Company and the London and North Western Railway Company, and to repeal, either wholly or in part, or to alter and amend the provisions in that behalf of "The Wrexham and Minera Railway Act 1866."

To vest or provide for the vesting of the undertaking of the Ely Valley Railway Company (hereinafter called the Ely Valley Company) in, and the amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for or

prescribed by the intended Act; to enable the Company to substitute shares or stock of the Company for shares or stock of the Ely Valley Company, and to create and issue shares or stock for that purpose: to dissolve or provide for the dissolution of the Ely Valley Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the Ely Valley Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the Ely Valley Company, whether before or after the same shall have been paid up in full.

To vest or provide for the vesting of the undertaking of the Severn Valley Railway Company (hereinafter called the Severn Valley Company) in, and the amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon; to dissolve or provide for the dissolution of the Severn Valley Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the Severn Valley Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the Severn Valley Company, whether before or after the same shall have been paid up in full.

To confirm and give effect to an agreement between the Stourbridge Railway Company and the Company dated the 10th day of March, 1870, with respect to the transfer of the undertaking of the former Company to the Company, and with reference thereto, and for other purposes; and to make further provision with respect thereto.

To confirm and give effect to an agreement between the Company, the Bristol and North Somerset Railway Company, and certain land and mineral owners and colliery proprietors in Somersetshire, for the providing by and at the expense of the Company of a narrow gauge line of railway communication between Radstock, on the one hand, and Salisbury, on the other hand, and for other purposes, and to make further provision with respect thereto.

To authorise the Company and the London and South Western Railway Company to enter into and carry into effect contracts, agreements, or arrangements with the Commissioners for executing the office of Lord High Admiral of the United Kingdom, for or with respect to the construction, maintenance, working, use, and management of a railway from the Weymouth and Portland Railway to the breakwater at Portland and the stations, shipping-places, works, and conveniences connected therewith; the supply and employment of rolling or working stock, machinery, officers, and servants, for any of the purposes of any such contract or agreement; the interchange, conveyance, and delivery of the traffic coming from or destined for such railway, and the respective undertakings of the contracting companies, including the Weymouth and Portland Railway; the levying, fixing, collection, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or

arising from such traffic; the sums, interest, or consideration to be paid by the said Commissioners to the contracting Companies, or either of them, or by the contracting Companies, or either of them, to the said Commissioners, on account of the matters to which the contract or agreement relates; and for the determination of any disputes or differences between the contracting parties by arbitration; and to sanction or confirm any contract or agreement already made, or which, prior to the passing of the intended Act, may be made between the contracting parties with reference to the matters aforesaid, or any of them.

To empower the Company, or the Company and the Midland Railway Company jointly, on the one hand, and the Gloucester and Berkeley Canal Company, on the other hand, to enter into and carry into effect agreements with reference to the laying down by the Canal Company, the Company, and the Midland Railway Company, or any or either of them, of rails within or upon the quays, wharves, works, and lands adjoining the docks of the Canal Company at Gloucester, for the purpose of connecting the railways of the Railway Companies, or either of them, with the quays, wharves, and other works of the said Canal Company, and with reference to the mode in which the expenses thereof shall be defrayed by and between the three Companies, or any or either of them, and with reference to the payments to be made by any or either of the three Companies to the other or others of them in respect of the laying down of such rails, and the management, maintenance, and use thereof, and otherwise, in relation thereto, and to authorise and empower the Midland Railway Company and the Gloucester and Berkeley Canal Company to apply moneys belonging to them respectively to the before-mentioned purposes.

To empower the Company to run over and use with their engines and carriages, and for traffic of every description, and with their officers and servants, the railways and tramways laid upon the lands, quays, and works of the Gloucester and Berkeley Canal Company, and on the roads and streets adjoining thereto, leading to and around the docks and quays of that Company at Gloucester, together with the sidings and approaches; wharves, cranes, weighing machines, and other works and conveniences connected therewith, upon such terms and conditions as may be agreed upon, or may be prescribed or provided for by the intended Act.

To empower the Company to subscribe or contribute funds towards the construction and maintenance of the railways and works, or any of them, of the Pontypool, Caerleon, and Newport Railway Company, or any part or parts thereof, as may be agreed upon between the said Companies; and to take and hold shares in the capital of the Pontypool, Caerleon, and Newport Railway Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their Directors; and if they shall think fit to raise any additional moneys for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividends or other rights or privileges attached thereto; or by borrowing.

To authorise the Company and the London and North Western Railway Company to enter into and carry into effect contracts and agreements as to the adoption by them, or either of them, in such proportions as may be agreed upon, of all or any part of the debentures, debenture stock, mortgages, and bonds created, issued or granted by the Tenbury Railway Company, the Shrewsbury and Hereford Railway Company, the Birkenhead Railway Com-

pany, and any other Company whose undertaking, railway or works, may hereafter be amalgamated with, transferred to, or vested in the Company and the London and North Western Railway Company, and as to the division, allocation, or apportionment thereof, and also to enable the Company and the London and North Western Railway Company to create and issue from time to time debenture stock in lieu, and to the amount of the borrowing powers of the Tenbury, Shrewsbury and Hereford, and Birkenhead Railway Companies, and any such other Company as aforesaid, or any or either of them, and also to enable the Company or the London and North Western Railway Company from time to time to create and issue debenture stock in their respective undertakings for or in lieu of the amount of the debentures, debenture stock, mortgages, and bonds adopted by them.

To authorise the Company and the Metropolitan Railway Company to enter into and carry into effect contracts and agreements as to the adoption by them, or either of them, in such proportions as may be agreed upon, of all, or any, or any part of the debentures, debenture stock, mortgages, and bonds created, issued, or granted by the Hammersmith and City Railway Company (hereinafter called the Hammersmith Company) and any other Company whose undertaking, railway, or works, may hereafter be amalgamated with, transferred to, or vested in the Company and the Metropolitan Railway Company, and as to the division, allocation or apportionment thereof, and also to enable the Company and the Metropolitan Railway Company to create and issue from time to time debenture stock in lieu and to the amount of the borrowing powers of the Hammersmith Company, and any such other Company as aforesaid, or any or either of them, and also to enable the Company or the Metropolitan Railway Company from time to time to create and issue debenture stock in their respective undertakings for or in lieu of the amount of the debentures, debenture stock, mortgages, and bonds adopted by them.

To authorise the Company and the London and North-Western Railway Company to abandon and relinquish, so far as they may think necessary and proper, so much of the existing Birkenhead Railway to Monk's Ferry Station as will or may be rendered unnecessary by the construction of the railway at Birkenhead hereinbefore described, and to sell, lease, or otherwise dispose of the same, and of the site thereof, or of such part or parts thereof as they may think desirable.

To authorise the Company to abandon and relinquish the construction of the railway secondly described in and authorised by the Great Western Railway (Further Powers) Act, 1866.

To authorise the Company to extend and make applicable the bye-laws and regulations of the Company for the time being in force with relation to their own undertaking to the several railways leased to, or in the occupation or control of, or worked or managed by them, or over which they convey traffic by their own trains, to make provisions therefor, and as to the publication of such bye-laws and regulations and the proof thereof, and for other purposes.

To authorise the Company and the London and North Western Railway Company to establish a Superannuation and Guarantee Fund, or either of them, for the officers and servants employed by those Companies jointly, or by any committee appointed by them, and representing them on any of the railways, stations, works, steam-boats, and premises belonging to, or leased to, or in the occupation of, or worked and managed by those Companies, or by any committee appointed by them, and to make

such contributions to such fund as the said Companies may deem expedient.

To provide that any officer or servant of the Company who is appointed by or with the approval of the Company to be an officer or servant of the Company, and any other Company or Companies jointly, or of any committee appointed by and representing the Company and such other Company or Companies, and who is at the time of the appointment a member of the Superannuation Fund of the Company, or of the Superannuation Fund of any such other Company, may, notwithstanding such appointment, continue a member of the Superannuation Fund of which previous thereto he was a member, and to make provisions therefor and relating thereto, and to provide that any officer or servant of the Joint Committee who may be admitted a member of the Superannuation Fund of either of the Companies may continue as such notwithstanding that thereafter he becomes an officer or servant of either of the Companies.

To provide for the admission into the Superannuation Fund for senior officers and servants of the Company, of those officers and servants who have become officers or servants of the Company in or since the year 1865, or who may hereafter become officers or servants of the Company, and who are not now or may not be members of the Superannuation Fund established in 1865, and to make further and other provisions with reference to those officers and servants of the Company who were of the age of 40 years or upwards at the time of the establishment of the Superannuation Fund of the Company.

To define the undertaking and declare the stock or share and debenture capital of the Company, and the borrowing powers of the Company, and to authorise the Company to create and issue debenture stock in lieu of the capital which they are authorised to raise by debentures, mortgages, or bonds, and to authorise them to create and issue rent-charge, guaranteed, or preference stock of the Company for, or in lieu of, or in exchange for the preference stock or shares of the Severn Valley Company.

To incorporate with the Acts of the Company so much of the Companies' Clauses Act 1845 as relates to the distribution of capital, the transfer of shares, the payment of calls, the forfeiture of shares, the remedies against shareholders, the borrowing of money, and the consolidation of shares, or some part or parts thereof, and also to incorporate with the Acts of the Company Parts 1, 2, and 3 of the Companies' Clauses Act 1863, or some part or parts thereof, and to repeal so much of the existing Acts of the Company as will or may be rendered unnecessary thereby.

To authorise the Company from time to time to issue debentures in their own name, and on the security of their undertaking, and to create and issue debenture stock of their undertaking in lieu of and instead of exercising the borrowing powers of Companies vested in, merged in, or amalgamated with their undertaking, on the security of the undertakings of such Companies respectively.

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, additional capital by the creation of shares or stock with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means.

To enable the London and North Western Railway Company to apply to the purposes of the intended railway and road at Birkenhead, and alteration of levels hereinbefore described, or either

of them, such portion of their corporate funds as they shall think expedient, and to raise for such purpose additional capital by the creation of shares or stock with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means.

And also, if need be, to alter and amend, so far as may be necessary, the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to alter, amend, extend, and repeal all or some of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say): Acts relating to the Great Western Railway Company and their undertaking: videlicet, 5 and 6 William IV, cap. 107; the Great Western Railway Act 1851; the Great Western (Birmingham and Chester Railways) Act 1854; Great Western Railway (Capital) Act 1861; Great Western Railway (West Midland Amalgamation) Act 1863; Great Western Railway (South Wales Amalgamation) Act 1863; Great Western Railway (Vale of Neath Amalgamation) Act 1866; Great Western Railway (Wycombe Railway Transfer) Act 1866; Great Western Railway (Further Powers) Act 1866; Great Western Railway (Various Powers) Act 1867; Great Western Railway Act 1868; Great Western Railway Act 1869; the Great Western Railway Act 1870; the Great Western Railway (Hereford and Gloucester Canal Vesting) Act 1870; the London and North Western Railway (Additional Powers) Act 1870; and any other Act or Acts relating to or affecting the Company:

Acts relating to the Brentford Company and their undertaking: videlicet (local and personal Acts) 18 & 19 Vic., cap. 191; 20 & 21 Vic., cap. 13; 22 Vic., cap. 13; 28 & 29 Vic., cap. 299, and any other Act or Acts relating to that Company:

Acts relating to the Minera Company and their undertaking: videlicet (local and personal Acts) 24 & 25 Vic., cap. 32; 28 & 29 Vic., cap. 260; 29 & 30 Vic., cap. 87; and any other Act or Acts relating to that Company:

Acts relating to the Ely Valley Company and their undertaking: videlicet, (local and personal Acts) 20 and 21 Vic. cap. 41; 21 Vic. cap. 30; 25 and 26 Vic. cap. 196; and any other Act or Acts relating to that Company:

Acts relating to the Severn Valley Company and their undertaking: videlicet, (local and personal Acts) 16 and 17 Vic. cap. 227; 18 and 19 Vic. cap. 183; 30 and 31 Vic. cap. 150; and any other Act or Acts relating to that Company:

Acts relating to the Stourbridge Railway Company and their undertaking: videlicet, the Stourbridge Railway Act 1860; the Stourbridge Railway (Extension) Act 1861; the Stourbridge Railway (Capital) Act 1863; the Stourbridge Railway Act 1865; the Stourbridge Railway (Further Powers) Act 1866; the Stourbridge Railway Amendment Act 1868; Great Western Railway Act 1869; and any other Act or Acts relating to that Company:

Acts relating to the Bristol and North Somerset Railway Company and their undertaking: videlicet, (local and personal Acts) 26 and 27 Vic. cap. 168; 29 and 30 Vic. cap. 262; 31 and 32 Vic. cap. 178; 32 and 33 Vic. cap. 111; 33 and 34 Vic. cap. 130; 29 and 30 Vic. cap. 307; 30 and 31 Vic. cap. 150; and any other Act or Acts relating to that Company:

Acts relating to the Weymouth and Portland Railway Company and their undertaking: videlicet, (local and personal Acts) 25 and 26 Vic. cap. 71; 29 and 30 Vic. cap. 307; and any other Act or Acts relating to that Company:

Acts relating to the London and South Western Railway Company and their undertaking: videlicet, (local and personal Acts) 4 and 5 William IV, cap. 88; 1 Vic. cap. 71; 2 and 3 Vic. cap. 28; 18 and 19 Vic. cap. 188; 29 and 30 Vic. cap. 307; and any other Act or Acts relating to that Company:

Acts relating to the Shrewsbury and Hereford Railway Company and their undertaking: videlicet, (local and personal Acts) 9 and 10 Vic. cap. 325; 19 and 20 Vic. cap. 47; 25 and 26 Vic. cap. 198; 33 and 34 Vic. cap. 112; and any other Act or Acts relating to that Company:

Acts relating to the London and North Western Railway Company and their undertaking: videlicet, (local and personal Acts) 9 and 10 Vic., cap. 204; 33 and 34 Vic., cap. 112; and any other Act or Acts relating to that Company:

Acts relating to the Tenbury Railway Company and their undertaking: videlicet, (local and personal Acts) 22 and 23 Vic., cap. 16; 29 and 30 Vic., cap. 307; and any other Act or Acts relating to that Company:

Acts relating to the Birkenhead Railway Company and their undertaking: videlicet, (local and personal Acts) 10 and 11 Vic., cap. 222; 15 and 16 Vic., cap. 167; 24 and 25 Vic., cap. 134; and any other Act or Acts relating to that Company:

Acts relating to the Pontypool, Caerleon, and Newport Railway Company and their undertaking: videlicet, (local and personal Acts) 28 and 29 Vic., cap. 364; 31 and 32 Vic., cap. 137; and any other Act or Acts relating to that Company:

Acts relating to the Metropolitan Railway Company and their undertaking: videlicet, (local and personal Acts) 17 and 18 Vic., cap. 221; 32 and 33 Vic., cap. 109; and any other Act or Acts relating to that Company:

Acts relating to the Hammersmith and City Railway: videlicet, (local and personal Acts) 24 and 25 Vic., cap. 164; 27 and 28 Vic., cap. 306; 28 Vic., caps. 101 and 117; 30 and 31 Vic., cap. 150; 32 and 33 Vic., cap. 109; and any other Act or Acts relating to that Railway:

Acts relating to the Midland Railway Company and their undertaking: videlicet, 7 and 8 Vic., cap. 18, and any other Act or Acts relating to that Company:

Acts relating to the Gloucester and Berkeley Canal Company and their undertaking: videlicet, 33 Geo. III, cap. 97; 33 and 34 Vic., cap. 61; and any other Act or Acts relating that Company.

And notice is hereby also given, that on or before the twenty-first day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1870.

Young, Maples, Teesdale, Nelson, and Co., Solicitors, 10, Eastbourne Terrace, Paddington, W.

In Parliament.—Session 1871.

Midland Railway.
(Additional Powers.)

(Railways and Alterations of Railways, Stopping up of Road and Additional Lands in counties of Middlesex, Surrey, Northampton, Gloucester, City of Bristol, Warwick, Leicester, Nottingham, Derby, Lancaster, and York (West Riding); Extension of Time for Completion of Railway of the Company at Bristol; Extension of Time for completion of the Ashby and Nuneaton Railway of the Company and the London and North Western Railway Company

and Additional Lands; Vesting in the Company of North Western Railway and Chesterfield and Brampton Railway; Provisions as to Joint Interest in or User of intended Railway to Gloucester and Berkeley New Docks by Great Western Railway Company; Running Powers over North and South Western Junction Railway; Other Powers to Company in respect of that Railway; Agreements in relation thereto; Power to use Station at Huddersfield, and Agreements in relation thereto; Agreements with Great Eastern and Tottenham and Hampstead Junction Railway Companies as to Working of Railway of latter Company; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Midland Railway 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 railways following, 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 Cricklewood South Junction"), six and a half furlongs or thereabouts in length, to commence in the parish of Willesden, in the county of Middlesex, by a junction with the Midland and South Western Junction Railway, at a point thereon four furlongs five chains or thereabouts west of the bridge which carries that railway under the Edgware-road, and to terminate in the parish of Hendon, in the same county, by a junction with the main line of the Company's Railway, at a point thereon eleven chains or thereabouts north of the bridge which carries that line over Child's Hill-lane; which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Willesden, Cricklewood, Child's-hill, and Hendon, all in the county of Middlesex;

A Railway (to be called "The Gloucester and Berkeley New Docks Branch"), five miles or thereabouts in length, to commence in the parish of Slimbridge, in the county of Gloucester, by a junction with the Company's Bristol and Gloucester Line, at a point thereon nine chains or thereabouts south-west of the bridge which carries the turnpike-road from Gloucester to Bristol over that line, and to terminate in the parish of Berkeley in the same county, on the south-western side of the docks on the canal authorized by "The Gloucester and Berkeley Canal Act, 1870," near to and on the north-eastern side of the Holly Hazel Pill; which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Cam, Slimbridge, Stinchcombe, Hinton, and Berkeley, all in the county of Gloucester;

An alteration of and deviation in the line and levels of the Whitacre and Nuneaton Railway of the Company authorized by and firstly described in "The Midland Railway (New Lines) Act, 1861" (to be called "The Horeston Grange Deviation"), five furlongs and four chains or thereabouts in length, to be wholly situate in the parish of Nuneaton,

in the county of Warwick, and to commence by a junction with that railway at a point thereon fifty-three chains or thereabouts from the existing junction of that railway with the South Leicestershire Railway, and to terminate by a junction with the South Leicestershire Railway at a point thereon eight chains or thereabouts east of the same junction; and to empower the Company to abandon so much and such parts of the said Whitacre and Nuneaton Railway as will become unnecessary by reason of the construction of the above-mentioned intended deviation;

A Railway (to be called "The Horeston Grange Junction"), two furlongs three chains or thereabouts in length, to be situate wholly in the parish of Nuneaton, in the county of Warwick, and to commence by a junction with the South Leicestershire Railway at a point thereon twenty-three chains or thereabouts westward of the existing junction of the Whitacre and Nuneaton Railway of the Company with the South Leicestershire Railway, and to terminate by a junction with the intended Horeston Grange Deviation, in a field numbered on the deposited plans referred to in "The Midland Railway (New Lines) Act, 1861," 251, in the parish of Nuneaton;

A Railway (to be called "The Holme Wood Branch,"), seven furlongs or thereabouts in length, to be situate wholly in the parish of Ault Hucknall, in the county of Derby, and to commence by a junction with the Pilsley Branch Extension of the Company authorized by "The Midland Railway (Additional Powers) Act, 1870," in a field numbered on the deposited plans referred to in that Act 38 in the parish of Ault Hucknall, and to terminate at or near and to the west of the Holme Wood Colliery;

A Railway (to be called "The Unstone Coal Branch"), seven furlongs or thereabouts in length, to be situate wholly in the township of Unstone, in the parish of Dronfield, in the county of Derby, and to commence by a junction with the Company's Chesterfield and Sheffield Railway at a point thereon eight chains or thereabouts north of the bridge which carries that railway over the public road from Whittington to Sheffield, and to terminate in a field called Sotell, adjoining and on the west side of the premises known as Red House;

A Railway (to be called "The Masbro' Goods Branch"), four furlongs or thereabouts in length, to be situate wholly in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, and to commence by a junction with the main line of the Company's Railway from Derby to Leeds, at a point thereon fifteen chains or thereabouts north-east of the bridge over the said railway, called Robin Hood Bridge, and to terminate in a field known as Tenter Meadow and near the Bffingham Works;

A Railway (to be called "The Ancoats Hall Branch"), ten chains or thereabouts in length, to be situate wholly in the township and parish of Manchester, in the city of Manchester, in the county of Lancaster, and to commence by a junction with the Company's line to Ancoats-street Goods Station, at or near the north abutment of the viaduct which carries that line over the River Medlock, and to terminate at a point

near to and on the eastern side of Ancoats Hall;

An alteration of and deviation in the line and levels of the railway authorized by and firstly described in "The Midland Railway (Settle to Carlisle) Act, 1866," now in course of construction, (to be called "The Arden Gill Deviation,") one mile one furlong or thereabouts in length, to be wholly situate in the township of Dent, in the parish of Sedberg, in the West Riding of the county of York, and to commence by a junction with the said railway in a field numbered on the deposited plans referred to in the said Act 31 in the said township of Dent, and to terminate by a junction with the said railway in a field numbered on the said plans 48 in the same township.

Another alteration of and deviation in the line and levels of the same railway (to be called "The Cow Gill Deviation"), two miles four furlongs or thereabouts in length, to commence in the township of Dent, in the parish of Sedberg, in the West Riding of the county of York, by a junction with the said railway, in a field numbered on the deposited plans referred to in "The Midland Railway (Settle to Carlisle) Act, 1866," 29, in the township of Dent, and to terminate in the township of Garsdale, in the same parish, by a junction with the said railway in a field numbered on the said deposited plans 17, in the township of Garsdale; which intended deviation will be wholly situate in the said townships of Dent and Garsdale and parish of Sedberg, in the West Riding of the county of York:

To empower the Company to abandon so much and such parts of the authorized Settle and Carlisle Railway as will become unnecessary by reason of the construction of the above-mentioned intended deviations, or either of them:

To empower the Company to stop up and discontinue and extinguish all rights of way over so much of the public highway leading from Skipton to Carlton in the West Riding of the county of York which crosses the Company's Leeds and Bradford Railway on the level at Skipton Station, as lies between the boundaries of the Company's property there:

To empower the Company to purchase by compulsion or agreement and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also to purchase in like manner and to hold for purposes connected with their undertaking the lands, houses, and buildings following, or some of them (that is to say):

Certain lands and houses in the parish of Saint Mary Newington, in the county of Surrey, lying between Hanover-street and Amelia-street, and on both sides of and adjoining or near to the London, Chatham, and Dover Railway.

Certain lands and houses in the parish of Willesden, in the county of Middlesex, lying on the west side of and adjoining or near to the Midland and South Western Junction Railway between the Harrow-road and Sawyer-lane;

Certain lands and houses in the parish of Acton, in the county of Middlesex, lying on the west side of and adjoining the North and South Western Junction Railway and the Midland and South Western Junction Railway at the junction of those railways; and certain other lands and houses in the same parish, lying on the east side of and adjoining the said Midland and South Western Junc-

tion Railway between the said junction and the Grand Junction Canal; and certain other lands and houses in the same parish, lying on both sides of and adjoining the said canal and the last-mentioned railway, at the point where that railway crosses the said canal;

Certain lands and houses in the parish of Kettering, in the county of Northampton, lying on both sides of and adjoining the Company's main line of railway at and to the southward of the Kettering station;

Certain lands and houses in the parish of Rushton, in the county of Northampton, lying on the southern and western sides of and adjoining the railway and station of the Company at Rushton;

Certain lands and houses in the parish of Loughborough, in the county of Leicester, lying on the west side of and adjoining the Company's main line of railway near the Loughborough Station, and between the public road leading from Loughborough to Nottingham and the public road leading from Loughborough to Stanford;

Certain lands and houses in the parish of Barrow-on-Soar, in the county of Leicester, lying on the west side of and adjoining the Company's railway from Rugby to Derby, and partly to the south and partly to the north of the Barrow station;

Certain lands and houses in the parish of Aston-juxta-Birmingham, in the county of Warwick, lying on the west side of and adjoining the Company's Camp-hill passenger station, and also adjoining Highgate-lane and Montpelier-street; and certain other lands and houses in the same parish lying on the north side of Montpelier-street, and on the west side of and adjoining the Company's railway there;

Certain lands and houses in the parish of Stapleford, in the county of Nottingham, lying partly on the west and partly on the east sides of and adjoining the Company's Brewash Valley Railway, near and to the southward of the Sandiacre Station;

Certain lands and houses in the township of Litchurch, in the parish of Saint Peter Derby, in the county of Derby, lying at the north-western corner of Nelson-street, Derby;

Certain lands and houses in the township and parish of Gargrave, in the West Riding of the county of York, lying on the north-east side of and adjoining the North Western Railway at and to the north-west of the Gargrave station;

Certain lands and houses in the townships of Manningham and Heaton, or one of them, in the parish of Bradford, and the township of Bolton, in the parish of Calverley, in the West Riding of the county of York, lying on the east side of and adjoining the Company's Leeds and Bradford Railway at and to the northward of the Manningham station;

Certain lands and houses in the out parish of Saint Philip and Jacob, in the city and county of Bristol, lying on the west side of and adjoining Barrow-lane, and between the Company's railway from Bristol to Gloucester and their branch to the Avon-street Coal-yard;

Certain lands and houses in the township of Ingleton, in the parish of Benthams, in the West Riding of the county of York, lying between the Company's railway from Settle to Carlisle, now in course of construction, and the highway leading from Settle to

Ingleton and Hawes, and to the south of the occupation road crossing the field numbered on the deposited plans referred to in "The Midland Railway (Settle to Carlisle) Act, 1866," 1, in the township of Ingleton;

To empower the Company and the London and North Western Railway Company jointly, or either of them with the consent of the other, to acquire by compulsion or agreement, for purposes connected with the Ashby and Nuneaton Railway of those Companies, certain lands and houses in the parish of Higham-on-the-hill, in the county of Leicester, lying on both sides of the Ashby and Nuneaton Railway now in course of construction, and forming part of or adjoining the properties numbered on the deposited plans referred to in "The Midland and London and North Western Railway Companies (Ashby and Nuneaton Railway) Act, 1868," 20, 21, 22, 25, and 26, in the parish of Higham-on-the-Hill, and to empower the London and North Western Railway Company to apply to the purposes aforesaid any moneys belonging to them:

To extend the time limited by "The Midland Railway (Additional Powers) Act 1869," for the compulsory purchase of lands and houses for the purposes of the railway and works described in and authorized by "The Midland Railway (Bristol Line) Act 1863:"

To vary and extinguish all existing rights and privileges connected with the lands and houses proposed to be purchased or taken under the powers of the intended Act 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 turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act:

To empower the Company to levy tolls, rates, or duties for or in respect of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and duties:

To extend the respective periods limited by "The Midland Railway (Ashby and Nuneaton, &c.) Act 1866," and "The Midland and London and North Western Railway Companies (Ashby and Nuneaton Railway) Act, 1868," for the completion by the Company and the London and North Western Railway Company of the railways and works by those Acts respectively authorized:

To vest or provide for the vesting in the Company, upon such terms and conditions as have been or may be agreed upon or prescribed or provided for by the intended Act, of the undertaking of the North Western Railway Company with all their powers, rights, and privileges; and to provide for the exercise and fulfilment by the Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the North Western Railway Company whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the raising of money by the creation of shares and by borrowing or otherwise:

To transfer to and vest in the Company all the powers, rights, and privileges now vested in the

Chesterfield and Brampton Railway Company (hereinafter called "the Chesterfield Company"), and all lands and other property, real or personal, belonging to the Chesterfield Company, and all other their undertaking, and the benefit of all contracts entered into, by, or with them or on their behalf, and also all duties, debts, and liabilities of the Chesterfield Company; so that the Company may be enabled to act in all respects with reference to the undertaking of the Chesterfield Company, and the construction and maintenance of the railway and works authorized by "The Chesterfield and Brampton Railway Act 1870;" and the purchase of lands for the purposes thereof, and the levying, demanding, and recovering of tolls, rates, and charges in respect to 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 on the Company:

To dissolve and wind up the Chesterfield Company, and to vary or extinguish the rights and interests of the shareholders in that Company:

To make provision for the release and retransfer from the Accountant-General of the Court of Chancery in England of the money deposited in the Bank of England in respect of the railway authorized by "The Chesterfield and Brampton Railway Act, 1870," and for the delivery up and cancelling of any bond or other security given in respect of such money:

To provide for a joint interest in or user of the Gloucester and Berkeley New Docks Branch by the Great Western Railway Company, upon such terms and conditions as may be agreed on between them and the Company, or as may be prescribed or provided for by the intended Act; and to empower the Company and the Great Western Railway Company to enter into agreements with reference to the matters aforesaid, and to confirm and give effect to any agreements entered into between them with relation thereto, and to confer on them all necessary powers for giving effect to any such agreement as aforesaid, including a power to the Great Western Railway Company, if necessary, to raise additional capital:

To empower the Company to run over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, the railways of the North and South Western Junction Railway Company (hereinafter called "the Junction Company"); and the branches, stations, sidings, approaches, booking and other offices, watering-places, water, telegraphic machinery and appliances; and all other the works and conveniences of the Junction Company, for such consideration, and upon and subject to such other terms and conditions, as may be agreed on or prescribed or provided for by the intended Act:

To provide for the maintenance, general control, management, and working by the Company, instead of the Junction Company, of the railways, stations, sidings, signals, and other works of the Junction Company; and to empower the Company to exercise, enjoy, and enforce all or any of the rights, powers, privileges, and authorities, contracts, and agreements belonging to or enjoyed by or entered into by or on behalf of the Junction Company, including any contract, agreement, or arrangement with respect to the Junction Company's Railway made or entered into between that Company and the London and North Western Railway Company, the London and South Western Railway Company, and the North London Railway Company, or any or either of them:

To authorize and give effect to agreements between the Company and the Junction Company, or between those Companies on the one hand and the London and North Western, the London and South Western, and the North London Railway Companies, or any or either of them on the other hand, with respect to all or any of the matters aforesaid relating to the Junction Company's Railway:

To empower the Company to pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and for the purposes of such traffic as may be prescribed by the intended Act, the station at Huddersfield belonging to or used by the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company, or one of them, with the approaches, sidings, watering-places, water, booking offices, warehouses, wharves, works, and conveniences connected therewith, upon and subject to such terms, conditions, and regulations as may have been or may be agreed upon, or as may be prescribed or provided for by the intended Act; and to confirm and give effect to or to authorize contracts and agreements between the Company and the London and North Western and Lancashire and Yorkshire Railway Companies, or either of them, with reference to all or any of the matters aforesaid; and also with reference to the alteration, extension, enlargement, and arrangement of the said station, and the works and conveniences of every description connected therewith as above-mentioned, and the accommodation to be afforded to the Company therein and thereat, and to alter and amend the fifty-third and following sections of "The Midland Railway (Branches, &c.) Act, 1866," relating to the said station:

To empower the Company, the Great Eastern Railway Company, and the Tottenham and Hampstead Junction Railway Company, to enter into and carry into effect agreements with reference to the maintenance, management, working, and use, by the Company and the Great Eastern Railway Company, or either of them, of the railways of the Tottenham and Hampstead Junction Railway Company, and the traffic thereon, and the supply and maintenance of engines, carriages, and rolling and other stock and plant for the same; and with respect to the division, apportionment, and appropriation of the receipts arising from and upon the railways so worked, and the traffic thereon; and to make provision for the payment of interest on the mortgage or debenture debt of the Tottenham and Hampstead Junction Railway Company; and to enable the Company and the Great Eastern Railway Company to levy tolls, rates, and charges on the railways so worked, and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid; and to confirm and give effect to any agreements between the Companies in reference thereto:

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing, or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to the Company:

And notice is hereby further given, that maps, plans, and sections, relating to the objects of the intended Act, 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 30th day of November in the present year, be depo-

sited for public inspection as follows (that is to say): with the clerk of the peace for the county of Middlesex at his office at the Sessions House, Clerkenwell; with the clerk of the peace for the county of Gloucester at his office at Gloucester; with the clerk of the peace for the county of Warwick at his office at Stratford-on-Avon; with the clerk of the peace for the county of Derby at his office at Derby; with the clerk of the peace for the county of Lancaster at his office at Preston; with the clerk of the peace for the West Riding of the county of York at his office at Wakefield; with the clerk of the peace for the county of Leicester at his office at Leicester; with the clerk of the peace for the county of Surrey at his office in North-street, Lambeth; with the clerk of the peace for the county of Northampton at his office at Northampton; with the clerk of the peace for the county of Nottingham as his office at Newark-upon-Trent; and with the clerk of the peace for the city and county of Bristol at his office at Bristol; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which any works are intended to be made, or any lands intended to be taken, are situate, together with a copy of this notice, will be deposited for public inspection as follows (that is to say): as respects the parish of Saint Mary, Newington, with the vestry clerk of that parish at the Vestry Hall, Walworth-road; and as respects the several other parishes, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto; at the place of abode of such parish clerk:

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 local and personal Acts following, or some of them (that is to say): Acts relating to the Midland Railway Company, 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; 28 and 29 Vict., caps. 98, 327, 335, and 359; 29 Vict., cap. 90; 29 and 30 Vict., caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict., caps. 27, 170, 185, and 207; 31 and 32 Vict., caps. 43 and 49; 32 and 33 Vict., caps. 25, 83, and 115; and 33 and 34 Vict., cap. 63; and any other Act or Acts relating to the Midland Railway Company:

Acts relating to the London and North Western Railway Company, that is to say, 9 and 10 Vict. cap. 204, and any other Act or Acts relating to that Company:

Acts relating to the North Western Railway Company (that is to say): 15 and 16 Vict. cap. 135; 20 and 21 Vict. cap. 134; and 27 and 28 Vict. cap. 71, and any other Act or Acts relating to that Company:

"The Chesterfield and Brampton Railway Act, 1870:"

Acts relating to the Great Western Railway Company (that is to say): 5 and 6 Will. IV. cap.

107, "The South Wales Railway Consolidation Act, 1855," "The Great Western Railway (West Midland Amalgamation) Act, 1863," "The Great Western Railway (South Wales Amalgamation) Act, 1863," "The Great Western Railway (Vale of Neath Amalgamation) Act, 1866," and any other Act or Acts relating to that Company:

Acts relating to the Junction Company (that is to say): "The North and South Western Junction Railway Act, 1854," "The North and South Western Junction Railway Act, 1864," "The North and South Western Junction Railway Act, 1868," "The London and South Western Railway (Additional Powers) Act, 1866," and "The London and North Western Railway (New Works and Additional Powers) Act, 1867," and any other Act or Acts relating to that Company:

Acts relating to the Lancashire and Yorkshire Railway Company, 22 and 23 Vict. cap. 110, and any other Act or Acts relating to that Company: "The Great Eastern Railway Act, 1862," and any other Act or Acts relating to the Great Eastern Railway Company:

"The Tottenham and Hampstead Junction Railway Act, 1862," and any other Act or Acts relating to the Tottenham and Hampstead Junction Railway Company:

And notice is hereby further given, that 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 9th day of November, 1870.

Beale, Marigold, and Beale, 28, Great George Street, Westminster, Solicitors.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1919. Charles Falck, junior, of Fairfoot-road, Bow, in the county of Middlesex, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent, for the invention of "an improved portable refrigerator."

1931. And John Hensman, of Ampthill, and William Armstrong, of Haynes, both in the county of Bedford, have given the like notice in respect of the invention of "improvements in agricultural drills."

As set forth in their respective petitions, both recorded in the said office on the 7th day of July, 1870.

1950. And Donald Nicoll, of Fell-street, in the city of London, Merchant, has given the like notice in respect of the invention of "an improved waterproof fabric applicable for rugs, carpets, tents, and outer coverings or wrappers."

As set forth in his petition, recorded in the said office on the 9th day of July, 1870.

1959. And Ethelbert Holborow, of No. 18, Ledbury-street, Commercial-road, Peckham, in the county of Surrey, has given the like notice in respect of the invention of "improvements in window sash fasteners."

As set forth in his petition, recorded in the said office on the 11th day of July, 1870.

No. 23681.

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1964. And John Butcher, of Southport, in the county of Lancaster, Dentist, has given the like notice in respect of the invention of "improvements in fountain pens."

1969. And Nicholas Constantine Maximos, of Liverpool, in the county of Lancaster, General Merchant, has given the like notice in respect of the invention of "improvements in drying malt, grain, and other substances, and in the apparatus therefor."—A communication to him from abroad by Attilio R. Petracchi, Helem Merrill, Robert Heneage, and Henry Spendelow, of the city and State of New York, one of the United States of America.

1970. And Richard Long, of Liverpool, in the county of Lancaster, has given the like notice in respect of the invention of "a continuous self wedging fencing."

As set forth in their respective petitions, all recorded in the said office on the 12th day of July, 1870.

1973. And John Ambrose Coffey, of 9, Lincoln's-inn-fields, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "improvements in the process and apparatus employed for drying and roasting coffee, chicory, malt, and other vegetable substances, also applicable to baking and desiccation generally."

1974. And David Adam Fyfe, of Manchester, in the county of Lancaster, Paper Maker, has given the like notice in respect of the invention of "improvements in the treatment and preparation of materials to be employed in the manufacture of paper, and in apparatus to be employed in such treatment and preparation, applicable also wholly or in part to the bleaching of other substances or materials."

1975. And Charles Moseley, of Manchester, in the county of Lancaster, India Rubber Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture and construction of india rubber cushions for billiard tables."

1976. And William Cowley, of Liverpool, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the apparatus for pumping and forcing air and other fluids, and which apparatus is peculiarly applicable to desiccating the ventilation of mines, buildings, ships, and other structures, and for blast and other purposes."

1980. And Henry Kesterton, of No. 9, Stratford-road, Birmingham, in the county of Warwick, has given the like notice in respect of the invention of "improvements in the manufacture of iron tubes and in machinery employed therein, applicable also to the manufacture of tubes of other metals."

As set forth in their respective petitions, all recorded in the said office on the 13th day of July, 1870.

1982. And William Alfred Whitty and Herbert Chatteris, both of 335, Strand, in the county of Middlesex, have given the like notice in respect of the invention of "improvements in the means or apparatus for indicating or recording and registering the time of arrival or leaving of workmen and others, also applicable to tallies for watchmen."

1988. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in counting registers, applicable to counting the revolutions of shafts in various

- kinds of machinery, steam and other engine indicators for registering stroke or travel, indicators for gas or water meters, clocks, adding machines, and registering devices of different kinds, or for various purposes."—A communication to him from abroad by William Henry McNary, of Brooklyn, State of New York, United States of America.
1989. And James Humphrys, of Hull, in the county of York, Iron-Shipbuilder, has given the like notice in respect of the invention of "improvements in steam engines."
1992. And Charles John Curtis and Augustin Fiddes, both of the city and county of Bristol, have given the like notice in respect of the invention of "an improved fire-proof composition for safes and other depositories."
1994. And Henry Wilson, of Stockton-on-Tees, in the county of Durham, has given the like notice in respect of the invention of "improved mechanical arrangements for cooling and heating liquids and other substances."
1995. And Alfred Wenner, of Manchester, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in fire bars and grates."—A communication to him from abroad by Ernest Mehl, of Augsburg, Bavaria.
- As set forth in their respective petitions, all recorded in the said office on the 14th day of July, 1870.
2002. And Richard Scholefield, of Leeds, in the county of York, has given the like notice in respect of the invention of "improvements in brick making machinery."
2009. And Hugh Baines, of Normanton, in the county of York, Engineer, has given the like notice in respect of the invention of "improvements in repairing worn or damaged rails of permanent way, and in the combination and arrangement of machinery or apparatus employed therein."
- As set forth in their respective petitions, all recorded in the said office on the 15th day of July, 1870.
2016. And Stephen Tuddenham, of Lower-marsh, Lambeth, in the county of Surrey, Engineer, has given the like notice in respect of the invention of "improvements in the manufacture of ornamental and other twisted metal work, and in the machinery, apparatus, or means employed therein."
- As set forth in his petition, recorded in the said office on the 16th day of July, 1870.
2028. And John Frederick Parker, of Birmingham, in the county of Warwick, Chemist, and Edwin Sunderland, of Birmingham aforesaid, Manufacturer, have given the like notice in respect of the invention of "improvements in the manufacture and melting of iron and steel."
- As set forth in their petition, recorded in the said office on the 19th day of July, 1870.
2056. And Frederick James Newton of 23, Wolaton-street, Nottingham, and John Mosley, of Elm-avenue, New Basford, in the said Nottingham, have given the like notice in respect of the invention of improvements in jacquard apparatus."
2058. And Wilfred Creswick, of Rotherwood, in the parish of Rotherham, in the county of York, Mining Engineer, has given the like notice in respect of the invention of "improvements in apparatus for lubricating the axles of colliery 'corves' or 'tubs' when in motion."
- As set forth in their respective petitions, both recorded in the said office on the 21st day of July, 1870.
2126. And Thomas Rice Hayes and Charles Rolla Peters, of the city and county of San Francisco, State of California, United States of America, Gentlemen, have given the like notice in respect of the invention of "improved means of preventing the fraudulent use of bonds, receipts, cheques, tickets, and other like articles."
- As set forth in their petition, recorded in the said office on the 29th day of July, 1870.
2160. And James Spratt, of Southampton-street, Camberwell, in the county of Surrey, Gentleman, has given the like notice in respect of the invention of "an improved mixture and preparation of coffee and tea."
- As set forth in his petition, recorded in the said office on the 3rd day of August, 1870.
2224. And Nicholas Demetrius Spartali, of Liverpool, in the county of Lancaster, Steam Ship Agent, has given the like notice in respect of the invention of "improvements in apparatus for compressing air and raising and forcing fluids."
- As set forth in his petition, recorded in the said office on the 10th day of August, 1870.
2236. And James Starley and William Hillman, both of Union-street, Coventry, in the county of Warwick, has given the like notice in respect of the invention of "improvements in the construction of wheels, applicable chiefly to velocipedes and in the driving gear for such vehicles."
- As set forth in their petition, recorded in the said office on the 11th day of August, 1870.
2322. And James Allison Hogg, of Chancery-lane, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of miners' or safety lamps."
- As set forth in his petition, recorded in the said office on the 23rd day of August, 1870.
2580. And John Edward Bingham, of Victoria Park, Sheffield, in the county of York, Manufacturer, has given the like notice in respect of the invention of "improvements in the electro deposition of tin, which improvements are applicable to the prevention of the oxidation or tarnishing of silver surfaces, and as a coating for other metals."
- As set forth in his petition, recorded in the said office on the 28th day of September, 1870.
2753. And James Whitelegge Naylor, of Brighthouse, in the county of York, Carpet Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of woven bags."
- As set forth in his petition, recorded in the said office on the 10th day of October, 1870.
2809. And Westley Richards, of Birmingham, in the county of Warwick, Gun Manufacturer, has given the like notice in respect of the invention of "improvements in breech loading fire arms, and in fixing bayonets to breech loading fire arms."
- As set forth in his petition, recorded in the said office on the 25th day of October, 1870.
2818. And James Stead Crosland, of the city of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "improvements in steam boilers or generators."

2829. And William Robert Lake, of the firm of Haseltine, Lake, and Co., Southampton-buildings, London, Patent Agents, has given the like notice in respect of the invention of "improvements in springs for railway carriages."—A communication to him from abroad by Richard Vose, of the City and State of New York, United States of America.

2831. And Jacob Geoghegan Willans, of No. 9, Saint Stephen's-crescent, in the parish of Paddington, has given the like notice in respect of the invention of "improvements in the preparation and use of peat or turf, and bituminous, resinous, and ligneous substances as fuel, and for other purposes."

2833. And Frederick Ryland, of West Bromwich, in the county of Stafford, Mechanical Engineer, has given the like notice in respect of the invention of "improvements in machinery for shaping or raising sheet metal."

As set forth in their respective petitions, all recorded in the said office on the 27th day of October, 1870.

2845. And Richard Herring, of St. Mary's-road, Canonbury, in the county of Middlesex, Wholesale Stationer, and Robert Alexander Novare, of Twickenham, in the same county, Gentleman, have given the like notice in respect of the invention of "improvements in telegraphic printing apparatus."

As set forth in their petition, recorded in the said office on the 28th day of October, 1870.

2847. And Richard Hornsby and James Edwin Phillips, both of Spittlegate Iron Works, Grantham, in the county of Lincoln, have given the like notice in respect of the invention of "improvements in ploughs."

As set forth in their petition, recorded in the said office on the 29th day of October, 1870.

2856. And George Walter Dyson and Henry Arthur Hall, of the Carbrook Forge and Rolling Mills, Tinsley, near Rotherham, in the county of York, have given the like notice in respect of the invention of "improvements in rolling and finishing circular metal plain or irregular rods and tubes."

2860. And William Shepard Wetmore, of New York, United States of America, at present of 123, Chancery-lane, in the county of Middlesex, has given the like notice in respect of the invention of "an improved mode of protecting troops under fire."

As set forth in their respective petitions, both recorded in the said office on the 31st day of October, 1870.

2875. And Arthur Charles Sterry and John Sterry, both of Rotherhithe New-road, in the county of Surrey, Oil Refiners, have given the like notice in respect of the invention of "improvements in purifying hydrocarbon and rosin oils."

2879. And John Henry Johnson, of 47, Lincoln's Inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in boxes and bearings for axles and other shafts, and in compositions to be applied thereto."—A communication to him from abroad by Eliza Dexter Murfey, of the city, county, and State of New York, in the United States of America.

As set forth in their respective petitions, both recorded in the said office on the 1st day of November, 1870.

2897. And Charles Wheatstone, of No. 19, Park-crescent, Regent's Park, Knight, and John

Matthias Augustus Stroh, of 29, Tolmers-square, Hampstead-road, Mechanician, both in the county of Middlesex, have given the like notice in respect of the invention of "improvements in fast-speed electro-magnetic telegraphs, and in apparatus relating thereto."

2900. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "improvements in cutting, boring, grinding, and pulverizing stone and other hard substances."—A communication to him from abroad by Benjamin Chew Tilghman, of Philadelphia, in the State of Pennsylvania, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 3rd day of November, 1870.

2933. And William Henry Maitland and William Lauderdale Maitland, both of Thurloe-square, in the county of Middlesex, have given the like notice in respect of the invention of "improvements in apparatus for registering and checking the money taken for admission to theatres and other places."

As set forth in their petition, recorded in the said office on the 7th day of November, 1870.

2951. And William Robert Lake, of the firm of Haseltine, Lake, and Co., Southampton-buildings, London, Patent Agents, has given the like notice in respect of the invention of "improvements in apparatus for effecting and regulating the supply of the deodorizing material in earth closets."—A communication to him from abroad by William R. C. Clark, of Chicago, Illinois, and James E. Aiken, of New Orleans, Louisiana, both in the United States of America.

As set forth in his petition, recorded in the said office on the 9th day of November, 1870.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application at the said Office of the Commissioners, within twenty-one days after the date of the Gazette in which this notice is issued.

In the Matter of the Universal Private Telegraph Company Limited, and of the Companies Acts, 1862 and 1867.

BY an Order made by the Master of the Rolls in the above matter, dated the 14th day of November, 1870, on the Petition of Jonathan Mellor and Joseph Cary contributories of the above-named Company, and upon the Petition of Edmund Coston, Hugh Birley, John Todd, Christian Albusen, James F. Belfrage, Wainwright Bellhouse, John Burton, Frederick Burton, Edwin Chadwick, Thomas Coates, Charles Ashton, Oliver Burton, Sir William Fairburn, Baronet, Jesse Haworth, Nathaniel John Holmes, Joseph Nadin, Emma Reid, Widow, James Reid, Robey Nicol Reid, Jane Reid, Widow, Matilda Margaret Reid, Spinster, Hannah Reid, Spinster, John Slagg, Thomas Thomasson, Charles Potter, Henry Beecroft Jackson, Josiah Radcliffe, Wensley Tyrell Jacob, Thomas Hornby Birley, George Luckley, Thomas Smith, and William Smith, contributories of the above-named Company, it was ordered that the voluntary winding up of the said Universal Private Telegraph Company Limited, should be

continued, but subject to the supervision of the Court of Chancery, and any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit, and the creditors, contributories, and liquidators of the said Company, and all other persons interested, were to be at liberty to apply to the Judge at chambers as there might be occasion.

Chas. C. Ellis, of No. 79, Lombard-street, London, Solicitor for the Petitioners
Jonathan Mellor and Joseph Cary.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Nevada Freehold Properties Trust.

BY an Order made by the Vice-Chancellor Bacon in the above matter, dated this 12th day of November, 1870, on the Petitions of Rossall William Papineau, of No. 44, Moorgate-street, in the city of London, Secretary and a creditor of the above-named Company, and of John Burbidge the elder and John Burbidge the younger, of No. 35A, Moorgate-street, in the city of London, and there carrying on the business of Advertising Agents, under the firm of J. Burbidge and Co., also creditors of the said Company, it was ordered that the said Nevada Freehold Properties Trust be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867: and it was ordered that the costs of the petitioners and the respondents of and relating to these applications including the costs of the Order dated the 11th day of October, 1870, and of the two orders dated respectively the 20th, and the order dated the 28th day of October, 1870, and of the transfer of the Petition of the said Messrs. Burbidge to this Court be taxed by the Taxing Master and paid out of the assets of the said Company.

Mercer and Mercer, No. 1, Copthall-court, Throgmorton-street, in the city of London, Solicitors for the petitioner
Rossall William Papineau.

Bellamy and Strong, No. 54½, Bishopsgate-street, within the city of London, Solicitors for the petitioners
John Burbidge the elder and John Burbidge the younger.

In the Matter of the Companies Acts, 1862, and 1867; and of the Court of Chancery of Lancaster Act, 1850; and of the Court of Chancery of Lancaster Act, 1854; and of the Merioneth Slate and Slab Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery of the County Palatine of Lancaster was, on the 21st day of November, 1870, presented to the Chancellor of the Duchy and County Palatine of Lancaster, by William Bullock, of Cumberland House, Macclesfield, in the county of Chester, Silk Merchant, and John George Thomas Child, of No. 27, Lombard-street, in the city of London, Merchant, Robert Longden, of No. 104, King-street, in the city of Manchester, in the county Palatine of Lancaster, Insurance Agent, William Smale, of Macclesfield aforesaid, Silk Manufacturer, and Thomas W Robson, of the city of Manchester aforesaid, Commercial Clerk, creditors and shareholders of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor the Worshipful John W. Ckens, on the 1st day of December, 1870, at St. George's Hall,

Liverpool, in the county of Lancaster, at ten o'clock in the forenoon; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up 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 contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.—Dated this 21st day of November, 1870.

Partington and Allen, Townhall-buildings, King-street, Manchester, Solicitors for the Petitioners.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

In the Matter of the Companies Act, 1862, and of the Wheal Hope Mining Company.

BY an Order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated the 14th day of November, 1870, on the petition of Anne Wescomb, of the city of Exeter, in the county of Devon, the executrix of the last Will and Testament of the late Charles Wescomb, of the same place, the late Purser of the above-named Mining Company, and as such executrix a contributory and creditor of the said Company, it was ordered that the said Wheal Hope Mining Company should be wound up by this Court under the provisions of the Companies Act, 1862.—Dated Truro, 16th November, 1870.

R. M. Paul, Truro, Petitioner's Solicitor.

CONTRACT FOR BUNTING, WORSTED FLAGS, &c.

Contract Department, Admiralty,
Whitehall, November 5, 1870.

TENDERS will be received on the 29th instant, at two o'clock, for supplying

BUNTING, FLAGS, &c.,

to Her Majesty's Dockyard, Deptford, for the use of Her Majesty's Navy, under a contract for twelve months certain, and three months' warning.

A form of tender containing all particulars may be obtained at this Office.

CONTRACT FOR BRAZIER'S AND COPPERSMITHS' GOODS.

Contract Department, Admiralty,
Whitehall, November 21, 1870.

TENDERS will be received on Tuesday, 3rd January, 1871, at two o'clock, for supplying Braziers', Founders', and Copper-smiths' Goods for Her Majesty's Service under a running contract.

A form of tender containing all particulars may be obtained at this Office.

London Chartered Bank of Australia.

(Incorporated by Royal Charter, 1852.)

No. 88, Cannon-Street, E.C.,
November 22, 1870.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia will be held at the City Terminus Hotel,

Cannon-street, on Friday, the 9th day of December next, for the declaration of a Dividend.

The chair will be taken at two o'clock precisely.

The Transfer Books will be closed from the 2nd to the 9th December, both days inclusive.

*By order of the Board,
W. M. Young, Secretary.*

The Baugparah Tea Estates Company of Assam Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of the Baugparah Tea Estates Company of Assam Limited, held at the Guildhall Tavern, Gresham-street, in the city of London, on Saturday, the 5th day of November, 1870, the following Extraordinary Resolution was unanimously passed for winding up the said Company voluntarily:—

“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 that the same be wound up voluntarily accordingly, and that James Thomas Snell, of No. 85, Cheapside, in the city of London, Public Accountant, and Thomas Fry, of Bishopsgate-street, in the said city, Merchant, be, and they are hereby appointed Liquidators.”

Dated this 21st day of November, 1870.

William Eames, Chairman.

In the Matter of the Greenstreet Institute Company Limited.

THE creditors of the above-named Company are required, on or before the 21st day of December next, to send their names and addresses, and particulars of their claims, to George Frederick Pritchard, Esquire, M.D., the Liquidator of the said Company, at Bruson House, Greenstreet, near Sittingbourne, Kent, and if so required by notice in writing from the said Liquidator, are personally, or by their Solicitors, to come in and prove their said 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 claims are proved.—Dated this 15th day of November, 1870.

Frederic Johnson, Faversham, Kent, Solicitor to the Liquidator.

In the Matter of the West of England Engineering and Coker Canvas Company Limited.

NOTICE is hereby given, that a General Meeting of the Shareholders of the above Company will be held at the Queen's Hotel, Reading, in the county of Berks, on Friday, the 23rd day of December next, at two P.M., for the purpose of receiving the accounts of the Liquidators, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of.—Dated Old Post Office Chambers, Bristol, the 21st day of November, 1870.

Murly and Sons, Solicitors to Messrs. George Dunlop and Charles Barnard, the Liquidators of the said Company.

WE the undersigned, do hereby give notice that the partnership hitherto existing between us in the business of Auctioneers &c., carried on at Ware, Herts, and at Waltham Abbey, Essex, under the name and style of Benningfield and Co., has been dissolved by mutual consent, from the 7th day of November, 1870.

*Henry Benningfield.
Charles Furber.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Philip Hall and George Hall, as Builders, in Broad-street, Birmingham, under the firm of Hall Brothers, and P. and G. Hall, was this day dissolved by mutual consent. All debts owing by or to the partnership will be paid and received by the undersigned, Philip Hall.—Dated this 16th day of November, 1870.

*George Hall.
Philip Hall.*

NOTICE is hereby given, that the Partnership hitherto existing between Frederick Warren Smith and William Rolph Richards, Chemists, of No. 126, Newington Causeway, in the county of Surrey, was dissolved on August 9th, 1870, by mutual consent, and all moneys due to the said firm are to be paid to the said William Rolph Richards, and all accounts due by the said firm will be discharged by him.—As witness our hands this 27th day of October, 1870.

*Frederick Warren Smith.
William Rolph Richards.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Hills and John Bullard, of Waterford Mill, in the parish of Bengeo, in the county of Hertford, Millers, trading under the style of Hills and Bullard, has been this day dissolved by mutual consent.—Dated this 19th day of November, 1870.

*James Hills.
John Bullard.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Gillham and John Alfred Lawford, carrying on business at No. 110, Leadenhall-street, in the city of London, and at the East London Asphalte Works, High-street, Stratford, under the style or firm of Thomas Gillham and Company, was this day dissolved by mutual consent. John Alfred Lawford taking all liabilities and assets.—Dated this day of November, 1870.

*John Alfred Lawford.
Thos. Gillham.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Henry Lavers and Sidney Moore, as Timber Merchants, carrying on business under the style or firm of Lavers and Moore, at No. 35, King William-street, in the city of London, and at Boxmoor, in the county of Hertford, has been dissolved by mutual consent, as from the 18th day of November, 1870.—Dated this 21st day of November, 1870.

*Wm. Hy. Lavers.
Sidney Moore.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ellis Jones and Frederick Jones, at Sheffield, in the county of York, as Butchers, under the style or firm of Ellis Jones and Son, was, on the day of the date hereof, dissolved by mutual consent. All debts owing from or due to the late firm will be discharged or received by the said Frederick Jones, who for the future will carry on the business on his own account.—Dated this 17th day of November, 1870.

*Ellis Jones.
Frederick Jones.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, George Arnold and Esdaile Wyatt, carrying on the business of Brewers, Malsters, Wine and Spirit Merchants, and the sale of Porter on Commission, at Saint Margaret's-plain, in the parish of Saint Margaret, in the city of Norwich, has been dissolved by mutual consent.—As witness our hands this 18th day of November, 1870.

*George Arnold.
Esdaile Wyatt.*

NOTICE is hereby given, that the Partnership lately existing between us the undersigned, Alexander Stiefbold and George Nicholas Cory, as General Merchants and Importers, at No. 96, London Wall, in the city of London, under the style or firm of Stiefbold and Cory, has been dissolved by mutual consent, as from the 14th day of October, 1870.—As witness our hands this 18th day of November, 1870.

*A. Stiefbold.
George Nicholas Cory.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick James Butler and William Goodridge, at Shepton Mallet, in the county of Somerset, as Manufacturers and Makers of Annatto, under the style or firm of Butler and Goodridge, was this day dissolved by mutual consent. The business will be henceforth conducted and carried on by the undersigned, William Goodridge.—Dated this 18th day of November, 1870.

*F. J. Butler.
William Goodridge.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, George Allen and Thomas Allen, carrying on business under the name of Allen Brothers, as Dairymen, at the Rose Farm, the Dane, Margate, in the county of Kent, has this day dissolved by mutual consent.—As witness our hands this 10th day of October, 1870.

George Allen.
Thomas Allen.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us the undersigned, Charles James Townley and Charles William Townley, under the firm of C. J. Townley and Son, at No. 34, St. Ann's-street Manchester, in the county of Lancaster, as Wine Merchants and Agents, was this day dissolved by mutual consent. All debts due and owing to the said partnership will be received and paid by the said Charles James Townley, by whom the business will in future be carried on.—Dated this 16th day of November, 1870.

Charles James Townley.
Charles William Townley.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Allen, James William Stones, and Stephen Blair Sumner, carrying on business as Tin Foil Manufacturers and Paper Stainers, at Glossop, in the county of Derby, and at No. 36, Kennedy-street, in the city of Manchester, under the style or firm of Allen, Stones and Sumner, has been this day dissolved by mutual consent. The business will in future be carried on by the said Edward Allen.—As witness our hands this 18th day of November, 1870.

Edward Allen.
James William Stones.
Stephen B. Sumner.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Canning and William Stratton Large, as Wholesale and Retail Wine and Spirit Merchants, at Chippenham, in the county of Wilts, under the style or firm of Canning and Large, has been this day dissolved by mutual consent. All debts and demands due to or owing by the late firm will be received, paid, and discharged by the said Thomas Canning, who will henceforth carry on the above-mentioned business on his sole account.—Dated this 18th day of November, 1870.

Thomas Canning.
William Stratton Large.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Callan and William Forrest McArthur, carrying on the business of Ship Store Dealers, Ship Chandlers, and Sail Makers, at No. 31, Strand-street, Liverpool, in the county of Lancashire, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be paid and received by William F. McArthur.—Witness our hands this 17th day of October, 1870.

Thos. Callan.
William F. McArthur.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, carrying on business in Manchester, under the style or firm of Dobson and Botteley, as Makers up and Packers, was this day dissolved by mutual consent.—Dated this 21st day of November, 1870.

Robert Dobson.
Wm. Botteley.

NOTICE is hereby given, that the Partnership subsisting between the undersigned, Samuel Robinson, of Bradford, in the county of York, Dentist and Joseph Whitwham of Bingley, in the said county, Manufacturer, carrying on business as Woollen Manufacturers, at Bingley aforesaid, or elsewhere, under the style of Joseph Whitwham, was, on the 5th day of November instant, dissolved by mutual consent.—As witness our hands this 21st day of November, 1870.

S. Robinson.
J. Whitwham.

NOTICE is hereby given, that the Partnership between the undersigned, John James Tridgell and John Godwin, in the trade or business of Carpenters, House Decorators, and Builders, at No. 22A, Inverness-road, Bayswater, in the county of Middlesex, and elsewhere, under the firm of Tridgell and Godwin, was this day dissolved by mutual consent, and in future the business will be carried on by the said John James Tridgell, on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 7th day of November, 1870.

John James Tridgell.
John Godwin.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Agnes Sophia Wenn and Martha Fox, as Milliners and Dress Makers, carrying on business at Lady Bank, Tamworth, in the county of Stafford, was this day dissolved by mutual consent. The said business will in future be carried on by the said Agnes Sophia Wenn, on her own account, and all debts and demands owing to and from the said partnership will be received and paid by the said Agnes Sophia Wenn.—Dated this 15th day of November, 1870.

Agnes Sophia Wenn.
Martha Fox.

NOTICE is hereby given, that the Partnership heretofore existing between William and Richard Dewdney, of Stoke Canon, in the county of Devon, in the business of Paper Manufacturers, as carried on by them at the Stoke Canon Mills, was, on the 17th day of July, 1870, dissolved by the death of the said Richard Dewdney, and that from that day the said business has been carried on and henceforth will be carried on by us the undersigned, William Dewdney, Thomas Worthy Dewdney, and William Richard Dewdney, at the said Stoke Canon Mills aforesaid, under the style or firm of W. and R. Dewdney.—Dated this 7th day of November, 1870.

William Dewdney.
William Dewdney,
Sole Executor of Richard Dewdney.
T. W. Dewdney.
William Rd. Dewdney.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Hobson Smethurst, of Stock-brook, in the township of Chadderton, in the county of Lancaster, Cotton Spinner, and Simeon Holden, of Greenacres, in Oldham, in the said county, Cotton Waste Dealer, carrying on business at Blackridings Mill, Werneth, in Oldham aforesaid, as Cotton Spinners, under the firm of Smethurst and Holden, is this day dissolved by mutual consent.—Dated this 21st day of November, 1870.

Thos. H. Smethurst.
Simeon Holden.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Eardley, and John Kent, as Brown Ware and Garden Pot Manufacturers, at Sharpley-green, in the parish of Stone, in the county of Stafford, under the firm of Eardley and Kent, was dissolved as from the 1st day of October last by mutual consent. All debts due and owing to or by the said partnership, will be received and paid by the said John Kent, by whom the business will in future be carried on.—As witness our hands this 14th day of November, 1870.

Charles Eardley.
John Kent.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Henry Robinson and William Walker, as Enamellers, trading and carrying on business at No. 347, Grafton-street, Toxteth-park, Liverpool, in the county of Lancaster, under the style of Joseph Henry Robinson and Co., has been this day dissolved by mutual consent. All debts due by, or owing to the said firm, will be paid and received by the said Joseph Henry Robinson, by whom the said business will in future be carried on.—Dated this 16th day of November, 1870.

Joseph Henry Robinson.
William Walker.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at Bissoe Tin Works, near Devoran, in Cornwall, as Tin Smelters, under the firm of the Bissoe Tin Smelting Company, expired by effluxion of time on the 22nd day of November, 1869.—Dated this 12th day of November, 1870.

John Simmons Tregoning.
Henry C. James.
Wm. Shakspeare.
William Henry Tregoning.
Richard Michell Sampson.
Henry Williams.

NOTICE is hereby given, that the Partnership heretofore subsisting between James and John Vickers, of Mount-street, Little Bolton, Pawnbrokers, has this day been dissolved by mutual consent. The business will in future be carried on by John Vickers alone.—Dated this 15th day of November, 1870.

James Vickers.
John Vickers.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Spencer Banks Booth and Alfred Riley, carrying on business at Wakefield, in the county of York, under the style or firm of Booth and Riley, as Worsted Spinners and Wool Staplers, has this day been dissolved by mutual consent. All debts owing to and from the said partnership shall be received and paid by the said Alfred Riley who will hereafter carry on the business on his own account and in his own name.—As witness our hands this 12th day of November, 1870.

S. B. Booth.
Alfred Riley.

NOTICE is hereby given, that the Partnership lately subsisting between us John Henry Miles and Thomas Miles, of Warminster, in the county of Wilts, Corn and Seed Merchants, Maltsters, &c., heretofore carrying on trade under the firm of J. H. and T. Miles, of Warminster aforesaid was on the 19th day of November, 1870, dissolved by mutual consent. And that all debts owing to the said partnership are to be received by the said John Henry Miles, and all persons to whom the said partnership stands indebted are requested immediately to send in their respective accounts to the said John Henry Miles in order that the same may be examined and paid.—Dated this 19th day of November, 1870.

J. H. Miles.
T. Miles.

WALTER MEADOWS ANSELL, 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 persons having any claim or demand upon or against the estate of Walter Meadows Ansell, late of Calicut, South India (and formerly of Burford and Witney, both in the county of Oxford, in England), Solicitor (who died on or about the 18th day of August, 1869, and of whose personal estate and effects letters of administration with the will annexed were granted by the Principal Registry of Her Majesty's Court of Probate, on the 15th day of November, 1870, to Henry Nicol, of No. 88, Queen-street, Cheapside, in the city of London, Gentleman, the lawful Attorney of Robert Hodge Peirce and Alfred Berry, the executors in the said will named), are hereby required to send particulars, of their claim and demand in writing, to us the undersigned, at our office, No. 88, Queen-street aforesaid, on or before the 31st day of December next, after which day the said administrator will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claim and demand 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 of whose claim he shall not then have had notice.—Dated the 19th day of November, 1870.

NICOL and SON, No. 88, Queen-street, Cheapside, London, Solicitors to the said Administrator.

THOMAS DEWHURST, 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 persons having any claims against the estate of Thomas Dewhurst, late of Clayton-green, within Clayton-le-Woods, in the county of Lancaster, Gentleman (who died on the 6th day of September, 1870, and to whose estate and effects letters of administration were granted by the District Registry at Lancaster, attached to Her Majesty's Court of Probate, to George Charnley Dewhurst, Esq., brother of the deceased), are required to send in particulars of their claims, in writing, on or before the 21st day of December, 1870, to the undersigned as Solicitors for the administrator of the deceased, and after such day the said administrator will proceed to distribute the estate and effects of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice; and that the said administrator will not afterwards be liable for the said assets, or any part thereof, so distributed, to any persons of whose claim he shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1870.

CHARNLEY, SON, and FINCH, Solicitors, Fox-street, Preston.

JOHN EVANS, Deceased.
Pursuant to the 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 persons having any claim or demand against the estate of John Evans, late of Court Farm, in the parish of Llanwenog, in the county of Cardigan, Gentleman, deceased (who died on the 9th day of August, 1870, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on

the 9th day of September, 1870, by David Thomas, of Llanfair, near Llandyssul, Cardiganshire, Esq., the sole executor named in the said will), are hereby required on or before the 31st day of December next, to send the particulars in writing, of such claims or demands, to us the undersigned, the Solicitors of the said executor, at our offices, No. 1, John-street, Bedford-row, in the county of Middlesex, after which day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to the claims and demands only of which he shall have had notice. And notice is hereby further given, that the said executor will not be answerable or liable for the assets, so distributed, or any part thereof, to any person or persons of whose debt or claim he shall not have had notice by the time aforesaid.—Dated this 18th day of November, 1870.

G. L. P. EYRE and CO., No. 1, John-street, Bedford-row, London. W.C.

GEORGE DURBIN, Commander R.N., Deceased.
Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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, debt, or other demand against the estate of the late George Durbin, of Weston-super-Mare, in the county of Somerset, a Commander in the Royal Navy (who died on the 14th day of June, 1870, and whose will was proved on the 3rd day of October last, by Henry William Birch and William Brice, the executors therein named, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send the particulars of their debts or demands to us the undersigned, Messrs. Birch, Ingram, Harrison, and Co., of No. 68, Lincoln's inn-fields, London, Solicitors for the said executors, on or before the 6th day of January next, after which time the said executors will proceed to distribute the whole of the estate of the said deceased among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice; and the said executors will not be liable to any person of whose claim they shall not then have received notice.—Dated this 21st day of November, 1870.

BIRCH, INGRAM, HARRISON, and Co., Solicitors for the said Executors, No. 68, Lincoln's-inn-fields, London.

RICHARD MORLEY, Deceased.
Pursuant to the Statute 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 persons being creditors of, or otherwise having any claims or demands upon or against the estate of Richard Morley, formerly of Lower Beeding, since of Nuthwest, and late of Horsham, in the county of Sussex, Gentleman, deceased (who died on the 5th day of February, 1870, and whose will, dated the 28th day of February, 1868, with a codicil thereto, dated 12th June, 1866, was proved in the District Registry of Her Majesty's Court of Probate, at Chichester, on the 27th day of April, 1870, by George Tapner, of Horsham aforesaid, Draper, and John Kay, of Lower Beeding aforesaid, Gentleman, the executors therein named), are hereby required on or before the 31st day of December next, to send to the undersigned, Pilfold Medwin, the Solicitor to the said executors, at his office in the Carfax, Horsham, particulars, in writing, of their claims upon or against the said estate, and at the expiration of such time the said executors 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 they shall then have notice; and notice is hereby also given, that the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 18th day of November, 1870.

PILFOLD MEDWIN, Carfax, Horsham, Solicitor to the said Executors.

JAMES WESTLAKE, 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 against the estate of James Westlake, late of No. 3, Montague-street, in the parish of St. James, in the city and county of Bristol, Baker, deceased (who died on the 16th day of October, 1870, and whose will, bearing date the 6th day of February, 1868, was duly proved in the Bristol District Registry of Her Majesty's Court of Probate, on the 15th day of November, 1870, by William Proctor Baker and Arthur Baker, both of the city of Bristol, Flour Manufacturers, executors named in the said will), are hereby required on or before the 31st day of December, 1870, to send in the par-

particulars of such claims to Messrs. Abbot and Leonard, Albion Chambers, Bristol, Solicitors of the said executors. And notice is hereby also given, that after the said 31st day of December, 1870, the said executors will be at liberty to distribute the assets of the said testator, James Westlake, among the parties 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 said assets, or any part thereof, so distributed to any person of whose claim they shall not have received notice at the time of such distribution.—Dated the 17th day of November, 1870.

ABBOT and LEONARD, Solicitors to the Executors.

Reverend WILLIAM FIGUENIT WAIT, 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 against the estate of the Reverend William Piguénit Wait, formerly Rector of Chew Stoke, in the county of Somerset, and late of Bournemouth, in the county of Hants, Clerk in Holy Orders, deceased (who died on the 22nd day of October, 1870, and whose will and two codicils were duly proved in the Winchester District Registry of Her Majesty's Court of Probate, on the 16th day of November, 1870, by Alice Agnes Wyldé Wait, of Bournemouth aforesaid, Widow, sole executrix named in the said will), are hereby required on or before the 20th day of January, 1871, to send particulars of such claims to Messrs. Abbot and Leonard, Albion Chambers, Bristol, the Solicitors of the said executrix. And notice is hereby also given, that after the said 20th day of January, 1871, the said executrix will be at liberty to distribute the assets of the said testator, William Piguénit Wait, among the parties entitled thereto, having regard only to the claims of which the said executrix shall then have had notice; and that she will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim she shall not have received notice at the time of such distribution.—Dated this 17th day of November, 1870.

ABBOT and LEONARD, Solicitors to the Executrix.

JOHN COMLEY OLIVE, Esq., Deceased.

Pursuant to an 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 against the estate of John Comley Olive, late of Heatherfield House, Clifton, in the city of Bristol, Esq., deceased (who died on the 24th day of October, 1870, and whose will bearing date the 18th day of October, 1870, was duly proved in the Bristol District Registry of Her Majesty's Court of Probate, on the 12th day of November, 1870, by Ellen Olive, Widow, and Catherine Olive and Constance Olive, Spinners, all of Heatherfield House aforesaid, the executrices named in the said will), are hereby required on or before the 20th day of January, 1871, to send particulars of such claims to Messrs. Abbot and Leonard, Albion-chambers, Bristol, the Solicitors of the said executrices; and notice is hereby also given, that after the said 20th day of January, 1871, the said executrices will be at liberty to distribute the assets of the said testator John Comley Olive among the parties entitled thereto, having regard only to the claims of which the said executrices shall then have had notice; and that the said executrices will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim they shall not have received notice at the time of such distribution.—Dated this 17th day of November, 1870.

ABBOT and LEONARD, Solicitors to the said Executrices.

GILBERT HARRISON, Deceased.

Pursuant to the Act 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 persons having any debt or claim against Gilbert Harrison, late of Southport, in the county of Lancaster, Gentleman, deceased (who died on the 30th day of June, 1870, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate, at Liverpool, on the 18th day of August, 1870, by John Harrison, of Walsh Hall, near Liverpool, in the county of Lancaster, Yeoman, Thomas Harrison and James Harrison, both of Liverpool aforesaid, Timber Merchants, and James Harrison, of Bootle, near Liverpool aforesaid, the executors therein named), are hereby required to send in their claims to the undersigned, on or before the 31st day of December next, at the expiration of which time the said executors of the said deceased will proceed to distribute the assets among the persons entitled thereto, having regard to the claims of which the said executors shall have had notice; and the said executors will not be liable for the

assets, so distributed to any persons of whose debt or claim they shall not have then had notice.—Dated this 9th day of November, 1870.

JOHN and HENRY GREGORY, Solicitors for the said Executors, No. 3, York-buildings, Liverpool.

GEORGE BARTON WILSON, otherwise GEORGE WILSON, Deceased.

ALL persons having any claims against the estate of George Barton Wilson, otherwise George Wilson, late of No. 4, Tabernacle-walk, Finsbury, in the county of Middlesex, Carpenter (who died on the 30th day of April, 1870, intestate), are required to send, in writing, the particulars of their claims to the undersigned, Solicitors for Thomas Barton Wilson, the administrator of the estate of said George Barton Wilson, otherwise George Wilson, deceased, on or before the 17th day of December, 1870, after which the administrator will distribute the assets of the said George Barton Wilson, otherwise George Wilson, deceased, among the parties entitled thereto, having regard only to the claims of those of which he shall then have had notice.—Dated this 16th day of November, 1870.

BAKER, NAIRNE, and OXLEY, No. 3, Crosby-square, London, Solicitors for the said Administrator.

WILLIAM GILL, Deceased.

Pursuant to the 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 creditors and other persons having any claims or demands against or upon the estate of William Gill, late of West Parade, in Huddersfield, in the county of York, Yeoman (who died on the 17th day of August, 1862, and whose will, with a codicil thereto, was proved in the Wakefield District Registry of Her Majesty's Court of Probate, on the 24th day of December, 1862, by Ely Fielding, since deceased, and John Mellor, the executors named therein), are hereby required to deliver the particulars of such claims and demands to the said John Mellor, the surviving executor, at the office of me the undersigned, John Sykes, Solicitor to the said John Mellor, on or before the 2nd day of January, 1871, after which day the said executor will proceed to distribute or apply the assets of the said deceased amongst or for the benefit of the parties entitled thereto, having regard only to the claims or demands of which he shall then have notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 17th day of November, 1870.

JNO. SYKES, Solicitor to the said Executors, No. 1, Market-walk, Huddersfield.

JOHN STOVELD, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. NOTICE is hereby given, that all claimants against the estate of John Stoveld, late of Stadham Hall, Sussex, Esq., deceased (who died on the 1st day of October, 1870, and whose will was proved by his executors, in the Principal Registry of Her Majesty's Court of Probate, on the 4th day of November instant), are hereby required to send in particulars of their claims to the said executors, at the office of the undersigned, at Midhurst, Sussex, on or before the 31st day of December next, after which day the said executors will distribute the assets of the deceased, paying regard only to the claims (if any) of which notice shall have been given to them as aforesaid.—Dated this 18th day of November, 1870.

ALBERY and LUCAS, Midhouse, Sussex, Solicitor to the said Executors.

EDMUND STAINFORTH, Esq., Deceased.

Pursuant to an Act of Parliament 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 claims against the estate of Edmund Stainforth, late of Mount Vale, in the suburbs of the city of York, Esq. (who died on the 8th day of June, 1870, and whose will was proved in the York District Registry of Her Majesty's Court of Probate, on the 28th day of July, 1870, by Nicholas Charles Gold, of No. 11, Ormond-terrace, Regent's Park, London, Solicitor, and William Walker, of the city of York, Solicitor, the executors therein named), are required on or before the 1st day of February next, to send the particulars of such claims to the said executors at the office of William Walker, No. 18, Lendall, York, and that the said executors will in due course after the 1st day of February next, proceed to distribute the assets of the said Edmund Stainforth, deceased amongst the parties entitled thereto; and will not be liable for any part of such assets, to any person of whose claim the executors shall not then have had notice.—Dated this 17th day of November, 1870.

NICHOLAS CHARLES GOLD;

WM. WALKER;

the Executors above-named.

MARY ANN FISHER, Deceased.

Pursuant to the 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."

ALL creditors and others having any claims or demands upon or against the estate of Mary Ann Fisher, late of William-street, Heigham, Norwich, Spinster, deceased (who died on the 8th day of February last), are on or before the 20th day of December next, to send the particulars of such claims or demands to us the undersigned, the Solicitors to Samuel Webster Corbie, the sole executor of the will of the said deceased, and in default thereof the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims only of which he shall have then had notice; and the said executor will not be liable to any person of whose claim he shall not have received notice at the time of such distribution.—Dated this 17th day of November, 1870.

WINTER and FRANCIS, of No. 9, Saint Giles-street, Norwich, Solicitors for the said Executor.

HENRY NELSON, Esq., 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 persons having any claims or demands against or affecting the estate of Henry Nelson, late of No. 71, Old Broad-street, in the city of London, and of No. 11, Lancaster Gate, Hyde Park, in the county of Middlesex, Merchant, deceased (who died on the 28th day of January, 1868, and whose will was proved on the 12th day of March, 1868, in the Principal Registry of Her Majesty's Court of Probate, by William Hamilton, Crake and Montague Cleugh Wilkinson, both of No. 71, Old Broad-street, London, Merchants, two of the executors named in the said will), are required to send in their debts, claims, or demands to the said executors, at the offices of their Solicitors, Messrs. Freshfields, of No. 5, Bank-buildings, London, on or before the 11th day of January next, at the expiration of which time the said executors will proceed to administer and distribute the assets of the said testator among the parties entitled thereto, having regard to the claims only of which the said executors shall then have had notice; and for the assets or any part thereof, so administered or distributed the said executors will not be liable to any person of whose debt, claim or demand they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said executors.—Dated this 17th day of November, 1870.

FRESHFIELDS, No. 5, Bank-buildings, E.C., Solicitors for the said Executors.

THOMAS BELCHER, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 upon or against the estate of Thomas Belcher, late of the Manor House, in the parish of Gnosall, in the county of Stafford, Farmer (who died on the 9th day of October, 1852, and whose will was proved in the Consistory Court of Lichfield, on the 7th day of February, 1853, by Mary Belcher, his Widow (who died on the 10th day of October last), and James Belcher, of Moreton Park, in the said parish of Gnosall, Farmer, the trustees and executors therein named), are hereby required to send in the particulars of their claims or demands to me the undersigned Richard Nock Heane, on or before the 14th day of January, 1871, at the expiration of which time the said surviving trustee and executor will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims or demands of which he shall then have had notice; and that the said trustee and executor will not be liable afterwards for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 18th day of November, 1870.

R. N. HEANE, Newport, Salop, Solicitor to the Trustee and Executor.

MARTHA STEVENS, Deceased.

Pursuant to an 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, claimants, and others, claiming any debts, duties, title, or interest in, to, or out of the estate of Martha Stevens, formerly of No. 35A, Pembroke-square, Kensington, in the county of Middlesex, Spinster, deceased (who died on the 13th day of May, 1870), are to send in their claims against the estate of the said Martha Stevens, on or before the 31st day of December next, to us the undersigned Messrs. Shephard and Son, at our offices, No. 12, Lower Phillimore-place, Kensington, in

the county of Middlesex, Solicitors for Edmund Whitfield A' Bear, of Rocky-lane, Rotherfield Grey's, near Henley-on-Thames, in the county of Oxford, and John Burton A' Bear, of Hare Hatch, near Henley-on-Thames, in the said county of Oxford, the executors of the said deceased. And notice is hereby further given, that after the said 31st day of December next, the said Edmund Whitfield A' Bear and John Burton A' Bear, will proceed to distribute the assets of the said Martha Stevens, deceased, among the persons entitled thereto, having regard to the claims of which they the said Edmund Whitfield A' Bear and John Burton A' Bear shall have notice; and will not be liable for the assets, so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 19th day of November, 1870.

SHEPHEARD and SON, No. 12, Lower Phillimore-place, Kensington, Solicitors for the Executors of the said Martha Stevens.

JANE WARD, Deceased.

Pursuant to the 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 the creditors of, and all other persons having or claiming any debt, claim, or demand from or against the estate of Jane Ward, late of the Bedford Head, Maiden-lane, Covent-garden, in the parish of Saint Paul, Covent-garden, in the county of Middlesex, Widow, deceased (who died on the 8th day of October, 1870, and whose will with a codicil thereto, was proved on the 29th day of October, 1870, in the Principal Registry of Her Majesty's Court of Probate, by James Ward, and William Mitchelson, the executors therein named), are hereby required to send in particulars of their respective debts, claims, and demands to the said executors, at the office of me the undersigned Walter F. Stokes, on or before the 31st day of December, 1870, at the expiration of which time the said executors will proceed to distribute the assets of the said Jane Ward, deceased, among the parties entitled thereto, having regard only to the claims of which they may then have had notice; and will not be liable for the assets, so distributed to any person of whose claims they shall not then have had notice.—Dated this 18th day of November, 1870.

WALTER F. STOKES, No. 40, Chancery-lane, London, Solicitor to the said Executors.

THOMAS WILLIAM WILCKE, Deceased.

Pursuant to the 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 any persons having any debts, claims, or demands against or upon the estate of Thomas William Wilcke, late of Wingrove Nursery, in the borough of Newcastle-upon-Tyne, Nursery and Seedsman (who died on the 14th day of September, 1869, and letters of administration of whose estate and effects were granted by the Newcastle-upon-Tyne District Registry of Her Majesty's Court of Probate, on the 19th day of August, 1870, to Matilda Wilcke, Spinster, one of the children of the said intestate), are hereby required to send the particulars of such debts, claims, and demands to us the undersigned, the Solicitors for the said administratrix, on or before the 31st day of December next, after which day the said administratrix will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which the said administratrix shall then have had notice; and the said administratrix will not be liable to any person of whose debt, claim, or demand she shall not then have had notice. All persons indebted to the said Thomas William Wilcke are also requested to pay to the said Solicitors for the said administratrix, the amount of their respective debts.—Dated this 19th day of November, 1870.

CHARTRES and YOULL, Solicitors to the Administratrix, No. 4, Royal-arcade, Newcastle-upon-Tyne.

HUNTLY BURMESTER, Esq., Deceased.

Pursuant to Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 claim, debt, or other demand against the estate of Huntly Burmester, late of Weston Lodge, in the parish of Weston-under-Penyard, in the county of Hereford, Esq., deceased (who died on the 12th day of October, 1870, and whose will was proved on the 17th day of November, 1870, in the Hereford District Registry of Her Majesty's Court of Probate, by the Reverend William Francis Sims, Clerk, and Henry Minnet, the executors therein named), are hereby required to send particulars of their claims, debts, and demands (if any), on or before the 24th day of December, 1870, to me, the undersigned; as Solicitor for the said executors, after which

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, debts, or demands of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim, debt, or demand they shall not then have had notice.—Dated this 18th day of November, 1870.

HENRY WALLACE SOREL CAMERON, Ross, Herefordshire, Solicitor for the said William Francis Sims and Henry Minett.

WILLIAM RABLING, of Camborne, Cornwall, Gentleman, 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 persons having any claims or demands against or affecting the estate of William Rabling, of the parish of Camborne, in the county of Cornwall, Gentleman, deceased, (who died on the 28th day of September, 1870, and whose will dated the 27th day of November, 1865, with a codicil dated the 26th day of September, 1870, was proved by William Rabling, of Camborne aforesaid, the executor therein named, on the 21st day of October, 1870, in the District Registry attached to Her Majesty's Court of Probate, at Bodmin, in the county of Cornwall), are required to send in their debts, claims, or demands to the said William Rabling as such executor, at the offices of his solicitor, the undersigned Samuel Theophilus Genn Downing, at Redruth, in the said county of Cornwall, on or before the 31st day of December, 1870, at the expiration of which time the said executor will proceed to distribute the assets of the said testator William Rabling, amongst the parties entitled thereto, having regard to the claims only of which the said executor shall then have had notice, and for the assets, or any part thereof so distributed, the said executor will not be liable to any person of whose debt, claim, or demand he shall not then have had notice. And all persons indebted to the estate of the said deceased, requested forthwith to pay the amount of their debts respectively to the said executor.—Dated this 15th day of November, 1870.

S. T. G. DOWNING, Redruth, Cornwall, Solicitor to the said Executors.

WILLIAM THOMPSON, 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 or affecting the estate of William Thompson, late of Felsted, in the county of Essex, Butcher (who died on the 21st day of June, 1870, and whose will and codicils were duly proved in the Principal Registry of Her Majesty's Court of Probate, on the 2nd day of August, 1870, by Mr. Robert Hasler, of Blatches Farm, Little Dunmow, in the said county of Essex, Farmer, the surviving executor therein mentioned), are hereby required to send in the particulars of their claims or demands to the said executor, on or before the 24th day of December, 1870, at the above address. And notice is hereby 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 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 and demands he shall not then have had notice.—Dated this 19th day of November, 1870.

WILLIAM JOHNSON, Great Dunmow, Essex, Solicitor for the said Executors.

Re **ELIZA WELLM**, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having claims or demands upon or against the estate of Eliza Wellum, late of No. 2, Wilson's-buildings, White Hart-street, Kennington, in the county of Surrey, Widow (who died on the 14th day of November, 1867, intestate, and to whose estate letters of administration were granted to Charles Brignell, then of Cassland-road South, Hackney, in the county of Middlesex, since deceased, by the Principal Registry of Her Majesty's Court of Probate, on the 30th day of January, 1868), are hereby required, on or before the 29th day of December, 1870, to send in the particulars of their claims and demands against the estate of the said Eliza Wellum, deceased, to us the undersigned; at the expiration of which time James Phillips, of Melville-place, Hackney aforesaid, and Belinda Wicks Sparrow, of No. 5, Sisters-cottages, Brook-street, Upper Clapton, the executors, to whom probate of the will of the said Charles Brignell, deceased, has been granted, will proceed to distribute the assets of the

said deceased, Eliza Wellum, among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and will not afterwards be liable for any claims or demands of which they shall not then have had notice.—Dated this 21st day of November, 1870.

LEVER and SON, No. 49, Bedford-row, Solicitors for the said Executors.

Mr. JOHN CLARKE, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees,"

ALL creditors and others having any claims or demands upon or against the estate of John Clarke, late of Heigham-road North, Heigham, in the county of the city of Norwich, Farmer, deceased (who died on the 30th day of July last, are, on or before the 8th day of December next, to send the particulars of such claims and demands to us the undersigned, the Solicitors to Thomas Clarke and Elizabeth Hammond, the executors of the will of the said deceased; and in default thereof the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and the said executors will not be liable to any person of whose claim they shall not have received notice at the time of such distribution.—Dated this 17th day of November, 1870.

WINTER and FRANCIS, of No. 9, Saint Giles-street, Norwich, Solicitors for the said Executors.

WILLIAM PIPER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of William Piper, late of Harborne, in the county of Stafford, out of business, deceased, who died on the 27th day of October, 1869, and whose will was proved in the Birmingham District Registry of the Court of Probate, on the 17th day of February, 1870, are hereby required to send to the undersigned on or before the 1st day of January next, the particulars of their claims after which day the executors will proceed to distribute the assets of the deceased, having regard only to the claims of which the executors shall then have had notice.—Dated the 16th day of November, 1870.

J. LILLY SMITH, No. 19, Cannon-street, Birmingham, Solicitor to the Executors.

ROBERT COLLIS, Deceased.

Pursuant to the 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 claim or demand against the estate of Robert Collis, deceased, late of Gwydyr Houses, Brixton Rise, in the county of Surrey, Merchant (who died on the 8th day of June, 1870, and whose will was proved on the 4th day of October, 1870, in the Principal Registry of Her Majesty's Court of Probate, by Mary Collis, the widow of the said deceased, Joseph Billiat, of Huntingdon; Gentleman, Christopher Yeatman, of Boston, Gentleman, and Alfred James Lambert, of No. 22, Tavistock-terrace, Westbourne Park, Esq., the executrix and executors therein named), are required to send in the particulars of their claims and demands, in writing, to us the undersigned, Messrs. Dawes and Sons, Solicitors to the said executrix and executors, at the undermentioned No. 9, Angel-court, Throgmorton-street, in the city of London, on or before Monday, the 2nd day of January, 1871, after which day the executrix and executors will proceed to apply the assets of the said deceased as directed by the said will, having regard only to the claims of which they shall then have received notice; and that the said executrix and executors will not afterwards be liable for the said assets, or any part thereof, to any person or persons of whose claim they shall not then have had notice.—Dated this 21st day of November, 1870.

DAWES and SONS, No. 9, Angel-court; Throgmorton-street, London, E.C., Solicitors for the said Executrix and Executors.

In the Goods of **EDWIN MARKS**, 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 persons having any claim or demand upon or against the estate of Edwin Marks, late of Far Green Cottage, Hanley, in the county of Stafford, Accountant, deceased (who died on the 10th day of August, 1870, and whose will was proved on the 17th day of November, 1870, in the District Registry at Lichfield attached to Her Majesty's Court of Probate, by Maria Marks, of Bower-street, Mosecroft, Hanley aforesaid, Widow, the relict of the deceased, the executrix therein named), are hereby required to send in the particulars, in writing, of their debts, claims, or demands to us the undersigned the Solicitors

or the executrix, on or before the 5th day of January, 1871. And notice is hereby further given, that after the said 5th day of January, 1871, the said executrix will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executrix shall then have had notice; and that the said executrix will not be answerable or liable for the assets, so distributed or otherwise dealt with, or any part thereof, to any person or persons of whose debt or demand the said executrix shall not then have had notice.—Dated this 18th day of November, 1870.

E. and A. TENNANT, Hanley, Staffordshire, Solicitors to the Executrix.

Dr. GEORGE REID, Deceased.

Pursuant to the Statute 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 debt or claim upon or affecting the estate of George Reid, late of Santo Antonio Estate, near Macahé, in the province of Rio de Janeiro, in Brazil, Doctor of Medicine, deceased, (who died on the 26th day of November, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 12th day of August, 1870, by Sir Alexander Reid, Baronet, the executor in the first place named in the said will,) are hereby required to send in the particulars of their claims to the said executor, at the office of the undersigned, on or before the 24th day of December, 1870, after which day the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the debts and claims only of which the said executor shall then have had notice; and the said executor will not be liable for the assets so distributed to any person of whose debt or claim he shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1870, UPTONS, JOHNSON, UPTON and BUDD, No. 20, Austin-friars, Solicitors to the said Executor.

Re MARY JEWKES, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claim or demand against the estate of Mary Jewkes, late of Smethwick, in the parish of Harborne, in the county of Stafford, Widow (who died on or about the 25th day of September, 1870, and probate of whose will was, on or about the 18th day of October, 1870, duly granted by the District Registry attached to Her Majesty's Court of Probate at Lichfield to Ebenezer Robins, of Birmingham, in the county of Warwick, Auctioneer, and Daniel Holloway, of High-street, Hampstead, in the county of Middlesex, Corn Dealer, the executors therein named), are, on or before the 31st day of January, 1871, to send to the said executors, at the offices of their Solicitor, No. 3, Waterloo-street, Birmingham, particulars of their debts and claims, or in default thereof the said executors will, after that period, proceed to distribute the assets of the said deceased among the parties entitled thereto under the said will, having regard to the debts and claims only 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, claim, or demand they shall not then have had notice.—Dated this 12th day of November, 1870.

SAML. DANKS, No. 3, Waterloo-street, Birmingham, Solicitor to the said Executors.

CHARLES ALLSOP, Deceased.

Pursuant to an 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 claims or demands upon or against the estate of Charles Allsop, formerly of Knaptoft, in the county of Leicester, and late of Leicester, in the same county, Gentleman, deceased (who died on the 28th day of September, 1870, and of whose estate and effects letters of administration were granted by the Leicester District Registry of Her Majesty's Court of Probate on the 16th day of November, 1870, to Elizabeth Maskell, Wife of George Frederick Maskell, Gentleman, of Leicester aforesaid, the natural and lawful sister and only next of kin of the said deceased), are hereby required to send the particulars of their claims or demands to the undersigned, the Solicitor of the said administratrix, at his office, No. 2, Market-street, Leicester, on or before the 20th day of January, 1871, after which day the said administratrix will distribute the assets of the 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 be liable for any part of such assets to any person of whose claim or demand she shall not then have had notice.—Dated this 18th day of November, 1870.

WILLIAM H. MACAULAY, No. 2, Market-street, Leicester, Solicitor for the said Administratrix.

THOMAS NEWMAN, Deceased.

Pursuant to an 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 claim against the estate of Thomas Newman, late of Hertingfordbury, in the county of Hertford, Miller, deceased (who died on the 10th day of February, 1870, and whose will, with a codicil, was proved in the Principal Registry of Her Majesty's Court of Probate, by William Newman and William Hall, the executors therein named, on the 11th day of March, 1870,) are hereby required to send in particulars of their claims to us the undersigned, Solicitors to the said executors, at our office at Hertford, in the said county, on or before the 24th day of December, 1870, after which day the said executors will proceed to distribute the estate and effects of the said deceased according to the provisions of his said will and codicil, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable to any person of whose claim they shall not then have had notice.—Dated this 12th day of November, 1870.

SPENCE and HAWKS, Hertford, Solicitors to the said Executors.

In Chancery.—Master of the Rolls.—Between Richard Crabtree, Plaintiff; and George Poole, Samuel Mortimer, and John Hinchliffe Holdsworth, Defendants.—(By amended Bill.)

TAKE notice, that this Honourable Court will be moved before his Lordship the Master of the Rolls, on Thursday, the 15th day of December next, by Mr. Miller, of Counsel on the part of the plaintiff, that the plaintiff's Bill may be taken pro confesso against the defendant Samuel Mortimer at the hearing of this cause.—Dated this 12th day of November, 1870.

DUNCAN and MURTON, of No. 13, Southampton-street, Bloomsbury, London; Agents for GEORGE HUMBLE, of Bradford, Yorkshire, Solicitor for the Plaintiff.

To the above-named Defendant Samuel Mortimer, and to his Solicitors or Agents.

In Chancery.—Between Mary Louise Finch, Charles Finch, and Amy Ellen Finch, Edith Finch, and Margaret Finch (respectively infants, by the said Mary Louise Finch, their next friend), Plaintiffs; and Frederick Cotton Finch, Amy Finch, Widow, and William Thomas Rivers, Defendants.

TAKE notice, that this Honourable Court will be moved before the Vice-Chancellor James Bacon, on the 15th day of December next, or so soon after as Counsel can be heard, by Counsel for the plaintiffs, that the Bill filed in this cause on the 21st day of March, 1870, may be ordered to be taken pro confesso against the above-named defendant Frederick Cotton Finch, at the hearing of this cause, pursuant to the Orders of this Honourable Court in such case made and provided.—Dated this 15th day of November, 1870.

Yours, &c., MARK SHEPARD, Plaintiffs' Solicitor, No. 27, College-street, College-hill, London.

To the above-named Defendant, Frederick Cotton Finch.

In Chancery.—Between John Anthony Hudson, Plaintiff; Henry Richards and William Parkinson Garbutt, Defendants.

NOTICE.—Henry Richards,—Take notice, that we did, on the 9th day of November, 1870, issue a Subpoena to hear judgment in this cause, in the form following; that is to say:—"Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to Henry Richards and William Parkinson Garbutt, greeting,—We command you and every of you that you appear before his Lordship the Master of the Rolls, on the 9th day of December next, or whenever thereafter a certain cause now depending in our High Court of Chancery, wherein John Anthony Hudson is plaintiff and Henry Richards and William Parkinson Garbutt are defendants, shall come on for hearing, then and there to receive and abide by such judgment and Decree as shall then or thereafter be made and pronounced, upon pain of judgment being

pronounced against you by default. — Witness Ourselves at Westminster, the 9th day of November, in the thirty-fourth year of Our reign.—ROMILLY, M.R.

“BRIDGES, SAWTELL, and Co., No. 23, Red Lion-square; Agents for

“ROBINSON and SON, Beverley, Plaintiff's Solicitors.”

And take also notice, that by an Order made in this cause on the 10th day of November, 1870, the publication of a notice of such Subpoena to hear judgment having been issued in this cause, as directed by the said Order, should be deemed good service of the said Subpoena to hear judgment on you the above-named defendant Henry Richards.

Dated this 19th day of November, 1870.

BRIDGES, SAWTELL, HEYWOOD, and RAM,
No. 23, Red Lion-square, Plaintiff's Solicitors.

In the Chancery of the County Palatine of Lancaster,
Manchester District.

In the Matter of the Act 19th and 20th Victoria, cap. 120, intituled “An Act to facilitate Leases and Sales of Settled Estates;” and of the 21st and 22nd Victoria, cap. 77, intituled “An Act to amend and extend the Settled Estates Act of 1856;” and of the 27th and 28th Victoria, cap. 45, intituled “An Act to further amend the Settled Estates Act of 1856;” and in the Matter of the Court of Chancery of Lancaster Acts, 1850 and 1854; and in the Matter of certain Parcels of Land, containing 3A. 3R. 4P. or thereabouts, situate in Davyhulme, in the township of Barton-upon-Irwell, in the parish of Eccles, in the County Palatine of Lancaster, in the occupation of Catherine Goldsworthy; and of certain Parcels of Land, containing 6A. 2A. 27P. or thereabouts, situate in the township of Wunston, in the parish of Flixton, in the same County Palatine, in the occupation of Frederick Goldsworthy; and of certain Parcels of Land, containing 17A. 1R. 17P. or thereabouts, situate in the township of Flixton, in the said parish of Flixton, in the occupation of David Bennett, devised by the Will of Thomas Goldsworthy, late of Davyhulme, in the parish of Eccles, in the same County Palatine, deceased.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given, that on the 17th day of November instant, Robert Bruce Goldsworthy, of Old Trafford, in the township and parish of Stretford, in the County Palatine of Lancaster, Emery Merchant, Hannah Adelaide Goldsworthy, Catherine Elizabeth Goldsworthy, and Thomas Harry Goldsworthy, all of Old Trafford aforesaid, infants under the age of twenty-one years, by Richard Radford, their guardian and next friend, Frederick Goldsworthy, of Davyhulme, in the township of Barton-upon-Irwell, in the parish of Eccles and county of Lancaster, Gentleman, Catherine Goldsworthy, of Davyhulme aforesaid, Widow, Titterton Rudgyard, of Croft, in the said township of Barton-upon-Irwell, Farmer, Thomas Barker, of the city of Manchester, Sharebroker, and William Fogg, of the city of Manchester aforesaid, Gentleman, presented their Petition to the Chancellor of the Duchy and County Palatine of Lancaster, praying that an Order might be made by this Honourable Court, vesting in the petitioners Titterton Rudgyard, Thomas Barker, and William Fogg, as the trustees of the will and codicil of the testator Thomas Goldsworthy, and in the trustee or trustee for the time being of the said will and codicil, or such other persons as this Honourable Court may think proper, general powers of selling and conveying on chief rent, or of granting leases for terms of years not exceeding nine hundred and ninety-nine years, for building purposes, and of entering into and making preliminary contracts to sell and convey or to grant leases in manner aforesaid of all or any part of the said several parcels of land and hereditaments situate in the townships of Barton-upon-Irwell, Urmston, and Flixton aforesaid, such conveyances, leases, and contracts to be in conformity with the provisions of the said several Acts of Parliament, so far as such provisions may be applicable to each particular case, and subject to such conditions as to this Honourable Court may seem proper; and that the costs of and incident to the said Petition may be a charge upon all or a sufficient part of the said lands and hereditaments. And notice is also hereby given, that the petitioners may be served with any Order of the Court, or notice relating to the subject of the said Petition, at the office of Messrs. Gill, Radford, and Gill, situate at No. 45, Princess-street, in the city of Manchester.—Dated this 18th day of November, 1870.

GILL, RADFORD, and GILL, of Manchester,
Solicitors for the Petitioners.

TO be sold, pursuant to a Decree of the High Court of Chancery, made in a cause of Winch v. Aldersley, with the approbation of the Vice-Chancellor Sir John Stuart, in one lot, by Messrs. Cobb, at the Bull Hotel, in the city of Rochester, on Tuesday, the 13th day of December, 1870, at four for five o'clock in the afternoon:—

A small freehold estate consisting of a messuage and about 12A. 0R. 5P. of arable land, situate at West-street, in the

parish of Cliffe, in the county of Kent, late the property of Edmund Aldersley, of Strood, in the said county of Kent, Corn and Coal Merchant, deceased, and late in the occupation of Mr. Elsegood.

Particulars and conditions of sale may be had (gratis), in London, of Messrs. Satchell and Chapple, Solicitors, No. 6, Queen-street, Cheap-side; Messrs. Lewis, Munns, Nunn, and Longden, Solicitors, No. 8, Old Jewry; and Messrs. Jones, Blaxland, and Son, Solicitors, No. 32, Lincoln's-inn-fields; and in the county of Messrs. Hills and Winch, Solicitors, Chatham; Messrs. Lewis and Bell, Solicitors, Rochester; Mr. Charles Martin, Solicitor, Strood; Messrs. Cobb, Land Agents and Surveyors, Rochester; and at the place of sale.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Skelton against Ealand, the creditors of Joseph Skelton, late of Boston, in the county of Lincoln, Farmer and Jobber, who died in or about the month of October, 1867, are, on or before the 16th day of December, 1870, to send by post, prepaid, to Messrs. Walker and Co., of Alford, in the county of Lincoln, the Solicitors of 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated at No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, on Wednesday, the 11th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Kidd against Pettingell, the creditors of John Christie Pettingell, late of the borough of Kingston-upon-Hull, Wine and Spirit Merchant, who died on or about the 18th day of July, 1870, including all persons claiming to be creditors in respect of the said John Christie Pettingell having become security for any person or persons, are, on or before the 2nd day of January, 1871, to send by post, prepaid, to Mr. Arthur Levett, of Kingston-upon-Hull, the Solicitor of the plaintiffs, the executors of the said John Christie Pettingell, 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on the 13th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 14th day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Robert Eagle Clarke, deceased, and in a cause Langford against Clarke, the creditors of the above-named Robert Eagle Clarke, late of Thetford, in the county of Suffolk, Gentleman, deceased, who died on or about the month of August, 1860, are, on or before the 20th day of December, 1870, to send by post, prepaid, to Mr. George Lewis Phipps Eyre, of No. 1, John-street, Bedford-row, in the county of Middlesex, the Solicitor of the defendant, Elizabeth Clarke, Widow, their Christian and surnames, with the surnames, in full, of any partners, their 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 the Vice-Chancellor Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Monday, the 16th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Chapple against Parr, the creditors of William Chapple, late of No. 23, Barbican, in the city of London, Wash Leather and Glove Manufacturer, who died in or about the month of April, 1869, are, on or before the 20th day of December, 1870, to send by post, prepaid, to Messrs. Farrar and Farrar, of No. 12, Goddian-street, Doctors'-commons, London, the Solicitors of the defendants, their Christian and surnames, in full, with the Christian and surnames of any partners, their 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers,

situated at No. 11, New-square, Lincoln's-inn, Middlesex on the 13th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1870.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Chapple against Parr, the creditors of William John Chapple, late of No. 23, Barbican, in the city of London, Wash Leather and Glove Manufacturer, who died in or about the month of April, 1869, are, on or before the 20th day of December, 1870, to send by post, prepaid, to Messrs. Farrar and Farrar, of No. 12, Godliman-street, Doctors'-commons, London, the Solicitors of the defendants, their Christian and surnames, in full, the Christian and surnames of any partners, their 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon at his chambers, No. 11, New-square, Lincoln's-inn, Middlesex, on the 13th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1870.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Barnard Foord-Bowes, deceased, and in a cause Louisa Crooke, Spinster, on behalf of herself and all other the creditors of the above-named Barnard Foord-Bowes, against Margaret Elizabeth Greathead, Widow, the creditors of the said Barnard Foord-Bowes, late of Finchley-road, in the parish of St. Marylebone, in the county of Middlesex, Esq., who died on or about the 10th day of June, 1870, are, on or before the 20th day of December, 1870, to send by post, prepaid, to Mr. James Bowker, of No. 6, Bedford-row, Middlesex, the Solicitor of the defendant, the executrix of the said Barnard Foord-Bowes, their Christian and surnames, with the Christian and surnames, in full, of any partners, their 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 the Vice-Chancellor James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Wednesday, the 18th day of January, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1870.

In the County Court of Devonshire, holden at Barnstaple in the Matter of Proceedings for Liquidation by Arrangement or Composition, instituted by Lewis John Halse, of Molland, in the county of Devon, Farmer and Grazier.

NOTICE is hereby given, that a First and Final Dividend at the rate of 5s. 0½d. in the pound, has this day been declared on all debts due from the above named Lewis John Halse, at the commencement of these proceedings and legally proved at the date hereof, and the same will be payable at my office in East-street, South Molton, Devon, on and after the 26th day of November instant. Negotiable securities upon which proof has been made must be exhibited to me before payment of the said Dividend.—Dated this 17th day of November, 1870.

ROBERT J. CROSSE, Trustee, East-street, South Molton, Devon.

In the County Court of Hertfordshire, holden at Saint Albans.

In the Matter of Proceedings for Liquidation by Arrangement with Creditors, instituted by Richard Robinson, of Flamstead, in the county of Hertford, Farmer and Straw Dealer.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Dividend of one shilling in the pound, upon application at the office of Mr. Charles Stockdale Benning, Solicitor, Dunstable, on any day after the date hereof.—Dated this 18th day of November, 1870.

WM. JARDINE, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of John Farncombe Edgington, of No. 48, Long-lane, West Smithfield, in the city of London, and of No. 108, Old Kent-road, in the county of Surrey, and of No. 11, Globe-terrace, Forest Gate, in the county of Essex, Marquee, Tent, and Tarpaulin Maker.

NOTICE is hereby given, that a First Dividend of four shillings in the pound on this estate has been declared, and will be payable on and after the 25th day of November instant, at the place of business of the undersigned Robert Drewitt Hinton, No. 104, Old Kent-road, in the county of Surrey, between the hours of two and five o'clock in the

afternoon, to all creditors who have proved their debts.—Dated this 21st day of November, 1870.

R. D. HILTON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Swinfen Thresher and Thomas Henry Thresher, both of Nos. 54, 56, 60, and 71, King-street West, Hammersmith, in the county of Middlesex, trading there in copartnership as Pawnbrokers, Furniture Dealers, and Clothiers, under the style of Thresher and Son.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Foreman and Cooper, No. 7, Gresham-street, in the city of London, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

JOHN NICHOLAS MASON, No. 7, Gresham-street, London, Attorney for the said Thomas Swinfen Thresher and Thomas Henry Thresher.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Thomas Swinfen Thresher and Thomas Henry Thresher, both of Nos. 54, 56, 60, and 71, King-street West, Hammersmith, in the county of Middlesex, trading there in copartnership as Pawnbrokers, Furniture Dealers, and Clothiers, under the style of Thresher and Son.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Swinfen Thresher has been summoned to be held at the offices of Messrs. Foreman and Cooper, No. 7, Gresham-street, in the city of London, on the 7th day of December, 1870, at half-past three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

JOHN NICHOLAS MASON, No. 7, Gresham-street, London, Attorney for the said Thomas Swinfen Thresher and Thomas Henry Thresher.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Swinfen Thresher and Thomas Henry Thresher, both of Nos. 54, 56, 60, and 71, King-street West, Hammersmith, in the county of Middlesex, trading there in copartnership as Pawnbrokers, Furniture Dealers, and Clothiers, under the style of Thresher and Son.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Henry Thresher has been summoned to be held at the offices of Messrs. Foreman and Cooper, No. 7, Gresham-street, in the city of London, on the 7th day of December, 1870, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

JOHN NICHOLAS MASON, No. 7, Gresham-street, London, Attorney for the said Thomas Swinfen Thresher and Thomas Henry Thresher.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Reeve and Frederick Thomas Reeve, of No. 4, Union-place, Commercial-road, and of No. 1, Heath-place, Commercial-road, in the county of Middlesex, Boot and Shoe Manufacturers, trading under the style or firm of Reeve and Reeve.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at my office, No. 4, Bishopsgate-street Without, in the city of London, on the 5th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

WM. G. BRIGHTEN, Attorney for the Debtors.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Harriett Gilby Welch (otherwise Mercer), of Heathcote-street, Mecklenburgh-square, Gray's-inn-road, in the county of Middlesex, of no business or occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mr. Mussabini's Office, at No. 43, Basinghall-street, in the city of London, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 9th day of November, 1870.

HARRIETT GILBY WELCH (otherwise MERCER).

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Evans Lundy, trading as Thomas Evans Lundy and Company, of No. 38, Cornhill, in the city of London, and of Nos. 164 and 166, City-road, in the county of Middlesex, Electrician and Publisher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Masons' Hall Tavern, Masons'-avenue, Basinghall-street, in the city of London, on the 15th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

CAMPBELL H. SADLER, No. 39, Moorgate-street, City, Solicitor for the said Thomas Evans Lundy.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry, of No. 25, Old Change, in the city of London, and of Colthrop Mill, Thatcham, in the county of Berks, Paper Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Halse, Trustram, Philpott, and Company, Solicitors, No. 61, Cheapside, in the city of London, on the 5th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1870.

HALSE, TRUSTRAM, PHILPOTT, and CO., Attorneys for the said John Henry.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Peters, of No. 18, Cambridge-place, Praed-street, Paddington, and of Mint-stables, South Wharf-road, Paddington, both in the county of Middlesex, Carman and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 24, Bucklersbury, in the city of London, on the 30th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1870.

W. NEWMAN, No. 24, Bucklersbury, E.C., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Ebenezer Reading, of No. 45, St. John's-road, Hoxton, in the county of Middlesex, Smith and Ironmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Appleby, Wright, and Crowther, No. 23, Southampton-street, Bloomsbury, in the county of Middlesex, Solicitors, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

ALFRED H. CROWTHER, Attorney for the said John Ebenezer Reading.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Ward, of No. 155, Hampstead-road, in the parish of Saint Pancras, in the county of Middlesex, Green-grocer and Coal Merchant.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Henry Maddocks Daniel, Rolls-chambers, No. 89, Chancery-lane, in the county of Middlesex, on the 5th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1870.

H. M. DANIEL, Rolls-chambers, No. 89, Chancery-lane, W.C., Attorney for the said Edward Ward.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Peters, of No. 33, Charles-street, Hatton Garden, and of No. 58, Hemingford-road, Barnsbury, both in the county of Middlesex, Wholesale Ironmonger and Birmingham and Sheffield Factor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hayles and

Co., No. 15, King-street, Cheapside, E.C., Accountants, on the 2nd day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

FRANCIS TRUEFIT, No. 4, Essex-court, Temple, Attorney for the said Wm. Henry Peters.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Charles Pearson, of Lane's Hotel, St. Alban's-place, Piccadilly, Middlesex, formerly Captain in the 88th Regiment of Foot, in Her Majesty's Service, now not in any occupation, his wife having a residence at Prospect-road, West Cowes, Isle of Wight.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ladbury, Collison, and Viney, of No. 99, Cheapside, in the city of London, Accountants, on the 9th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

LEWIS and LEWIS, No. 10, Ely-place, Holborn, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Quay, of No. 26, Coventry-street, in the parish of Saint James, in the county of Middlesex, Bootmaker, and No. 2, Richmond-street, also in the parish of Saint James, in the county of Middlesex, General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Bessley, of No. 14, Bedford-row, in the county of Middlesex, Public Accountant, on the 8th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1870.

WILLIAM KIMBERLEY, No. 11, Great James-street, Bedford-row, Solicitor to the Petitioner.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Davis, of No. 6, Windsor-street, Putney, in the county of Surrey, Corn and Coal Merchant.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Smith, Fawdon, and Low, No. 12, Bread-street, Cheapside, in the city of London, on the 25th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1870.

SMITH, FAWDON, and LOW, No. 12, Bread-street, Cheapside, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at Barnet.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John William Mott, of Albemarle-gardens, Potter's Bar, in the county of Middlesex, Florist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 13, King-street, Cheapside, in the city of London, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 14th day of November, 1870.

WILLIAM HAIGH, jr., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Thomas Nightingale, of Wincheap-street, in the city of Canterbury, Wheelwright.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sankey, Son, and Flint, Solicitors, No. 28, Castle-street, in the city of Canterbury, on the 2nd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1870.

THOS. THORPE DELASAUX, No. 38, Stour-street, in the city of Canterbury, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Paul Sampson, of Hythe, in the county of Kent, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 17, Carlisle-street, Soho-square, London, on the 7th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1870.

JOHN WILLIAM ALLEN, No. 17, Carlisle-street, Soho, Attorney for the Petitioner.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nathaniel Giles, of No. 182, High-street, Rochester, in the county of Kent, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. W. W. Hayward, High-street, Rochester, on the 3rd day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

WM. WEBB HAYWARD, Rochester, Attorney for the said Nathaniel Giles.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Pennington Brown, of Bank-street, Seven Oaks, in the county of Kent, Plumber and Gas Fitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sole, Turner and Turner, No. 68, Aldermanbury, London, on the 14th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

SOLE, TURNER, and TURNER, Attorneys for the said Charles Pennington Brown.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Braithwaite, of Halifax, in the county of York, Coach Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Great Western Hotel, Snow-hill Station, Birmingham, on the 6th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

HOLROYDE and SMITH, of Halifax aforesaid, Attorneys for the said Thomas Braithwaite.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Bilton and Samuel Bilton, both of Burley-road, Leeds, in the county of York, Joiners and Builders and Copartners, trading under the firm of Henry Bilton and Son.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of the undersigned, No. 4, East Parade, in Leeds aforesaid, on the 7th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this day of November, 1870.

NORTH and SONS, Attorneys for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Ladley and John Dixon, of Leeds, in the county of York, Cloth Manufacturers and Merchants, trading under the firm of Ladley and Dixon.

NOTICE is hereby given, that a First General Meeting of the joint creditors of the above-named persons has been summoned to be held at the Griffin Hotel, Boar-lane, Leeds, in the county of York, on the 6th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

THOS. SIMPSON, No. 20, Albion-street, Leeds, Attorney for the said Joseph Ladley and John Dixon,

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Donaldson, of Leeds, in the county of York, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Wharton Hotel, Park-lane, Leeds, on the 2nd day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

JOSEPH WALKER, Attorney for the said Thomas Donaldson.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Halstead, of Leeds, in the county of York, Wool, Mungo, and Cloth Merchant, formerly a Partner in the firm of Henry Halstead and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 20, Albion-street, Leeds, in the county of York, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1870.

THOS. SIMPSON, No. 20, Albion-street, Leeds, Attorney for the said Henry Halstead.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Cooper, of Leeds, in the county of York, Cloth Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 20, Albion-street, Leeds, on the 5th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

THOS. SIMPSON, No. 20, Albion street, Leeds, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Habbishaw, of the Albert Mills, in Bradford, in the county of York, Stuff Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 9, Market-street, in Bradford aforesaid, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

FERRY and ROBINSON, Attorneys for the said John Habbishaw.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Martin, of No. 20, Ivgate, in Bradford, in the county of York, Linen Draper and Silk Mercer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lees, Senior, and Wilson, Albion-court, Kirkgate, in Bradford aforesaid, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

LEES, SENIOR, and WILSON, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Latimer, of Portland-street, Bradford, in the county of York, Stuff Manufacturer, trading under the style of Thomas Latimer and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, in Commercial Bank-buildings, Piece Hall-yard, in Bradford aforesaid, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

WOOD and KILLICK, Commercial Bank-buildings, Piece Hall-yard, Bradford, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Haw, late of Raskey, in the North Riding of the county of York, and now of No. 12, Victoria-street, in the suburbs of the city of York, Shoemaker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Mann and Son, of No. 1, New-street, in the city of York, on the 9th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated the 19th day of November, 1870.

THOS. G. MANN, No. 1, New-street, York, Attorney for the said John Haw.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wiseman, of Westgate, within the borough of Burnley, in the county of Lancaster, Joiner, Builder, and Timber Merchant.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Francis Hartley, Solicitor, No. 18, Hargreaves-street, Burnley, in the county of Lancaster, on the 30th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

FRANCIS HARTLEY, No. 18, Hargreaves-street, Burnley, Attorney for the said John Wiseman.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Rachel Jordan, of No. 117, Butler-street, Oldham-road, in the city of Manchester, Baker and Flour Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 45, George-street, Manchester, on the 30th day of November, 1870, at half-three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

BOOTH and EDGAR, 45, George-street, Manchester, Attorneys for the said Rachel Jordan.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Windsor, Smethurst, of No. 125, Chester-road, in the city of Manchester, Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Boote and Edgar, No. 45, George-street, Manchester, on the 9th day of December, 1870, at half-past three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

BOOTE and EDGAR, No. 45, George-street, Manchester, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Charles Browne, of No. 6, Sandon-terrace, Upper Duke-street, Liverpool, in the county of Lancaster, Professor of Music.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Parsons Harris, Solicitor, No. 7, Union-court, Castle-street, Liverpool, on the 8th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

J. P. HARRIS, No. 7, Union-court, Castle-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Clark Mailler, of No. 3, Alliance Bank-buildings, Castle-street, Liverpool, in the county of Lancaster, Commission Merchant and Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above named person has been summoned to be held at the office of Mr. J. Labron Johnson, Solicitor, Unity-buildings, No. 22, Lord-street, Liverpool, in the county of Lancaster, on the 8th day of December next, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

J. LABRON JOHNSON, No. 22, Lord-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Killip of No. 19, Bath-street, Waterloo, also of Rice-lane, Walton-on-the-Hill, and No. 45, St. James-street, Liverpool, all in the county of Lancaster, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the rooms of the Liverpool Law Association, No. 14, Cook-street, Liverpool, in the county of Lancaster, on the 6th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

EEWARD COTTON, Adelphi Bank-chambers No. 17, South John-street, Liverpool, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Altham, of Bashall Mill, in Bashall Eaves, in the West Riding of the county of York, Corn Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Eastham, Solicitor, Clitheroe, in the county of Lancaster, on the 6th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

JOHN EASTHAM, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Cheetham, of No. 35, Westend-street, Northmoor, Oldham, in the county of Lancaster, and James Cheetham, of No. 40, Barker-street, in Oldham aforesaid, carrying on business together in copartnership at Oldham aforesaid as Builders and Contractors under the style or firm of James and Robert Cheetham, the said Robert Cheetham also carrying on business on his separate account, at No. 35, Westend-street aforesaid, as a Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the house of Mrs. Walker, the Swan Inn, High-street, Oldham aforesaid, on the 6th day of December next, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

W. R. CLARK, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Cheetham, of No. 35, Westend-street, Northmoor, Oldham, in the county of Lancaster, and James Cheetham, of No. 40, Barker-street, in Oldham aforesaid, carrying on business together in co-partnership at Oldham aforesaid, as Builders and Contractors, under the style or firm of James and Robert Cheetham, the said Robert Cheetham also carrying on business on his separate account at No. 35, Westend-street aforesaid, as a Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Robert Cheetham has been summoned to be held at the house of Mrs. Walker, the Swan Inn, High-street, Oldham aforesaid, on the 6th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

W. R. CLARK, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Cheetham, of No. 35, Westend-street, Northmoor, Oldham in the county of Lancaster and James Cheetham, of No. 40, Barker-street, in Oldham aforesaid carrying on business together in copartnership at Oldham aforesaid as Builders and Contractors under the style or firm of James and Robert Cheetham, the said Robert Cheetham also carrying on business on his separate account, at No. 35, Westend-street aforesaid as a Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Cheetham has been summoned to be held at the house of Mrs. Walker, The Swan Inn, High-street, Oldham aforesaid, on the 6th day of December, 1870, at half-past one o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

W. R. CLARK, Attorneys for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Seed and Benjamin Crawshaw, both of Stacksteads, in the Forest of Rossendale, in the county of Lancaster, carrying on business in copartnership together there, under the style or firm of Seed and Crawshaw, as Ironfounders, Engineers, and Tool Makers, Dealers, and Chapmen.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at No. 9, Broad-street, within Bury, in the county of Lancaster, on the 25th day of November, 1870, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

J. M. WATSON, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Tarrant Foulkes, of No. 15, Greengate, Salford, Oil, Colour, Glass, and Lead Merchant (trading as R. T. Foulkes and Co.), and residing and carrying on business at Fairfield-road, Droylsden, all in the county of Lancaster, as a Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of James Leyland Hodgson, No. 78, Cross-street, Manchester, on the 9th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

J. L. HODGSON, Attorney to the said R. T. Foulkes.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Carter, of No. 173, Chapel-street, Salford, in the county of Lancaster, Boot and Shoe Maker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. A. L. Livett, Solicitor, No. 37, Cross-street, in the city of Manchester, on the 29th day of November instant, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1870.

A. LEWIS LIVETT, Attorney for the said William Carter.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Wilkinson, of Westfield, in the parish of West Retford, in the county of Nottingham, late Paper Dealer and Commercial Traveller, but now Clerk in a Paper Warehouse.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Marshall and Sons, Solicitors, East Retford, on the 24th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

THOS. BESCOBY, East Retford, Attorney for the said Edwin Wilkinson.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Waters Dawson, of Burton-by-Lincoln, in the county of Lincoln, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Toyndbee and Larken, in Bank-street, in the city of Lincoln, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

TOYNBEE and LARKEN, Bank-street, Lincoln, Attorneys for the said Robert Waters Dawson.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jesse Thomas, late of the Frood, in the parish of Hope, in the county of Flint, but now of Rhosddu, near Wrexham, in the county of Denbigh, Grocer and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Jones, Solicitor, No. 1, Henblas-street, Wrexham, on the 3rd day of

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December, 1870, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1870.

JNO. JONES, of Wrexham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Kirke, of No. 1, Trinity-terrace, in the parish of Clee, in the county of Lincoln, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 17, Cleethorpe-road, Great Grimsby, in the county of Lincoln, on the 2nd day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

T. MOUNTAIN, No. 17, Cleethorpe-road, Great Grimsby, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Kirk, of Short's-yard, Victoria-street, Derby, in the county of Derby, Painter.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs Harrison and Co, Becket Well-lane, Derby, on the 26th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

WM. BRIGGS, No. 45, Nail-street, Derby, Attorney for the said Richard Kirk.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Blackshaw, of Fawcett-street, Sunderland, in the county of Durham, Upholsterer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 47, West Sunnyside, Sunderland, on the 28th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

THOS. S. HINES, Attorney for the said Charles Blackshaw, No. 47, West Sunnyside, Sunderland.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Merthyr Tydfil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Williams, of No. 16, Nantygwaith-street, in the parish of Merthyr Tydfil, in the county of Glamorgan, Butcher, Grocer, Greengrocer, and Collier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Office, Merthyr Tydfil, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

DAVID ROSSER, No. 17, Cannon-street, Aberdare, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Sloss, of No. 3, Edward-street, in the town of Swansea, in the county of Glamorgan, Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at Messrs. Harris and Taylor's Accountants' Office, Merthyr Tydfil, on the 26th day of November, 1870, at half-past one o'clock in the afternoon precisely.—Dated this 15th day of November, 1870.

D. REES LEWIS, Attorney for the said Edward Sloss.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Osmond Daniel, of Swansea, in the county of Glamorgan, Merchant and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Field and Horne, No. 3, Mount-street, Swansea, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1870.

FIELD and HORNE, Swansea, Attorneys for the said Edward Osmond Daniel.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Rowland Veitch Kemmis-Betty, of Swansea, in the county of Glamorgan, Merchant and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Field and Horne, No. 3, Mount-street, Swansea, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1870.

FIELD and HORNE, Swansea, Attorneys for the said Rowland Veitch Kemmis-Betty.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Emanuel Frederick Moses, of No. 26, College-street, Swansea, in the county of Glamorgan, Jeweller and Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 11, Wellington-street, Strand, in the county of Middlesex, on the 15th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1870.

S. A. KISCH, No. 11, Wellington-street, Strand, London, Attorney for the said Emanuel Frederick Moses.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Montgomery, of No. 62, Bute-street, Bute Docks, Cardiff, in the county of Glamorgan, trading under the style or firm of Thomas Montgomery and Co., Coal Exporter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 6, Arcade-chambers, Saint Mary-street, Cardiff, on the 6th day of December, 1870, at ten o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

W. G. YORATH, Attorney for the said Thomas Montgomery.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Lewis, of the Old Bridge Foundry, Bridgend, in the county of Glamorgan, Agricultural Implement and Machine Factor and Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Barnard, Thomas, Clarke, and Co., Public Accountants, Cardiff, on the 5th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

SPICKETT and PRICE, the Court-house, Pontypridd, Attorney for the said David Lewis.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hanns, of the Stag and Hounds Inn, Frederick-street, Cardiff, in the county of Glamorgan, Publican and Brewer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Morgan, Solicitor, Saint Mary-street, Cardiff, on the 6th day of December, 1870, at one o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

Mr. MORGAN, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Davies, of Brick-row, Ynisfaio, in the parish of Ystradyfodwg, in the county of Glamorgan, Collier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Thomas, Solicitor, Mill-street, Pontypridd, in the county of Glamorgan, on the 5th day of December, 1870, at one o'clock

in the afternoon precisely.—Dated this 19th day of November, 1870.

ROB. THOMAS, Pontypridd, Glamorganshire, Attorney for the said William Davies.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles John Robinson, of No. 1, Dove-street, in the city of Norwich, and of Newmarket-road, in the said city, Accountant, Arbitrator, and Financial Agent.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Office, Redwell-street, Norwich, on the 25th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1870.

JAMES CLABBURN, No. 22, London-street, Norwich, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Chapman, of Hockham, in the county of Norfolk, formerly a Farmer, but now out of business.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Emerson and Sparrow, No. 6, Rampant House-street, in the city of Norwich, on the 26th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1870.

EMERSON and SPARROW, No. 6, Rampant Horse-street, Norwich, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Beveridge, of Berwick-upon-Tweed, in the county of the borough and town of Berwick-upon-Tweed, Chemist and Druggist and Soda Water Manufacturer, and lately in partnership with John Beveridge, of Berwick-upon-Tweed aforesaid, as Soda Water Manufacturers.

NOTICE is hereby given, that a Second Special General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hoyle, Shipley, and Hoyle, Solicitors, No. 33, Mosley-street, Newcastle-upon-Tyne, on the 26th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1870.

HOYLE, SHIPLEY, and HOYLE, No. 33, Mosley-street, Newcastle-upon-Tyne, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Gilpin, of Forth House, Bewicke-street, in the borough and county of Newcastle-upon-Tyne, Auctioneer, Cabinet Maker, and Dealer in Furniture.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 8th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1870.

HODGE and HARLE, Wellington-place, Pilgrim-street, Newcastle-upon-Tyne, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Prior and Henry Prior, of South Shields, in the county of Durham, Builders and Contractors, Copartners in Trade.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Turk's Head Hotel, Grey-street, Newcastle-upon-Tyne, on the 8th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

WM. C. BOUSFIELD, No. 10, Market-street, Newcastle-upon-Tyne, Agent for
H. T. DUNCAN, King-street, South Shields, Attorney for the said Wm. Prior and Henry Prior.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Brown, of the Hope, in the county of the borough and town of Berwick-upon-Tweed, David Brown, of Brackenside, in the county of Northumberland, and Ninian Brown, of Loughend, in the said county of the borough and town of Berwick-upon-Tweed, carrying on business in copartnership as Farmers, Cowkeepers, and Corn Merchants, and Agents for the sale of Artificial Manures.

NOTICE is hereby given, that a Second Special General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Hoyle, Shipley, and Hoyle, Solicitors, No. 33, Mosley-street, Newcastle-upon-Tyne, on the 26th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1870.

HOYLE, SHIPLEY, and HOYLE, No. 33, Mosley-street, Newcastle-upon-Tyne, Attorneys for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Tom Tomlin, of No. 19, Southampton-street, and No. 24, Queen-street, Leicester aforesaid, Cutler and Machinist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Marris and Son, Accountants, Friar-lane, Leicester aforesaid, on the 5th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

J. NEALE PETTY, Attorney for the said Tom Tomlin.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Sewell, of Ipswich, in the county of Suffolk, Cheese and Butter Factor, and Joanna Rutt Metcalfe, of the same place, Widow, carrying on business as Cheese and Butter Factors, in Ipswich aforesaid, as copartners, under the style or firm of Sewell and Metcalfe.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. Edward Bromley, No. 43, Bedford-row, London, on the 6th day of December, 1870, at o'clock in the noon precisely.—Dated this day of November, 1870.

S. E. NOTCUTT, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nathaniel Wells Simons, trading as Simons and Company, of No. 45, Baldwin-street, in the city and county of Bristol, Wholesale Druggist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Matthews and Greetbam, of No. 26, Bedford-row, London, on the 1st day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1870.

CORNELIUS LLOYD, No. 5, Westgate-buildings Bath, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Hughes, of the Baths, Garth, Bangor, in the county of Carnarvon, Master Mariner,

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Prince Albert Hotel, in High-street, Bangor, in the county of Carnarvon, on the 8th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

THOS. FOULKES, of Bangor, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Webb, of Pierpoint-street, in the city of Worcester, Land Surveyor.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Stallard,

No. 3, Pierpoint-street, in the city of Worcester, on the 29th day of November, 1870, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1870.

JOHN STALLARD, Attorney for the said Henry Webb.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Price, of Wealey-street, Bradley, in the parish of Sedgley, in the county of Stafford, Shingler, previously thereto residing in Ohio, in the United States of America, Shingler, and formerly of the Red Lion Inn, Batman's-hill-road, Bradley aforesaid, Shingler and Beerhouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph Stokes, No. 1, Priory-street, Dudley, in the county of Worcester, on the 5th day of December next, at ten o'clock in the forenoon precisely.—Dated this 19th day of November, 1870.

JOS. STOKES, No. 1, Priory-street, Dudley, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Williams, of Tipton, in the county of Stafford, Fire Brick Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Dudley Arms Hotel, Market-place, Dudley, on the 3rd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

JOHN EBSWORTH, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Barlow Cooley, of the town of Nottingham, and of the borough of Northampton, Hatter and Farrier.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Black Boy Hotel, Long-row, Nottingham, on the 24th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1870.

GEORGE BELK, No. 6, High-pavement, Nottingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Bennet, of No. 24, Milton-street, in the town of Nottingham, Tobacconist and News Agent.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at my offices, St. Peter's Church-walk, Nottingham, on the 30th day of November, 1870, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1870.

D. W. HEATH, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Pagett, of Park Brook, in the foreign of Walsall, in the county of Stafford, Charter Master.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 66, Park-street, Walsall, in the county of Stafford, on the 2nd day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

JOHN GLOVER, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Buxton and George Buxton, both of Boston Grange, in the township of Newton Grange, and parish of Thorpe, in the county of Derby, Farmers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Green Man, Ashbourne,

on the 10th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1870.

JNO. SMITH, No. 17, Market-place Derby, Attorney for the said Francis Buxton and George Buxton.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Buxton and George Buxton, both of Boston Grange, in the township of Newton Grange, and parish of Thorpe, in the county of Derby, Farmers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Francis Buxton has been summoned to be held at the Green Man, Ashbourne, on the 10th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

JNO. SMITH, of No. 17, Market-place, Derby, Attorney for the said Francis Buxton.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Buxton and George Buxton, both of Boston Grange, in the township of Newton Grange and parish of Thorpe, in the county of Derby, Farmers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Buxton has been summoned to be held at the Green Man, Ashbourne, on the 10th day of December, 1870, at four o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

JNO. SMITH, of No. 17, Market-place, Derby, Attorney for the said George Buxton.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Webster Corsbie, late of Newlyn, in the parish of Paul, in the county of Cornwall, Fish Salesman, Net and Twine Dealer, and Grocer, and now of Penzance, in the county of Cornwall, Retail Beer Seller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, Mr. Trythall, situate at and being No. 5, Clarence-street, Penzance, in the county of Cornwall, on the 2nd day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1870.

WILLIAM TRYTHALL, No. 5, Clarence-street, Penzance, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Westcott, of No. 5, Tamar-terrace, Saltash, in the county of Cornwall, Ship Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. J. E. Elworthy, Curtis, and Dawe, Solicitors, No. 6, Courtenay-street, Plymouth, in the county of Devon, on the 8th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1870.

RICHD. H. DAWE, of the firm of J. E. Elworthy, Curtis, and Dawe, No. 6, Courtenay-street, Plymouth, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Davis, of No. 124, Union-street, East Stonehouse, and No. 72, Union-street, Plymouth, both in the county of Devon, Brush Manufacturer, Toy Dealer, and Fancy Goods Warehouseman.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Gamble and Harvey, Accountants, No. 18, Coleman-street, in the city of London, on the 24th day of November, 1870, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

J. EDWARD CURTEIS, Saint George's-hall, East Stonehouse Devon, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Waite, of Worthing, in the county of Sussex, Cabinet Maker and Upholsterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hunter and Company, Wholesale Cabinet Makers, at No. 76, Coleman-street, London, on the 5th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

HORATIO LUCKETT, No. 5, Bedford-row, Worthing, Attorney for the said William Waite.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Miles, of Worthing, in the county of Sussex, Cabinet Maker and Upholsterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hunter and Company, Wholesale Cabinet Makers, at No. 76, Coleman-street, London, on the 5th day of December, 1870, at half-past two o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

HORATIO LUCKETT, No. 5, Bedford-row, Worthing, Attorney for the said David Miles.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Hart, of No. 39, Portland-street, Brighton, in the county of Sussex, Closed Upper Manufacturer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Smith, Fawdon, and Low, No. 12, Bread-street, Cheapside, London, on the 24th day of November, 1870, at half-past twelve o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

CHARLES LAMB, No. 13, Ship-street, Brighton, Attorney for the said Henry Hart.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Miles and William Waite, both of Worthing, in the county of Sussex, Cabinet Makers and Upholsterers, trading in copartnership together under the name or style of Miles and Waite.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Hunter and Company, Wholesale Cabinet Makers, at No. 76, Coleman-street, London, on the 5th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1870.

HORATIO LUCKETT, No. 5, Bedford-row, Worthing, Attorney for the said David Miles and William Waite.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Fullagar, of Northam, in the county of Sussex, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Cinque Port Arms Hotel, Rye, Sussex, on the 6th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1870.

FRED. A. LANGHAM, No. 44, Robertson-street, Hastings, Attorney for the said John Fullagar.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Johns, of Veryan Green, in the parish of Veryan, in the county of Cornwall, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Carlyon and Paul, Solicitors, Quay-street, Truro, on the 7th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

CARLYON and PAULL, Truro, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Ernest Spooner, of Newlyn East, in the county of Cornwall, Clerk in Holy Orders.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. J. T. Trevena, Solicitor, Princes-street, Truro, on the 3rd day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

JOHN T. TREVENA, Truro, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Edwards, of the borough of Truro, in the county of Cornwall, Chemist and Druggist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. John T. Trevena, Solicitor, Princes-street, Truro, on the 5th day of December, 1870, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1870.

JOHN T. TREVENA, Truro, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John James Shaddick, of Newport, in the parish of Bishops Tawton, in the county of Devon, Builder and Carpenter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of the undersigned, J. A. Thorne, in Cross-street, in the town of Barnstaple, on the 1st day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

J. A. THORNE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bridgen, of Apollo-row, Charles Henry-street, Birmingham, in the county of Warwick, Wood Turner, at the same time carrying on business at No. 135, Digbeth, Birmingham aforesaid, Haberdasher.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edwin Allen, No. 47, Union-passage, Birmingham, Solicitor, on the 1st day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

EDWIN ALLEN, No. 47, Union-passage, Birmingham, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Burley, of No. 113, Digbeth, Birmingham, in the county of Warwick, Baker, and Corn and Flour Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Reece and Harris, Solicitors, No. 104, New-street, Birmingham, in the county of Warwick, on the 9th day of December, 1870, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1870.

REECE and HARRIS, No. 104, New-street, Birmingham, Attorneys for the said George Burley.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Grew, of Wilscombe-place, Mary-street, Balsall Heath, in the parish of King's Norton, in the county of Worcester, Painter and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edwin Jaques, Solicitor, No. 40, Cherry-street, Birmingham, on

the 8th day of December, 1870, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1870.

EDWIN JAQUES, No. 40, Cherry-street, Birmingham, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Josiah Smallwood, now in lodgings in Wenman-street, Balsall Heath, in the parish of King's Norton, in the county of Worcester, formerly of Balsall Heath-road and Upper Mary-street, Balsall Heath aforesaid, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, as under, on the 5th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1870.

JOSEPH ROWLANDS, No. 8, Ann-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Malcolm Drummond, of No. 139, Price-street, Birkenhead, in the county of Chester, Tailor and Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Morris Downham, Solicitor, No. 7, Market-street, Birkenhead, on the 24th day of November, 1870, at two o'clock in the afternoon precisely.—Dated the 17th day of November, 1870.

THOMAS MORRIS DOWNHAM, No. 7, Market-street, Birkenhead., Attorney for the said Malcolm Drummond.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Quiggan, of Chester-street, Birkenhead, in the county of Chester, Boot and Shoe Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Morris Downham, Solicitor, No. 7, Market-street, Birkenhead, on the 23rd day of November, 1870, at two o'clock in the forenoon precisely.—Dated this 14th day of November, 1870.

T. M. DOWNHAM, No. 7, Market-street, Attorney for the said Thomas Quiggan.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Thorley, of Dairy Farm, High Plover, near Knutsford, in the county of Chester, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Rylance, Solicitor, Essex-street, Manchester, on the 16th day of December, 1870, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1870.

A. T. H. EVANS, No. 1, St. George's-chambers, Albert-square, Manchester, Attorney for the said Daniel Thorley.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dymock and Thomas Griffiths, trading under the name or style of Dymock and Griffiths, of Meyrick-street, Pembroke Dock, in the county of Pembroke, Bakers and Grocers.

THE creditors of the above-named Dymock and Griffiths who have not already proved their debts, are required, on or before the 26th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edwin Thomas, Accountant, &c., of Main-street, in the town of Pembroke, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 12th day of November, 1870.

EDWIN THOMAS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lanarkshire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Pollard, Hat Manufacturer, No. 14, Standishgate, Wigan, in the county of Lancaster.

THE creditors of the above-named John Pollard who have not already proved their debts, are required, on or before the 28th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, of King's-chambers, No. 29, King-street, Wigan aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

JOHN LAMB, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Milan, of Doncaster, in the county of York, Nurseryman, Seedsman, and Fruiterer.

THE creditors of the above-named Thomas Milan who have not already proved their debts, are required, on or before the 8th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Henry Richard Burkinshaw, of No. 11, St. James'-street, Sheffield, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 3rd day of November, 1870.

H. R. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Allan, of Burnby-upon-Don, in the county of York, Farmer.

THE creditors of the above-named William Allan who have not already proved their debts, are required, on or before the 6th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Richard Burkinshaw, of No. 11, St. James'-street, Sheffield, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 3rd day of November, 1870.

H. R. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elizabeth Jones, of the Cross Foxes, Abbott-street, Wrexham, in the county of Denbigh, Innkeeper and Car Proprietor.

THE creditors of the above-named Elizabeth Jones who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Wright Cade, of Regent-street, Wrexham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

JOSEPH WRIGHT CADE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Fagg, of Biggin-street, Dover, in the county of Kent, Builder.

THE creditors of the above-named George Fagg, who have not already proved their debts, are required, on or before the 30th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned George Fielding, of Dover aforesaid, Gentleman, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1870.

G. FIELDING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Branford, of High-street, Charlton, Dover, in the county of Kent, Plumber, Glazier, and Painter.

THE creditors of the above-named Henry Branford, who have not already proved their debts, are required, on or before the 13th day of November instant, to send their names and addresses, and the particulars of

their debts or claims to me, the undersigned, William Rutley Moull, of Dover aforesaid, Coal Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

W. R. MOULL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George William Blake, of Ivy Vale Soapworks, Blackley, near Manchester, and of No. 60, Stockport-road, in the city of Manchester, both in the county of Lancaster, Soap Manufacturer.

THE creditors of the above-named George William Blake, who have not already proved their debts, are required, on or before the 30th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, William Henry Ream, of the firm of Richards and Ream, of No. 8, Marsden-street, Brown-street, in the city of Manchester, Accountants, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

WILLIAM H. REAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bayliss, of Lower-road North, Malvern, in the county of Worcester, Grocer, Provision Dealer, and Bricklayer.

THE creditors of the above-named George Bayliss who have not already proved their debts, are required, on or before the 30th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, Frederick Prosser, of Bath-road, in the city of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1870.

FREDERICK PROSSER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Lennard, of Newark-street, in the parish of St. Mary, in the borough of Leicester, Manufacturer of Hosiery.

THE creditors of the above-named Samuel Lennard who have not already proved their debts, are required, on or before Wednesday, the 30th day of November, 1870, to send their names and addresses, and the particulars of their claims to us, the undersigned, William Thomas Thompson, of Leicester aforesaid, Worsted Spinner, Thomas Podd, of Leicester aforesaid, Worsted Spinner, John Cornelius Kellett, of Leicester aforesaid, Carpenter and Joiner, and Fergus Burdett, of Leicester aforesaid, Commission Agent, some or one of us, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

W. T. THOMPSON.
THOS. PODD.
JOHN CORNELIUS KELLETT.
FERGUS BURDETT.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement or Composition with Creditors, instituted by George Swain, of No. 69, Spencer-street, Birmingham, in the county of Warwick, Jeweller, and Franz Heilborn, of Anglesea-street, Lozell's, Birmingham aforesaid, Jeweller, both formerly of No. 4, Pistford-street, Birmingham aforesaid, Jewellers and copartners.

THE creditors of the above-named George Swain and Franz Heilborn, who have not already proved their debts, are required, on or before the 1st day of December, 1870, to send their names and addresses, and particulars of their claims, to Walter Newton Fisher, of No. 34, Colmore-row, Birmingham, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

JOSEPH ROWLANDS, 8, Ann-street, Birmingham, Solicitor to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Thomas Hart, of Holbeach, in the county of Lincoln, Plumber and Glazier.

THE creditors of the above-named John Thomas Hart, who have not already proved their debts, are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims to me the undersigned, Robert Millns, of Holbeach, in the county of Lincoln, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

ROBERT MILLNS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry William Boyce, of Wangford, in the county of Suffolk, Bookseller and Stationer.

THE creditors of the above-named Henry William Boyce, who have not already proved their debts, are required, on or before the 3rd day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, Lovewell Blake, of Hall Quay, Great Yarmouth aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1870.

LOVEWELL BLAKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Edward Williams, of No. 7, Tutbill-terrace, in the town and county of Carnarvon, and of No. 9 Wharf, Saint Helen's-road, in the said town and county of Carnarvon, Coal, Brick, Tile, and Cement Merchant.

THE creditors of the above-named William Edward Williams, who have not already proved their debts are required, on or before the 30th day of November instant, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Hugh Owen, of No. 23, Bridge-street, Carnarvon, in the county of Carnarvon, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

WM. H. OWEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Hugh Owen, late of Porthyrour, in the town and county of Carnarvon, Slate Stone Cutter, but now of Tynycas, in the parish of Llanidan, in the county of Anglesea, Farmer.

THE creditors of the above-named Richard Hugh Owen, who have not already proved their debts, are required, on or before the 30th day of November, 1870, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Hugh Owen, of No. 23, Bridge-street, Carnarvon, in the county of Carnarvon, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1870.

WM. H. OWEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-upon-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Scott Goodger, of Burton-upon-Trent, in the county of Stafford, Grocer.

THE creditors of the above-named William Scott Goodger who have not already proved their debts, are required, on or before the 5th day of December, 1870, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, Henry Hoskins Jackson, of Burton-upon-Trent, in the county of Stafford, Brewery Manager, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1870.

HENRY HOSKINS JACKSON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution, passed on the 31st day of March, 1870, for Liquidation by Arrangement of the affairs of Richard Burchett, formerly of No. 43, Brompton-square, in the county of Middlesex, but then of No. 8, Bedford-road, Clapham, in the county of Surrey, Head Master of the Schools in connection with the Department of Science and Art at South Kensington.

WILLIAM LEY, of Union Bank-chambers, Carey-street, Lincoln's-inn, Gentleman, and Anthony Lacam Simkins, of No. 10, Carlisle-terrace, Kensington, Gentleman, have been appointed Trustees of the property of the said debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees, or one of them.—Dated this 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Fletcher, of No. 110, Seymour-street, Easton-square, in the county of Middlesex, Dairyman.

WILLIAM IZARD, of No. 46, Eastcheap, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Tuxford, of No. 9, Billiter-street, in the city of London, and of No. 9, Child's-hill, Hendon, in the county of Middlesex, Merchant, trading under the name or style of F. Tuxford and Co.

WILLIAM LEWIS CLIFTON BROWNE, of No. 16, Moorgate-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1870.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Jones, of Lammas-street, in the county of the borough of Carmarthen, Grocer, Boot Maker, and Leather Seller.

TRUSTEE appointed, Charles Nicholls, of No. 46, Baldwin-street, in the city and county of Bristol, Leather Merchant, &c.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Allman, of Burslem, in the county of Stafford, Tobaccoist and Druggist.

WHEREAS the trustee under the said Liquidation has certified and reported to me that a General Meeting of the creditors of the said Henry Allman was held at the offices of Messrs. Tomkinson, Solicitors, Hanover-street, Burslem, on the 15th day of November, 1870, and that the Discharge of the debtor was then granted by a Special Resolution of the creditors then assembled.

I do, therefore, certify such discharge in pursuance of the Statute in that behalf.—Given under my hand and the Seal of the Court this 18th day of November, 1870.

CHS. EDWARD CHALLINOR, Registrar.

In the County Court of Yorkshire, holden at Barnsley. **A** DIVIDEND is intended to be declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Edwin Harrison, of Dodworth-road and Queen-street, in Barnsley, in the county of York, Hatter and Hosier, on or about the 6th day of July, 1870, in the above Court. Creditors who have not proved their debts by the 28th day of November, 1870, will be excluded.—Dated this 16th day of November, 1870.

WM. JAS. COPE, Shambles-street, Barnsley, Trustee of Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

To George Godfrey Farrant, of No. 44, Park-street, Grosvenor-square, in the county of Middlesex, Gentleman.

In the Matter of a Debtor's Summons issued against you by the Imperial Mercantile Credit Association Limited, of No. 17, Tokenhouse-yard, in the city of London.

TAKE notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such Summons on you on the seventh day after such publication. The Summons can be inspected by you on application to this Court.—Dated this 21st day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

To Thomas Gambell, of No. 2, Middleton-terrace, Woodgreen, in the county of Middlesex, late an Officer in Her Majesty's 86th Regiment.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by John Brown Johnstone, of No. 34, Sackville-street, in the county of Middlesex, Tailor, and the Court has ordered that the publication of this notice in the London Gazette 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 18th day of December, 1870, at eleven o'clock in the forenoon, on which day you are required to appear, and if you do not appear the Court may adjudge you bankrupt in your absence. The petition can be inspected by you on application to this Court.—Dated this 17th day of November, 1870.

In the County Court of Yorkshire, holden at Dewsbury.

A MEETING of the creditors of Richard Brooke and Edwin Sheard, of Chidswell, in the parish of Dewsbury, in the county of York, Oil Extractors, carrying on business in copartnership as Brooke, Sheard, and Co., adjudicated bankrupts on the 15th day of September, 1870, will be held at the Royal Hotel, in Dewsbury aforesaid, on Wednesday, the 30th day of November, 1870, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the assent by the trustee to a scheme of settlement of the affairs of the bankrupts, and for annulling thereafter of the order of adjudication made against the bankrupts.

In the County Court of Cornwall, holden at Truro.

In the Matter of John Silvester Clarke, of the borough of Helston, in the county of Cornwall, Merchant, a Bankrupt.

A MEETING of the creditors of John Silvester Clarke, of Helston, in the county of Cornwall, Merchant, adjudicated a bankrupt on the 29th day of October, 1870, will be held at the offices of Messrs. Hodge, Hoskin, and Marrack, Solicitors, Truro, on the 5th day of December, 1870, at two o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the trustee of a composition offered by the bankrupt of 6s. 8d. in the pound, and for the annulling thereafter of the order of adjudication made against the said bankrupt.—Dated this 18th day of November, 1870.

In the County Court of Yorkshire, holden at Barnsley.

A MEETING of the creditors of Joseph Hawcroft, of Mount Pleasant, Sale, in the county of Chester, adjudicated bankrupt on the 23rd day of June, 1870, will be held at the offices of Messrs. Tyas and Harrison, Solicitors, of Nos. 3 and 4, Regent-street, in Barnsley, in the county of York, on the 5th day of December, 1870, at eleven o'clock in the forenoon, for the purpose of considering the propriety of sanctioning the acceptance by the trustees of a composition offered by the bankrupt of ten shillings in the pound, or such other composition in the pound as the said meeting shall resolve, and for the annulling thereafter of the order of adjudication made against the bankrupt.—Dated this 19th day of November, 1870.

THIS is to give notice that a meeting of the creditors of Thomas Brook Makeham, of No. 59, Wood-street, in the city of London, Straw Hat Warehouseman, trading there under the style or firm of T. Makeham and Company, against whom a petition for adjudication was filed in the Court of Bankruptcy, London, on the 2nd day of August, 1869, and of the creditors of Edwin Bell Isaac, late of No. 59, Wood-street, in the city of London, trading there in copartnership with Thomas Brooke Makeham, under the style or firm of T. Makeham and Co., as Straw Hat and Bonnet Warehousemen, and of No. 1, Bartholomew-villas,

Kentish-town, in the county of Middlesex, Warehouseman, against whom a Petition for adjudication was filed in the Court of Bankruptcy, London, on the 16th day of November, 1869, which two petitions have been, by an Order of the Court, consolidated, will be held at the said Court of Bankruptcy, Basinghall-street, in the city of London, on the 9th day of December, 1870, at eleven o'clock in the forenoon precisely, before James Rigg Brougham, Esq., a Registrar of the said Court, for the purpose of considering a proposal to be made by the said bankrupts that the estate be wound up under the 110th section of the Bankruptcy Act, 1861.

In the County Court of Oxfordshire, holden at Oxford.

In the Matter of Augustus Kerr Bozzi Granville of Sandford, Paper Mills, in the county of Oxford, trading as Granville, Pixley, and Co., Paper Manufacturers, and of Ifley, in the same county, Clerk in Holy Orders, adjudicated a Bankrupt on the 28th day of April, 1870.

I HEREBY give notice that the Creditors who have proved their debts in the above matter may receive a First Dividend of 3d. in the pound, upon application at my office as under. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or letters of administration under which they claim.—Dated the 18th day of November, 1870.

SAML. LOVELOCK, Trustee, No. 19, Coleman-street, London.

In the Matter of Henry Siator, of Holbeach, in the county of Lincoln, Common Brewer.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 28th day of December, 1860, may receive a Second Dividend of 2d. in the pound, upon application at my office, as under, on any Monday, between the hours of eleven and two o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Low-pavement, Nottingham.

In the Matter of Samuel Dickenson, of No. 25, London-road, in the town and county of the town of Nottingham, Baker and Flour Dealer.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 21st day of July, 1868, may receive a First Dividend of 2s. 6d. in the pound, upon application at my office, as under, on any Monday, between the hours of eleven and two of the clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Low-pavement, Nottingham.

In the Matter of Farndon Groom, of Spalding, in the county of Lincoln, Carrier and Leather Seller.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 2nd day of November, 1869, may receive a First Dividend of 1s. in the pound, upon application at my office, as under, on any Monday, between the hours of eleven and two. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Low-pavement, Nottingham.

In the Matter of Henry Powell, of the parish of Staunton-upon-Wye, in the county of Hereford, Tailor and Grocer.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 31st day of May, 1867, may receive a First Dividend of 4½d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 17, 1870.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of William Mellor and George Mellor, of Ballbay-road, Leek, in the county of Stafford, Silk Manufacturers and Copartners, carrying on business under the style or firm of William and George Mellor, the said William Mellor having formerly carried on business as a Licensed Victualler, at Leek aforesaid.

HEREBY give notice, that the creditors who have proved their debts against the separate estate of William Mellor under the above Petition for adjudication, bearing date the 19th day of August, 1865, may receive a First Dividend of 3s. 7½d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 17, 1870.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of James Palmer, residing at Sutton Coldfield, in the county of Warwick, and William Frederick Dean, residing at Erdington, in the same county, carrying on trade together in copartnership, at the Crown Works, Long-acre, Nechells, near Birmingham, in the said county of Warwick, in the name of James Palmer only, as Spade and Shovel Manufacturers.

HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 3rd day of November, 1869, may receive a First Dividend of 1s. 7½d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 17, 1870.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of James Palmer, residing at Sutton Coldfield, in the county of Warwick, and William Frederick Dean, residing at Erdington, in the same county, carrying on trade together in copartnership at the Crown Works, Long-acre, Nechells, near Birmingham, in the said county of Warwick, in the name of James Palmer only, as Spade and Shovel Manufacturers.

HEREBY give notice, that the creditors who have proved their debts against the Separate Estate of James Palmer, under the above Petition for adjudication, bearing date the 3rd day of November, 1869, may receive a First Dividend of 1s. 10¾d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three. No Dividend can be paid without production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 17, 1870.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of William Croom, of the Plough and Harrow Inn, Selly Oak, in the parish of Northfield, in the county of Worcester, Licensed Victualler.

HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 26th day of February, 1868, may receive a First Dividend of 4s. 8d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or letters of administration under which they claim.—November 17, 1870.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of James Johnson, of the Star Inn, Radnor-street, Folkestone, in the county of Kent, Innkeeper, a Bankrupt.

WHEREAS, under a Bankruptcy Petition presented to this Court against the said James Johnson, an Order of Adjudication was made on the 16th day of May, 1870. This is to give notice, that the said adjudication was by order of this Court annulled on the 15th day of November, 1870.—Dated this 15th day of November, 1870.

No. 23681.

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The Bankruptcy Act, 1861.

In the Matter of Thomas Seager Watts, of No. 218, Kent-street, Borough, in the county of Surrey, Grocer and Cheesemonger.

WHEREAS an adjudication of Bankruptcy was made against the above Thomas Seager Watts, on the 21st day of August, 1869. This is to give notice, that by an order of the Court, dated the 4th day of February, 1870, the said adjudication was annulled.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, Basinghall-street. In the Matter of a Bankruptcy Petition against John Edmonds Bowles, of No. 8, Goding-street, Vauxhall-gardens, in the county of Surrey, late Publican, but now out of business.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Edmonds Bowles having been given, it is ordered that the said John Edmonds Bowles be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1870.

By the Court,

H. P. Roche, Registrar.

The First General Meeting of the creditors of the said John Edmonds Bowles is hereby summoned to be held at this Court, on the 5th day of December, 1870, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to Philip Henry Pepys, Esq., one of the Registrars, at the office of Mr. George John Graham, Official Assignee, No. 25, Coleman-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Alfred Elborough, of No. 26, College-street, Dowgate-hill, in the city of London, Accountant, residing at Risca Villa, South Norwood, in the county of Surrey.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Alfred Elborough, having been given, it is ordered that the said Alfred Elborough be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 6th day of August, 1870.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Alfred Elborough is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 8th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to Henry Philip Roche, Esq., one of the Registrars, at the office of Mr. Mansfield Parkyns, Official Assignee, No. 36, Basinghall-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Bankruptcy Petition against John Charles Hullock, of No. 1, Sisters-terrace, Kingston-upon-Hull, in the county of the same town, Grocer.

UPON the hearing of this Petition this day, by the bankrupt's consent, and upon proof satisfactory to the Court of the debts of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Charles Hullock having been given, it is ordered that the said John Charles Hullock be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1870.

By the Court,

Charles H. Phillips, Registrar.

The First General Meeting of the creditors of the said John Charles Hullock is hereby summoned to be held at the Office of the Court, No. 77, Lowgate, Hull, on the 3rd day of December, 1870, at twelve o'clock at noon, and that

the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of a Bankruptcy Petition against Christoph Theodor Lubke, of No. 1, Devonshire-place, Great Yarmouth, in the county of Norfolk, Coal Merchant, lately carrying on business in copartnership with Edwin Waller, as Coal Merchants, under the style of Waller and Lubke, at Southtown, in the county of Suffolk.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Christoph Theodor Lubke having been given, it is ordered that the said Christoph Theodor Lubke be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1870.

By the Court,

C. H. Chamberlin, Registrar.

The First General Meeting of the creditors of the said Christoph Theodor Lubke is hereby summoned to be held at the office of the Court, No. 23, King-street, Great Yarmouth, on the 9th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Bankruptcy Petition against William Dunn, of No. 18, Front-street, Tynemouth, in the county of Northumberland, carrying on the business of a Butcher, at No. 13, Middle-street, Tynemouth aforesaid.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Dunn having been given, it is ordered that the said William Dunn be and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1870.

By the Court,

Wm. Brook Mortimer, Registrar.

The First General Meeting of the creditors of the said William Dunn is hereby summoned to be held at the County Court Office, Westgate-street, Newcastle-upon-Tyne, on the 8th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich.

In the Matter of a Bankruptcy Petition against John Muskett, of Mattishall, in the county of Norfolk, Miller.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said John Muskett having been given, it is ordered that the said John Muskett be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1870.

By the Court,

Thos. H. Palmer, Registrar.

The First General Meeting of the creditors of the said John Muskett is hereby summoned to be held at the office of the Registrar, Redwell-street, Norwich, on the 5th day of December, 1870, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stafford. In the Matter of a Bankruptcy Petition against Thomas Marsh, of Newport, in the county of Salop, Plumber, Glazier, Painter, and Provision Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Thomas Marsh having been given, it is ordered that the said Thomas Marsh be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1870.

By the Court,

Geo. Spilsbury, Registrar.

The First General Meeting of the creditors of the said Thomas Marsh is hereby summoned to be held at the office of County Court, in Bank-passage, Stafford, on the 5th day of December, 1870, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Chesterfield. In the Matter of a Bankruptcy Petition against Elizabeth Booker, of Bolsover, in the county of Derby, Grocer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Elizabeth Booker having been given, it is ordered that the said Elizabeth Booker be, and she is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1870.

By the Court,

W. Wake, Registrar.

The First General Meeting of the creditors of the said Elizabeth Booker is hereby summoned to be held at the County Court, Market Hall, Chesterfield, on the 15th day of December, 1870, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of her affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Henry Miller and Edwin Miller, of Garston, near Liverpool, in the county of Lancaster, Shipbuilders, trading under the firm of W. C. Miller and Sons.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Henry Miller and Edwin Miller having been given, it is ordered that the said Henry Miller and Edwin Miller be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 19th day of November, 1870.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said Henry Miller and Edwin Miller is hereby summoned to be held at the Court House, Lime-street, Liverpool, on the 8th day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Nathan Tunstall, of Breck-grove, Queen's-road, Everton, Liverpool aforesaid.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Nathan Tunstall having been given, it is ordered that the said Nathan Tunstall be, and he is hereby, adjudged bankrupt.

—Given under the Seal of the Court this 17th day of November, 1870.

By the Court,
James F. Watson, Registrar.

The First General Meeting of the creditors of the said Nathan Tunstall is hereby summoned to be held at the County Court, No. 8, Lime-street, Liverpool, on the 6th day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against James Ward, of No. 41, Upper Milk-street, Liverpool, in the county of Lancaster, Cattle Salesman.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of Bankruptcy alleged to have been committed by the said James Ward having been given, it is ordered that the said James Ward be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of October, 1870.

By the Court,
James F. Watson, Registrar.

The First General Meeting of the creditors of the said James Ward is hereby summoned to be held at the County Court, No. 80, Lime-street, Liverpool, on the 7th day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of a Bankruptcy Petition against Robert Rawlins, of Whitechurch, in the county of Hants, Esquire.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Robert Rawlins having been given, it is ordered that the said Robert Rawlins be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 12th day of November, 1870.

By the Court,
R. M. Wilson, Registrar.

The First General Meeting of the creditors of the said Robert Rawlins is hereby summoned to be held at the office of the Court, on the 3rd day of December, 1870, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of Julius Lourie (and not Lowrie, as advertised in the Gazette of the 11th November), late of No. 136, Fenchurch-street, in the city of London, now resident in England, a bankrupt.

Philip Henry Pepys, Esq., one of the Registrars of this Court, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 25th day of November, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee, at the office of George John Graham, Esq., Official Assignee, No. 25, Coleman-street, in the city of London. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee, at the office of the said Official Assignee.—Dated this 17th day of November 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of William Hayward, of No. 25, Saint Mary Axe, in the city of London, Spice Merchant, trading in copartnership with Thomas Jones and Robert Grosveor Batten, under the style of Hayward, Jones, and Company, a Bankrupt.

James Muzio, of No. 17, Abchurch-lane, in the city of London, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 17th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1870.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of Thomas Harradine, of No. 5, Birch-lane, in the city of London, Discount Broker, a Bankrupt.

Richard Matthew Derrant, of No. 11, Princes-street, Westminster, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 1st day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of John Buck, lately of Leeds and Dewsbury, in the county of York, and now of Duncan-street, in Leeds aforesaid, Tobaccoist, a Bankrupt.

John Routh, of Leeds aforesaid, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, Leeds, on the 16th day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of John Roberts Minshall, late of the Tudno Castle Hotel, Llandudno, in the county of Carnarvon, Innkeeper, a Bankrupt.

William Walter Higgins, of Crewe, in the county of Chester, Ale Dealer, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Rechabite Hall, Bangor, in the county of Carnarvon, on the 22nd day of December, 1870, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt, must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Charles James Webb, of No. 5, Crystal-terrace, Mile-end, in the parish of Portsea, in the county of Hants, a Retired Paymaster from Her Majesty's Royal Navy, a Bankrupt.

No Trustee having been appointed, the Registrar of the Court, is by virtue of his office, Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Saint Thomas-street, Portsmouth, on the 12th day or December next, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of William Jacob, of Gorleston, in the county of Suffolk, a Bankrupt.

Lovewell Blake, of Hall Quay, Great Yarmouth, in the county of Norfolk, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Tolhouse Hall, Great Yarmouth, on the 21st day of November, 1870, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.

In the Matter of Joseph Pitt Dowse, of Belgrave-terrace, New North-road, Huddersfield, and Gordon Pentycross Whitworth, of the Woodlands, in the township of Shelley, near Huddersfield aforesaid, formerly carrying on business together at Huddersfield aforesaid, as Stock and Share Brokers, under the style or firm of Dowse and Whitworth, Bankrupts.

William Schofield, of Huddersfield, in the county of York, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, in Queen's-street, in Huddersfield aforesaid, on the 21st day of December, 1870, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated the 18th day of November, 1870.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

On the 16th day of December, 1870, at eleven o'clock in the forenoon, Thomas William Edmondson, carrying on business as a Cap Manufacturer, in copartnership with Lipman Louis Morrison, and Jacob Myers, at Bond-street, in Leeds, in the county of York, under the style of Morrison and Co., and at Russell-street, in Leeds aforesaid, under the style of Myers and Co., adjudicated bankrupts, along with the said Lipman Louis Morrison, and Jacob Myers, on the 19th day of May, 1870, will apply for an Order of Discharge.—Dated this 21st day of November, 1870.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Joseph Henry Culpeck, of No. 9, Argyle-terrace, Park-road, Peckham, in the county of Surrey, but late of No. 29, Bermondsey-square, Bermondsey, in the said county, Fellow-monger, adjudicated bankrupts on the 29th day of March, 1870. Creditors who have not proved their debts by the 28th day of November, 1870, will be excluded.—Dated this 21st day of November, 1870.

Edward Moore, of No. 3, Crosby-square, Bishops-gate-street, E.C., Trustee.

In the County Court of Lancashire, holden at Salford.

A Dividend is intended to be declared in the Matter of Sarah Welsh, of the Duke of York Hotel, Eccles, in the county of Lancaster, Innkeeper, adjudicated a bankrupt on the 25th day of May, 1870. Creditors who have not proved their debts by the 3rd day of December, 1870, will be excluded.—Dated this 19th day of November, 1870.

Salé, Shipman, Seddon, and Salé, No. 29, Booth-street, Manchester, Solicitors for Edwin Banks Harding, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

A Second Dividend is intended to be declared in the matter of Samuel Hodges, Thomas Edwards, and Samuel Horatio Hodges, of Asher-lane, Redcross-street, in the city of Bristol, Boot and Shoe Manufacturers, copartners, under the style of Hodges, Edwards, and Hodges, the said Thomas Edwards and Samuel Horatio Hodges having been adjudicated bankrupts on the 11th day of March, 1870, and the said Samuel Hodges adjudicated bankrupt on the 15th day of March, 1870. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 21st day of November, 1870.

W. G. Smith, Shannon-court, Bristol, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

A Dividend is intended to be declared in the matter of the separate estate of Thomas Edwards, lately trading in copartnership with Samuel Hodges and Samuel Horatio Hodges, at Asher-lane, Redcross-street, in the city of Bristol, in the trade of Boot and Shoe Manufacturers, under the style of Hodges, Edwards, and Hodges, the said Thomas Edwards also lately carrying on the business of a Livestock Stable Keeper, at King-square-mews, Bristol, in partnership with William George Newport, and afterwards alone, the said Thomas Edwards having been adjudicated a bankrupt on the 11th day of March, 1870. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 21st day of November, 1870.

W. G. Smith, Shannon-court, Bristol, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

A Dividend is intended to be declared in the matter of the separate estate of Samuel Hodges, lately trading in copartnership with Thomas Edwards and Samuel Horatio Hodges, at Asher-lane, Redcross-street, in the city of Bristol, in the trade of Boot and Shoe Manufacturers, under the style of Hodges, Edwards, and Hodges, the said Samuel Hodges also lately carrying on business at Asher-lane aforesaid, in partnership with the said Samuel Horatio Hodges, under the style of Hodges and Son, and residing at No. 4, Cave-street, Portland-square, Bristol, the said Samuel Hodges having been adjudicated bankrupt on the 15th day of March, 1870. Creditors who have not proved their debts by the 5th day of December, 1870, will be excluded.—Dated this 21st day of November, 1870.

W. G. Smith, Shannon-court, Bristol, Trustee.

The Bankruptcy Act, 1861.**Notice of Dividend Meetings.**

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the times and places hereinafter mentioned; that is to say:—

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., a Registrar:

Thomas Tolson Clint, of No. 150, Leadenhall-street, in the city of London, of Liverpool, in the county of Lancaster, and Birkenhead, in the county of Chester, Merchant and Ship Broker, adjudicated bankrupt on the 4th day of May, 1869. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

William Gannaway, of No. 35, King-street, Hammer-smith, previously of No. 4, Oliver-terrace, Harrow-road, Paddington, Middlesex, Boot and Shoe Maker, adjudicated bankrupt on the 23rd day of October, 1867. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

John Elliott, of Nos. 41, 42, and 43, High Holborn, in the county of Middlesex, Licensed Victualler, adjudicated bankrupt on the 13th day of December, 1867. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before James Rigg Brougham, Esq., a Registrar:

James Hitchin, of Blackshot Farm, Orsett, in the county of Essex, Farmer, adjudicated bankrupt on the 14th day of September, 1868. A Dividend Meeting will be held on the 9th day of December next, at eleven o'clock in the forenoon precisely.

Charles James Davies, of Thornton-street, Saint John's, Southwark, in the county of Surrey, Builder, adjudicated bankrupt on the 6th day of November, 1869. A Dividend Meeting will be held on the 9th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Birmingham District, at Nottingham, before Owen Davies Tudor, Esq., a Registrar:

George Oliver, of Basford, in the county of Nottingham, Bleacher (trading under the firm or style of George Oliver and Co.), adjudicated bankrupt on the 28th day of December, 1869. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Kent, holden at Maidstone, before Frederick Sendamore, Esq., Registrar:

George Robert Hemsley, of Mile's Bush, Marden, in the county of Kent, Grocer, Draper, and Beerhouse Keeper, adjudicated bankrupt on the 1st day of February, 1869. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Norfolk, holden at East Dereham, before the Registrar:

Edward Edwards the younger, of North Tuddenham, in the county of Norfolk, Farm Labourer, adjudicated bankrupt on the 14th day of July, 1864. A Dividend Meeting will be held on the 7th day of December next, at eleven o'clock in the forenoon precisely.

Archibald Brasnett, of Mattishall, in the county of Norfolk, Baker, Flour Seller, Pork Butcher, Coal Dealer, and General-shop Keeper, before that of the same place, Miller, Flour Seller, and Baker, adjudicated bankrupt on the 17th day of March, 1865. A Dividend Meeting will be held on the 7th day of December next, at eleven o'clock in the forenoon precisely.

Christmas Toffts, of the parish of Mattishall, in the county of Norfolk, Corn, Cake, and Pollard Merchant, Commission Agent, and Cattle Dealer, adjudicated bankrupt on the 30th day of November, 1868. A Dividend Meeting will be held on the 7th day of December next, at eleven o'clock in the forenoon precisely.

George Bedford Kitchen, of High-street, East Dereham, in the county of Norfolk, Cabinet Maker, Upholsterer, and Dealer in Furniture, adjudicated bankrupt on the 22nd day of November, 1869. A Dividend Meeting will be held on the 7th day of December next, at eleven o'clock in the forenoon precisely.

William Long Abbey, of the Cock Inn, Hockering, in the county of Norfolk, Publican and Dealer in Beer and Spirits, formerly trading as William Abbey, of Curtain-road, Shoreditch, London, Oil and Colour Man, afterwards of Campbell-road, Bow, London, Oil and Colour Man, and afterwards of Leyton-road, Stratford, Essex, Oil and Colour Man, adjudicated bankrupt on the 18th day of December, 1869. A Dividend Meeting will be held on the 7th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Northamptonshire, holden at Oundle, before the Registrar:

William Ireland, of Oundle, in the county of Northampton, Shoemaker and Parish Clerk of the said parish, adjudicated bankrupt on the 25th day of June, 1869. A Dividend Meeting will be held on the 30th day of November instant, at nine o'clock in the forenoon precisely.

Samuel Blake, of King's Cliffe, in the county of Northampton, Blacksmith, adjudicated bankrupt on the 16th day of April, 1869. A Dividend Meeting will be held on the 30th day of November instant, at ten o'clock in the forenoon precisely.

Charles Bodger, of Elton, in the county of Huntingdon, Tailor, adjudicated bankrupt on the 24th day of May, 1866. A Dividend Meeting will be held on the 30th day of November instant, at ten o'clock in the forenoon precisely.

Charles Cudall, of King's Cliffe, in the county of Northampton, Veterinary Surgeon, adjudicated bankrupt on the 1st day of June, 1864. A Dividend Meeting will be held on the 30th day of November instant, at eleven o'clock in the forenoon precisely.

John Blake, of King's Cliffe, in the county of Northamptonshire, Grocer and Whitower, adjudicated bankrupt on the 16th day of May, 1864. A Dividend Meeting will be held on the 30th day of November instant, at eleven o'clock in the forenoon precisely.

Joseph Spendlove, of Deene, in the county of Northampton, Baker and Shoemaker, adjudicated bankrupt on the 21st day of February, 1868. A Dividend Meeting will be held on the 30th day of November instant, at twelve o'clock at noon precisely.

Charles Reedman, of Grassington, in the county of Northampton, Beerhouse Keeper, adjudicated bankrupt on the 27th day of February, 1869. A Dividend Meeting will be held on the 30th day of November instant, at twelve o'clock at noon precisely.

William Turner, of Great Gedding, in the county of Huntingdon, Baker, adjudicated bankrupt on the 7th day of September, 1864. A Dividend Meeting will be held on the 30th day of November instant, at two o'clock in the afternoon precisely.

Thomas Hill, of Great Gedding, in the county of Huntingdon, Baker and Shoemaker, adjudicated bankrupt on the

17th day of December, 1869. A Dividend Meeting will be held on the 30th day of November instant, at two o'clock in afternoon precisely.

At the County Court of Lincolnshire, holden at Bourn, before the Registrar:

Robert Rice, of Horbling, in the county of Lincoln, Packetman and Carrier, adjudicated bankrupt on the 8th day of May, 1868. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

Joseph Burrell Gentle, of Bourn, in the county of Lincoln, Publican, adjudicated bankrupt on the 20th day of July, 1868. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Staffordshire, holden at the County Court Office, Newcastle-under-Lyme, before Robert Slaney, Esq., Registrar:

George Monham, late of Knutter, in the county of Stafford, Forge Manager, adjudicated bankrupt on the 10th day of November, 1869. A Dividend Meeting will be held on the 3rd day of December next, at eleven o'clock in the forenoon precisely.

Robert Hughes, of Newcastle-under-Lyme, in the county of Stafford, Grocer and Provision Dealer and Coach Smith, adjudicated bankrupt on the 30th day of January, 1862. A Dividend Meeting will be held on the 3rd day of December next, at eleven o'clock in the forenoon precisely.

Thomas Lycett Stanley, of Newcastle-under-Lyme, in the county of Stafford, Grocer and Provision Dealer, adjudicated bankrupt on the 9th day of April, 1862. A Dividend Meeting will be held on the 3rd day of December next, at eleven o'clock in the forenoon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said respective meetings will, in pursuance of the said section, declare whether any and what Dividend shall be made, and whether any and what allowance shall be paid to the said bankrupts respectively. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

In the County Court of Lancashire, holden at Warrington. In the Matter of John Brown, of Warrington, in the county of Lancaster, Brewer, Bankrupt.

AN Order of Discharge was granted to John Brown, of Warrington, in the county of Lancaster, Brewer, who was adjudicated a bankrupt on the 17th day of November, 1870.

The Bankruptcy Act, 1861.

Notice of the Granting of Order of Discharge.

The Bankrupt hereinafter named has had an Order of Discharge granted as hereinafter mentioned, by the Court acting in prosecution of the Bankruptcy, and such Order will be delivered to the Bankrupt unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court:—

Charles Albert Sleight, of No. 32, The Crescent, Euston-street, Euston-square, in the county of Middlesex, Bankers' Clerk, previously of No. 2, Springfield-terrace, Kentish Town, previously of No. 29, Great Ormond-street, both in the county of Middlesex, previously of No. 23, Westmoreland-place, Camberwell, in the county of Surrey, previously of No. 154, Southampton-row, and previously of No. 23, Percy-street, Bedford-square, both in the county of Middlesex, Clerk, adjudicated bankrupt on the 6th day of December, 1869. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 28th day of April, 1870.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 22nd day of June, 1867, against Alfred Herbert Brown, late of No. 11, Prentice-street, then of No. 17, Kertch-place, both in Strood, and now of No. 19, Cazeneuve-street, Troy Town, Rochester, all in the county of Kent, Draper, did, on the 21st day of December, 1869, grant the Discharge of the said bankrupt; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

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The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

In the Matter of Richard Shackleton Spencer, of Gargrove in the county of York, Horse Dealer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 27th day of October, 1870, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and a Dividend to the amount of 4s. in the pound has been paid, the Court being satisfied that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and that a Dividend to the amount of 4s. in the pound had been paid, doth order and declare that the bankruptcy of the said Richard Shackleton Spencer has closed.—Given under the seal of the Court this 18th day of November, 1870.

THE estates of George Miller Brown, Yarn and Commission Agent, in Glasgow, were sequestrated on the 17th day of November, 1870, by the Sheriff of the county of Lanark.

The first deliverance is dated the 17th November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 25th day of November, 1870, within the Faculty Hall, Saint 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 17th day of March, 1871.

A Warrant of Protection has been granted to the Bankrupt until the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WRIGHT, JOHNSTON, and MACKENZIE,
150, St. Vincent-street, Glasgow, Agents.

THE estates of William Farquhar, Grocer, in Portobello, were sequestrated on the 15th day of November, 1870, by the Sheriff of the county of Edinburgh.

The first deliverance is dated the 15th day of November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Saturday, the 26th day of November, 1870, within Buchanan's Temperance Hotel, High-street, Edinburgh.

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 15th day of March, 1871.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WM. FARQUHAR, Petitioner.

THE estates of John Templeton, Innkeeper, Wheat Sheaf Inn, High-street, Irvine, were sequestrated on the 19th day of November, 1870, by the Sheriff of the county of Ayr.

The first deliverance is dated 19th November, 1870.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock, afternoon, on Friday, the 2nd day of December, 1870, within the Wheat Sheaf Inn, High-street, Irvine, within the county of Ayr.

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 day of March, 1871.

A Warrant of Protection, against Arrest or Imprisonment for Civil Debt, has been granted to the Bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. D. M'JANNET, Solicitor, Irvine,
Agent.

All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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Tuesday, November 22, 1870.

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