



The London Gazette.

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FRIDAY, NOVEMBER 24, 1871.

Whitehall, November 22, 1871.

THE Queen has been pleased to appoint the Right Honourable John Laird Mair, Baron Lawrence, G.C.B., G.C.S.I.; the Right Honourable Abraham Brewster; Admiral Sir Michael Seymour, G.C.B.; Sir Frederick Arrow, Knt., Deputy Master of the Corporation of the Trinity House; Henry Cadogan Rothery, Esq., Registrar of the High Court of Admiralty of England; and Thomas Chapman, Esq., F.R.S., Chairman of the Committee for Lloyd's Register of British and Foreign Shipping, Vice-President of the Institution of Naval Architects; to be Her Majesty's Commissioners to inquire into and report upon the state and condition of Her Majesty's late ship "Megara" when selected for her recent voyage to Australia; the circumstances under which she was dispatched from this country; the extent and cause of the leak subsequently discovered in the ship, and of any other defects in the ship's hull at the time when she was beached at St. Paul's; also, as far as may be deemed expedient, the general official history of the ship previous to her said voyage, and her classification at successive dates.

Whitehall, November 23, 1871.

The Queen has been pleased to appoint the Right Honourable Sir Robert Porrett Collier, Knt., to be a Member of the Judicial Committee of the Privy Council for the purposes and under the provisions of an Act passed in the last Session of Parliament, intituled "An Act to make further provision for the despatch of business by the Judicial Committee of the Privy Council."

Whitehall, November 24, 1871.

The Queen has been pleased to appoint the Right Honourable Mountague Bernard, D.C.L., to be a Member of the Judicial Committee of the Privy Council, in the room of the Right Honourable Sir James William Colville, Knt., resigned, under the provisions of the Act of the 4th year of the reign of His late Majesty King William the Fourth.

Crown Office, November 23, 1871.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Plymouth.

Edward Bates, of Bellefield, in the parish of West Derby, in the county of Lancaster, Esq., in the

room of Sir Robert Porrett Collier, Knt., who has accepted the office of one of the Justices of the Court of Common Pleas.

(C. 1140.)

*Board of Trade, Whitehall,
November 23, 1871.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs, a copy of a Dispatch from Her Majesty's Consul-General at Tunis, stating that the quarantine on arrivals at that Port from Constantinople, has been reduced to fifteen days.

(C. 1141.)

*Board of Trade, Whitehall,
November 23, 1871.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Copenhagen, reporting that the Danish Government have, by a Notice of the 11th instant, declared the ports and harbours of Finland to be free from cholera, and that in consequence all vessels arriving in Denmark from those parts will now be admitted to free pratique.

(C. 1142.)

*Board of Trade, Whitehall,
November 23, 1871.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Note from the Roumanian Government to Her Majesty Agent and Consul-General at Bucharest, stating that ships arriving with foul bills of health from Sulina or Constantinople, at the ports of Galatz, Braila, Beket, Severin, Calafat, Giurgevo, Calaraschi, and Ismail, will be held in quarantine five days, at the end of which they will be subjected to medical inspection.

(C. 1147.)

*Board of Trade, Whitehall,
November 24, 1871.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received, from the Secretary of State for Foreign Affairs, a copy of a Notice of the Portuguese Govern-

ment, removing the Port of Rotterdam from the category of "infected" to that of "suspected" of Cholera Morbus since the 3rd instant, and declaring all the other ports of Holland free from the same disease since that date.

Admiralty, 21st November, 1871.

The date of retirement of Commander William L. Staniforth is the 10th October, 1871, and not 3rd October, as given in the London Gazette of the 13th ultimo.

Admiralty, 22nd November, 1871.

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

Lieutenant Maddock R. M. Griffiths has this day been placed on the Retired List, and been allowed to assume the rank of Retired Commander.

Lieutenant John Campbell Wilkinson has this day been placed on the Retired List of his rank.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870, the undermentioned Officer has been placed on the Retired List of his rank from the 16th instant:—

Chief Engineer Joseph Deal.

Queen's Commission.

Galloway Administrative Battalion of Rifle Volunteers.

Loftus Corbet Singleton, Captain 92nd Foot, to be Adjutant. Dated 7th November, 1871.

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

1st Ayrshire Artillery Volunteer Corps.

Archibald Galbraith Brown to be Second Lieutenant, vice Thomson, resigned. Dated 18th November, 1871.

Commissions signed by the Lord Lieutenant of the County of Kent, and of the City and County of the City of Canterbury.

West Kent Militia.

Augustus Frederick Ross, Gent., to be Supernumerary Lieutenant. Dated 8th November, 1871.

1st Administrative Battalion of Kent Rifle Volunteers.

Harry Burrard Farnall, C.B., to be Honorary Colonel. Dated 17th November, 1871.

Edmund Henry Lenon, V.C., late Captain and Brevet-Major 67th Foot, to be Lieutenant-Colonel, vice Farnall, resigned. Dated 16th November, 1871.

28th Kent Rifle Volunteer Corps.

Edward Stevens to be Ensign, vice Graham, promoted. Dated 17th November, 1871.

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

5th Regiment of Royal Lancashire Militia.

George Maurice Hoblyn Colman, Gent., to be Lieutenant. Dated 31st October, 1871.

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

2nd Royal Lanarkshire Militia.

Gilbert Alexander Pagan, Gent., to be Lieutenant. Dated 17th November, 1871.

1st Lanarkshire Artillery Volunteer Corps.

Allan Fraser to be Second Lieutenant. Dated 10th November, 1871.

3rd Lanarkshire Rifle Volunteer Corps.

William Smyth to be Ensign, vice Duncan, resigned. Dated 31st October, 1871.

Commissions signed by Her Majesty's Lieutenants for the City of London.

Royal London Militia.

Henry Edward Rose to be Lieutenant. Dated 15th November, 1871.

1st London Artillery Volunteer Corps.

Harry Garle to be Second Lieutenant. Dated 15th November, 1871.

London Rifle Volunteer Brigade.

Lieutenant Abraham Rhodes to be Captain. Dated 15th November, 1871.

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

2nd Middlesex Artillery Volunteer Corps.

John Steed Churchward to be Second Lieutenant. Dated 18th November, 1871.

1st Middlesex Engineer Volunteer Corps.

George James Kain to be Honorary Quartermaster. Dated 17th November, 1871.

20th Middlesex Rifle Volunteer Corps.

Ensign Charles Rice to be Lieutenant, vice Macklin, resigned. Dated 18th November, 1871.

George Thomas Wickenden to be Lieutenant. Dated 18th November, 1871.

26th Middlesex Rifle Volunteer Corps.

Major Charles Hampden Wigram to be Lieutenant-Colonel, vice Collett, resigned. Dated 16th November, 1871.

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

1st Warwick Militia.

William John Shaw, Gent., to be Lieutenant, vice Powell, resigned. Dated 17th November, 1871.

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

1st Administrative Brigade of Renfrewshire Artillery Volunteers.

John William Taylor, M.D., to be Assistant-Surgeon. Dated 9th November, 1871.

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

5th Suffolk Rifle Volunteer Corps.

Ensign Thomas William Thurlow to be Lieutenant, vice Arcedeckne, deceased. Dated 14th November, 1871.

Arthur Thomas Draper, Gent., to be Ensign, vice Thurlow, promoted. Dated 14th November 1871.

MEMORANDUM.

Her Majesty has been pleased to approve of Lieutenant-Colonel Smollett Montgomerie Eddington, of the Argyll and Bute Regiment of Artillery Militia, being granted the honorary rank of Colonel.

Civil Service Commission,
November 23, 1871.

THE Civil Service Commissioners hereby give notice, that the following Regulations for an Examination, to be held in pursuance of Her Majesty's Order in Council of the 4th June, 1870, have been approved by the Lords Commissioners of Her Majesty's Treasury:—

REGULATIONS (framed in pursuance of Her Majesty's Order in Council of the 4th June, 1870) for an Open Competitive Examination for the situation of Assistant Schoolmaster in Portsmouth Dockyard, in the Department of the Admiralty.

I. The Examination will be in the following subjects, viz. :—

1. Handwriting and Orthography.
2. Arithmetic and Mensuration.
3. Grammar and Analysis of Sentences.
4. English Composition.
5. Physical and Political Geography of the World, especially of England and Europe.
6. English History.
7. Euclid (first four Books, Book VI, and the first 21 Propositions of Book XI).
8. Algebra.
9. Plane Trigonometry.
10. Differential and Integral Calculus (elementary) and Plane Co-ordinate Geometry (elementary).
11. The Elementary Principles of Mechanics and Hydrostatics, not requiring the Differential Calculus.

* They will also be competitively examined in the following subjects; and, although it will not be necessary for each Candidate to have a knowledge of these latter subjects, a high value will be set on them.

12. Plane Trigonometry (analytical) and Spherical Trigonometry.
13. Plane Co-ordinate Geometry (more advanced) and Analytical Geometry of three dimensions.
14. Differential and Integral Calculus (more advanced) and the easier Differential Equations.
15. Higher Mechanics and Hydrostatics.
16. Elementary Chemistry and Physics.

II. A fee of 1*l.* will be required from each Candidate attending this Examination.

III. No Candidate will be eligible whose age on the first day of the Examination is less than 20 or more than 35.

* * Members of the Naval and Military Services (whether commissioned or non-commissioned) are, for the purposes of competition for appointments in the Civil Service, considered to have on leaving their former service the same age as when they entered it.

Candidates who have served as pupil teachers or schoolmasters in schools under inspection by the Committee of Council on Education, England, or by the Commissioners of National Education,

Ireland, will be reported specially to those Departments; and such of them as have been trained in normal schools, at the public expense, will not be qualified to receive appointments in the Civil Service until the consent of those Departments, and the concurrence of the Treasury therein, has been notified to the Civil Service Commissioners.

The Civil Service Commissioners further give notice, that an Open Competition for one situation as Assistant Schoolmaster in Portsmouth Dockyard, in the Department of the Admiralty, will be held in London, under the above Regulations, on Wednesday, the 27th December, 1871, and following days. Any person wishing to be admitted to the Examination should apply at once to the Secretary, Civil Service Commission, London, S.W.

THE FAIRS ACT, 1871.

WEST COWES FAIR.

WHEREAS a representation has been duly made to me, as Secretary of State for the Home Department, by the Magistrates of the Isle of Wight, in Petty Sessions assembled, that a Fair has been annually held at West Cowes, in the said Petty Sessional District, and that it would be for the convenience and advantage of the public that the said Fair should be abolished:

And whereas notice of the said representation and of the time when I should take the same into consideration has been duly published in pursuance of "The Fairs Act, 1871":

And whereas on such representation and consideration it appears to me that it would be for the convenience and advantage of the public that the said Fair should be abolished:

And whereas there is no owner of the said Fair nor are any tolls due, or payable to, or received by any person whomsoever in respect of the same:

Now therefore I, as the Secretary of State for the Home Department, in exercise of the powers vested in me by "The Fairs Act, 1871," do hereby order that the Fair which has been annually held at West Cowes, in the Petty Sessional District of the Isle of Wight, shall be abolished, as from the date of this Order.

Given under my hand at Whitehall, this 21st day of November, 1871.

(Signed) *H. A. Bruce.*

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of one acre and two roods of land, which has been permanently secured to the vicarage of Wolfhampcote, in the county of Warwick, and in the diocese of Worcester, and of a further benefaction, consisting of five hundred and fifty-three pounds and ten shillings which have been paid to us in favour of the same vicarage, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Wolfhampcote, to meet such benefactions, one capital sum of seven hundred and seventy-nine pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the mean-

time in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Wolfhampcote.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of St. James', Hereford, in the county of Hereford, and in the diocese of Hereford, one capital sum of one hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of St. James', Hereford.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one,

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of three hundred pounds sterling, which has been paid to us in favour of the vicarage of Lache-cum-Saltney, in the counties of Flint and Chester, and in the diocese of Chester, and in respect of which we have agreed to pay to the Incumbent of the same vicarage, and to his successors, a yearly sum of ten pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Lache-cum-Saltney, and to his successors, to meet such benefaction, one other yearly sum or stipend of ten pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said vicarage in substitution for such yearly sum or stipend or for such part thereof, our liability for the payment of such yearly sum or stipend or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Minister or Incumbent of the district of Saint Paul, Low Team, in the county

of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same district, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twelfth day of October, in the year one thousand eight hundred and seventy-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said district, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby, subject as hereinafter mentioned, grant and appropriate out of our common fund to the district of Saint Augustine, Kilburn, in the county of Middlesex, and in the diocese of London, one capital sum of one thousand and five hundred pounds sterling, such capital sum to be applied towards purchasing for the said district certain freehold ground-rents, or in such other manner as may be approved by us: Provided always, that the said capital sum of one thousand and five hundred pounds shall be and be held to be in lieu of, and in substitution for, an annual sum or stipend of fifty pounds heretofore payable by us, the said Commissioners, to the Minister of the said district, under the authority of an instrument sealed by us on the third day of March, in the year one thousand eight hundred and seventy, and published in the London Gazette of the eleventh day of the same month and year.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Llandogo, with the chapelry of Whitebrook annexed, in the county of Monmouth, and in the diocese of Llandaff, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of eight pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and seventy-one, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof,

as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Llandogo, with the chapelry of Whitebrook annexed, in the county of Monmouth, and in the diocese of Llandaff, and to his successors Incumbents of the same vicarage, all that tithe commutation rent-charge which is particularly described in the schedule hereunto annexed and is now vested in us: To have and to hold the said tithe commutation rent-charge to the use of the said incumbent and his successors for ever: Provided always, that the said tithe commutation rent-charge shall be and be held to be in lieu of and in substitution for an annual sum or stipend of ten pounds heretofore payable by us, the said Commissioners, or by our lessee to the Incumbent of the said vicarage in respect of the said tithe commutation rent-charge and other property formerly belonging to the Prebend of Caira: And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said tithe commutation rent-charge as from the first day of May, in the year one thousand eight hundred and seventy-one.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

Schedule.

All that the rectorial tithe commutation rent-charge, amounting to one hundred and fifty-one pounds thirteen shillings and five pence, issuing and arising out of or upon lands situate within the parish of Llandogo, in the county of Monmouth, and formerly belonging to the Prebend of Caira.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Nafferton with the chapelry of Wansford annexed, in the county of York, and in the diocese of York, one yearly sum or stipend of forty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-seventh day of September, one thousand eight hundred and seventy-one, and to be receivable in four equal portions on the first day of February, the first day of May, the first day of August, and the first day of November, in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Nafferton with Wansford shall be paid only upon the production to us, on or after each of the lastly-mentioned days in each and every year, of a certificate under the hand of the Archbishop of York that an Assistant Curate, duly licensed by such Archbishop, has been employed within the parish of Nafferton with Wansford aforesaid

during the quarter then ended, and is in receipt of a salary after a rate of not less than two hundred and ten pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage of Nafferton with Wansford.

In witness whereof we have hereunto set our common seal this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of four hundred pounds sterling, which has been paid to us in favour of the vicarage of Downe, in the county of Kent, and in the diocese of Canterbury, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Downe, to meet such benefaction, one other capital sum of four hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Downe.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of two pieces or parcels of land comprising together one thousand eight hundred and thirty-nine square yards, with the messuage and buildings thereon, which have been permanently secured to the vicarage of Ravensthorpe, in the county of York, and in the diocese of Ripon, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Ravensthorpe, to meet such benefaction, one capital sum of seven hundred and sixty-two pounds sterling, to be applicable towards defraying the cost of altering and improving the house and premises which have been conveyed as a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Ravensthorpe.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do

hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Maryport, in the county of Cumberland, and in the diocese of Carlisle, one yearly sum or stipend of sixty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-eighth day of September, in the year one thousand eight hundred and seventy-one, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November, in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage shall be paid only upon the production to us, on or after each of the said four lastly-mentioned days, in each and every year, of a certificate, under the hand of the Bishop of the said diocese of Carlisle, that a second Assistant-Curate, duly licensed by such Bishop, has been employed within the parish of Maryport aforesaid during the quarter then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid, so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Chevington, in the county of Northumberland, and in the diocese of Durham, one capital sum of one hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Chevington.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction consisting of one acre and three roods or thereabouts of land, with the messuage or dwelling house thereon, which has been permanently secured to the vicarage of Long Cross, in the county of Surrey, and in the diocese of Winchester, and of a further benefaction of one hundred pounds sterling, which has been paid to us in favour of the same vicarage, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Long Cross, and to his successors, to meet such benefactions, one yearly sum or stipend of thirty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of

these presents in the London Gazette, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Wetwang, with the chapelry of Fimber annexed, in the county of York, and in the diocese of York, one yearly sum or stipend of forty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-seventh day of September, one thousand eight hundred and seventy-one, and to be receivable in four equal portions on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Wetwang with Fimber shall be paid only upon the production to us, on or after each of the lastly-mentioned days in each and every year, of a certificate under the hand of the Archbishop of York that an Assistant Curate, duly licensed by such Archbishop, has been employed within the parish of Wetwang with Fimber aforesaid during the quarter then ended, and is in receipt of a salary after a rate of not less than two hundred pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage of Wetwang with Fimber.

In witness whereof, we have hereunto set our common seal this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Llanasa, in the county of Flint, and in the diocese of Saint Asaph, one yearly sum or stipend of one hundred and twenty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the ninth day of July, in the year one thousand eight hundred and seventy-one, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage shall be paid only upon the

production to us; on or after each of the above-mentioned days in each and every year, of a certificate under the hand of the Bishop of the said diocese of Saint Asaph, that an Assistant Curate duly licensed by such Bishop has been employed within the parish of Llanasa aforesaid during the quarter then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the vicarage of Eynesford, in the county of Kent, and in the diocese of Canterbury, one capital sum of two hundred and fifty pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Eynesford.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of one hundred pounds sterling, which has been paid to us in favour of the vicarage of Saint Mary Magdalene, Launceston, in the county of Cornwall, and in the diocese of Exeter, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Saint Mary Magdalene, Launceston, to meet such benefaction, one other capital sum of one hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Mary Magdalene, Launceston.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of three thousand pounds sterling, which has been paid to us in favour of the district of Saint Alban-the-Martyr, Bordesley, in the county of Warwick,

and in the diocese of Worcester, and in respect of which we have agreed to pay to the Incumbent of the same district, and to his successors, a yearly sum of one hundred pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said district of Saint Alban-the-Martyr, Bordesley, and to his successors, to meet such benefaction, one yearly sum or stipend of fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable, in equal half-yearly portions, on the first day of May, and on the first day of November, in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said district, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of six hundred pounds sterling, which has been paid to us in favour of the vicarage of Ewerby, in the county of Lincoln, and in the diocese of Lincoln, and in respect of which we have agreed to pay to the Incumbent of the same vicarage, and to his successors, a yearly sum of twenty pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Ewerby, and to his successors, to meet such benefaction, one other yearly sum or stipend of twenty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby, subject as hereinafter mentioned, grant and appropriate, out of our common fund, to the vicarage of Saint Mary Magdalene, Gilsland, with the vicarage of Upper Denton, in

the county of Cumberland, and in the diocese of Carlisle, one capital sum of one hundred and ten pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands, at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Mary Magdalene, Gilsland, with the vicarage of Upper Denton: Provided always, that the said capital sum of one hundred and ten pounds shall be and be held to be in lieu of and in substitution for a portion, amounting to three pounds thirteen shillings and four pence, of the annual sum or stipend of thirty-three pounds six shillings and eight pence heretofore payable by us, the said Commissioners, to the Incumbent of the said vicarage, under the authority of an Order of Her Majesty in Council, dated the sixth day of July, in the year one thousand eight hundred and sixty-five, and published in the London Gazette on the seventh day of the same month and year.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of certain tithes commutation rent-charges, amounting to one hundred and fifty-one pounds fourteen shillings and sixpence per annum, which has been permanently secured to the vicarage of Saint Thomas Fair Oak, in the county of Southampton, and in the diocese of Winchester, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Saint Thomas Fair Oak, and to his successors, to meet such benefaction, one yearly sum or stipend of twenty-eight pounds and fourteen shillings, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Thanington, in the county of Kent, and in the diocese of Canterbury, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of fifty-seven pounds, such yearly sum

or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and seventy-one, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant to the Incumbent of the vicarage of Stoke Saint Gregory, in the county of Somerset, and in the diocese of Bath and Wells, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of twenty-four pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of January, in the year one thousand eight hundred and seventy, and to be receivable in equal half-yearly portions on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of four hundred pounds sterling, which has been paid to us in favour of the vicarage of Tintinhull, in the county of Somerset, and in the diocese of Bath and Wells, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund, to the said vicarage of Tintinhull, to meet such benefaction, one other capital sum of four hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Tintinhull.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of seven hundred and fifty pounds sterling, which has been paid to us in favour of the vicarage of Tinsley, in the county of York, and in the diocese of York, and in respect of which we have agreed to pay to the Incumbent of the same vicarage, and to his successors, a yearly sum of twenty-five pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Tinsley, and to his successors, to meet such benefaction, one other yearly sum or stipend of twenty-five pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of nine hundred and twenty square yards of land, which have been permanently secured to the vicarage of Saint Simon, Leeds, in the county of York, and in the diocese of Ripon, and of a further benefaction of four hundred and eighty-nine pounds and ten shillings, which has been paid to us in favour of the same vicarage, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Saint Simon, Leeds, to meet such benefactions, one capital sum of one thousand pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest, after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Simon, Leeds.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of five hundred pounds sterling, which has been paid to us in favour of the vicarage of Saint Mark, Hadlow Down, in the county of Sussex, and in the diocese of Chichester, and in respect of which we have agreed to pay to the Incumbent of the same vicarage, and to his successors, a yearly sum of sixteen pounds thirteen shillings and four-

pence, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage of Saint Mark, Hadlow Down, and to his successors, to meet such benefaction, one other yearly sum or stipend of sixteen pounds thirteen shillings and four-pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable, in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient to produce the yearly sum or stipend so payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this sixteenth day of November, in the year one thousand eight hundred and seventy-one.

(L.S.)

NOTICE is hereby given, that a separate building, named Ebenezer Primitive Methodist Chapel, situate at Tattenhall Lanes, in the parish of Tattenhall, in the county of Chester, in the district of Chester, being a building certified according to law as a place of religious worship, was, on the 15th day of November, 1871, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st of November, 1871.

E. Wynne Jones, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situated at Mexbrough, in the parish of Mexbrough, in the counties of York and Nottingham, in the district of Doncaster, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1871, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 18th of November, 1871.

James Falconer, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situated in the parish of Horncastle, in the county of Lincoln, in the district of Horncastle, being a building certified according to law as a place of religious worship, was, on the 20th day of November, 1871, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st of November, 1871.

Hy. Lenton, Superintendent Registrar.

NOTICE is hereby given, that a building, named the New Roman Catholic Chapel, situate at Bedminster Causeway, in the parish of Saint Mary, Redcliff, in the city and county of Bristol, in the district of Bristol, being a building licensed and used for public religious worship as a Roman Catholic Chapel exclusively, was, on the 20th day of November, 1871, duly registered for

solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st of November, 1871.

Jno. C. Gwynn, Superintendent Registrar.

New South Wales Government Debentures for £350,000 issued in September, 1866, under the authority of Acts Nos. 4 and 5 of Vic. 29, of the Colonial Legislature.

THE Bank of the New South Wales as Agents for the Government of New South Wales, hereby give notice, that the Fifth Annual Drawing of £100,000 of the above Debentures for payment, will take place (in conformity with the terms of the Loan) at their office, No. 64, Old Broad-street, in the city of London, on Monday, the 11th day of December next, at noon precisely, when holders of the said Debentures are entitled and invited to be present.

By order of the London Board,

John Currie, Secretary.

Bank of New South Wales,
London, 64, Old Broad-street,
21st November, 1871.

In the Matter of the Companies Acts, 1862 and 1867, and of the George Hotel, Bangor, Company 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 21st

day of November, 1871, presented to the Master of the Rolls by Ellen Elizabeth Sidebotham, of No. 43, Pepper-street, in the city of Chester, Spinster, a creditor of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 9th day of December, 1871; 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 the 22nd day of November, 1871.

Merediths, Roberts, and Mills, 8, New-square, Lincoln's-inn, London; Agents for

Helps, Birch, and Co., of Chester, Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the European Trading Company Limited.

NOTICE is hereby given, that the Vice-Chancellor Malins has fixed the 6th day of December, 1871, at twelve o'clock at noon, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company. —Dated this 18th day of November, 1871.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 22nd day of November, 1871.

ISSUE DEPARTMENT.

| | | | | £ | | | | | £ |
|--------------|-----|-----|-----|-------------|-----------------------|-----|-----|-----|-------------|
| Notes Issued | ... | ... | ... | 38,548,155 | Government Debt | ... | ... | ... | 11,015,100 |
| | | | | | Other Securities | ... | ... | ... | 3,984,900 |
| | | | | | Gold Coin and Bullion | ... | ... | ... | 23,548,155 |
| | | | | | Silver Bullion | ... | ... | ... | ... |
| | | | | £38,548,155 | | | | | £38,548,155 |

Dated the 23rd day of November, 1871.

Geo. Forbes, Chief Cashier.

BANKING DEPARTMENT.

| | | | | £ | | | | | £ |
|---|-----|-----|-----|-------------|-----------------------|-----|-----|-----|-------------|
| Proprietors' Capital | ... | ... | ... | 14,553,000 | Government Securities | ... | ... | ... | 15,001,028 |
| Rest | ... | ... | ... | 3,119,812 | Other Securities | ... | ... | ... | 17,152,857 |
| Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts) | ... | ... | ... | 6,564,582 | Notes | ... | ... | ... | 14,074,935 |
| Other Deposits | ... | ... | ... | 22,123,550 | Gold and Silver Coin | ... | ... | ... | 646,613 |
| Seven day and other Bills | ... | ... | ... | 514,489 | | | | | |
| | | | | £46,875,433 | | | | | £46,875,433 |

Dated the 23rd day of November, 1871.

Geo. Forbes, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 22nd November, 1871.

| Countries from which Imported. | Imported into the United Kingdom. | | | | | |
|---|-----------------------------------|----------|-----------|-----------|-----------|-----------|
| | GOLD. | | | SILVER. | | |
| | Coin. | Bullion. | Total. | Coin. | Bullion. | Total. |
| | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. |
| France | 47,762 | 55 | 47,817 | 354,490 | 36,000 | 390,490 |
| China | ... | ... | ... | ... | 625,000 | 625,000 |
| Brazil | ... | 4,952 | 4,952 | ... | 120 | 120 |
| United States of America ... | 1,105 | ... | 1,105 | 16,800 | 258,856 | 275,656 |
| Other Countries | 1,194 | 246 | 1,440 | 57,460 | 2,240 | 59,700 |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| Aggregate of the Importations } registered in the Week ... } | 50,061 | 5,253 | 55,314 | 428,750 | 922,216 | 1,350,966 |
| Declared Value of the said } Importations } | £ 192,244 | £ 20,928 | £ 213,172 | £ 107,150 | £ 230,554 | £ 337,704 |

| Countries to which Exported. | Exported from the United Kingdom. | | | | | | | |
|---|-----------------------------------|----------|----------|-----------|----------|----------|-----------|--------|
| | GOLD. | | | | SILVER. | | | |
| | Coin. | | Bullion. | Total. | Coin. | | Bullion. | Total. |
| | British. | Foreign. | | | British. | Foreign. | | |
| Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | |
| Portugal and Madeira | 12,857 | 390 | ... | 13,247 | ... | ... | ... | |
| Spain | ... | ... | ... | ... | ... | 71,200 | 71,200 | |
| British India | 8,750 | ... | ... | 8,750 | ... | 974,200 | 974,200 | |
| South America (except Brazil) and West Indies | 2,457 | ... | ... | 2,457 | 25,600 | ... | 54,400 | |
| Other Countries | ... | 2,000 | ... | 2,000 | ... | 23,880 | 14,800 | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| Aggregate of the Exportations } registered in the Week ... } | 24,064 | 2,390 | ... | 26,454 | 25,600 | 52,680 | 106,020 | |
| Declared Value of the said } Exportations } | £ 95,025 | £ 9,500 | £ ... | £ 104,525 | £ 6,400 | £ 13,170 | £ 269,300 | |

Statistical Department, Custom House, London,
November 23, 1871.

S. SELDON,
Principal.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Life Assurance Companies Act, 1870; and in the Matter of the European Assurance Society.

THE Vice-Chancellor Sir Richard Malins has, by an Order dated the 17th day of November, 1871, appointed Charles John Bunyon, of No. 19, Serjeants'-inn, Fleet-street, in the city of London, Esquire, William Pollard Pattison, of No. 19, Cornhill, in the city of London, Esquire, and Stephen Philpot Low, of No. 55, Parliament-street, in the city of Westminster, Esquire, Provisional Official Liquidators of the above-named Society.—Dated this 23rd day of November, 1871.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bohemian Glass Company Limited.

NOTICE is hereby given, that the Master of the Rolls has fixed the 4th day of December, 1871, at eleven o'clock in the forenoon, at his chambers, in the Rolls-yard, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of a Liquidator of the above-named Company, in the place of the late Liquidators of the said Company who have resigned.—Dated this 23rd day of November, 1871.

India Office, November 22, 1871.

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 19, 1871.

| Names. | Profession or Occupation. | Denomination. | Place of Residence in Bombay. | Dates of Petitions filed. |
|--|---|------------------|---|---------------------------|
| Dhuna Vusta and Mad-hoo Dhuna | Blacksmiths ... | Hindoo ... | In Coombarwada, without the Fort | 1871. 4th October |
| Samuel Humby ... | Unemployed ... | European ... | At Lower Colaba, without the Fort | 6th October |
| Goolabdass Dwarkadass | A Dealer in Silk Goods | Hindoo ... | In Witulwady, without the Fort | 7th October |
| Megjee Dhurumsey ... | Employed in the service of Mohunjee Govunjee | Ditto ... | In Witulwady, without the Fort | 9th October |
| Samuel Pinhas (alias Babool Pinhas) | Lately a Guard in the G. I. P. Railway Co. | Jew ... | Lately at Khuduck, without the Fort (at present in the Bombay Gaol) | Ditto |
| Jaffer Curim ... | Formerly a Fire-wood Seller, now unemployed | Mahomedan ... | At Chunam Kiln-road, without the Fort | Ditto |
| Baljee Madhowjee, and Bhagee, Widow of the late Madhowjee Gowrojee | The first-named Insolvent is an English Writer (now unemployed), the second is unemployed | Hindoo ... | At Dady Sett's Agiary-road, without the Fort | Ditto |
| Bhanjee Rowjee ... | Who lately traded in partnership with Motichund Sunker and Hursey Veera, under the name and firm of Bhanjee Rowjee, as a Grain Merchant | Ditto ... | At Bhat Bazaar, without the Fort | Ditto |
| Rustomjee Manockjee... | A Liquor Seller ... | Parsee ... | At Dhobitula, without the Fort | Ditto |
| Edwin Blackburn ... | A Preventive Officer | European ... | At Mazagon, without the Fort | 10th October |
| Baloo Ramjee (alias Baloo) | A Contractor ... | Hindoo ... | In Camateepoora, without the Fort | 11th October |
| Hursey Veera ... | Who lately traded in partnership with Bhanjee Rowjee and Motichund Sunker, under the name and firm of Bhanjee Rowjee, as a Grain Merchant | Ditto ... | At Bhat Bazaar, without the Fort of Bombay | Ditto |
| Damodhur Raghoonath | A Catechist ... | Native Christian | Lately at Two Tanks, without the Fort (at present in the Bombay Gaol) | 12th October |
| Albun Peter Rozario ... | A Fitter ... | Portuguese ... | In Oomercarry, without the Fort | Ditto |
| Apajee Sooryajee ... | A Contractor ... | Hindoo ... | In Colbhat-lane, without the Fort | Ditto |
| Tookaram Pandoojee ... | A Contractor ... | Ditto ... | Lately in Coliacheewady, without the Fort (at present in the Bombay Gaol) | Ditto |
| Moroba Purshotum (alias M. P. Dhuru) | A Surveyor and Draftsman | Ditto ... | In Moroba Poputjee's Oart, on the Calcadavy-road, without the Fort | Ditto |

| Names. | Profession or Occupation. | Denomination. | Place of Residence in Bombay. | Dates of Petitions filed. |
|--|---|---------------|---|---------------------------|
| Mulary Condajee ... | A Butcher ... | Hindoo ... | Lately at Vudgady, without the Fort (at present in the Bombay Gaol) | 1871. 12th October |
| Gunoo Bawa (alias Gunoo Bama) | A Boilermaker ... | Ditto ... | Lately at Dongri, without the Fort (at present in the Bombay Gaol) | Ditto |
| Memon Sullamon Tharoo | A Wharfinger ... | Mahomedan ... | In Mahomed Hoosein Cambay Ker-street, without the Fort | Ditto |
| Crustna Bhowjee Jadow | A Carpenter ... | Hindoo ... | At Vudgady, without the Fort | Ditto |
| Peregrino Ancias ... | A Fitter ... | Christian ... | Lately in Mazagon, without the Fort (at present in the Bombay Gaol) | Ditto |
| Jamsetjee Hormusjee ... | A Contractor ... | Parsee ... | In Candawala Molla, without the Fort | Ditto |
| Khutri Hajee Vulee ... | A Dyer ... | Mahomedan ... | At Bellasis-road, without the Fort | Ditto |
| Khutri Tulub Fuckir Mahomed | A Dyer ... | Ditto ... | In New Caze Molla, without the Fort | 13th October |
| Abdul Mahomed and Oomer Ahmed | Dyers ... | Ditto ... | In New Caze Molla, without the Fort | Ditto |
| Moosa Yaeb, Rahmootoola Hajee, and Sulamon Moosa | Formerly Dealers in Europe Articles, now unemployed | Ditto ... | In Memon Molla, without the Fort | 14th October |
| Madhowrao Bhawoo and Sadasew Ramjee | The first-named Insolvent is an English Writer (now unemployed), and the second a Government Pensioner, and in the service of Mr. Rustomjee Pestonjee, Auctioneer | Hindoo ... | In First Carpenter-street, near Coombarwada, without the Fort | 16th October |
| Kesowjee Mooljee ... | A Metta ... | Ditto ... | In Guneshwady, without the Fort | Ditto |
| Dorabjee Rutoojee ... | A Carpenter ... | Parsee ... | At Dhobitulao, without the Fort | Ditto |
| Moosa Essa and Mariambae | Milk Sellers ... | Mahomedan ... | At Khuruck, without the Fort | Ditto |
| Darashaw Naserwanjee | A Contractor ... | Parsee ... | Lately in Mirza-street (at present in the Bombay Gaol) | 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.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3108. Inventions.

NOTICE is hereby given, that the petition of George Haseltine, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, praying for letters patent for the invention of "improvements in electro-magnetic apparatus for protecting safes."—A communication to him from abroad by Calvin Christy Rowell and William Duncan, both of Lebanon, New Hampshire, United States of America,—was deposited and recorded in the Office of the Commissioners on the 16th day of November, 1871, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3112. Inventions.

NOTICE is hereby given, that the petition of John Evans, of Denver Colorado, United States of America, now of No. 8, Southampton-buildings, London, praying for letters patent for the invention of "improvements in apparatus for supporting beds, couches, and chairs in steam ships and other vessels," was deposited and recorded in the Office of the Commissioners on the 17th day of November, 1871, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that the petition of Isaac Marshall, of Sheffield, in the county of York, Dealer in Bones and Hoofs, praying for letters patent for the invention of "improvements in apparatus for pressing and extracting oil from seeds and forming oil cakes," was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1871, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that the petition of Jonathan Castle and Charles Turton, of Premier Works, Attercliffe, Sheffield, in the county of York, praying for letters patent for the invention of "improvements in the manufacture of sickles," was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1871, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that the petition of William Corliss, of the city and county of Providence, State of Rhode Island, in the United States of America, praying for letters patent for the invention of "improvements in burglar proof safes, and means of manufacturing and operating the same," was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1871, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that provisional protection has been allowed—

1909. To William Edward Gedge, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "improvements in hosiery-frames, or machinery for frame work knitting."—A communication to him from abroad by Benoit, Peyron and Germain, junior, of 37, Boulevard Bonne-Nouvelle, Paris, France.

1923. And to James Hargreaves, of Appleton-within-Widnes, in the county of Lancaster, Chemist, and Thomas Robinson, of Widnes, in the same county, iron founder, for the invention of "improvements in treating metallic ores to obtain products, and in apparatus employed in the said treatment."

On both their petitions, recorded in the Office of the Commissioners on the 21st day of July, 1871.

2224. To Hugh Greaves, of No. 18, Abingdon-street, Westminster, in the county of Middlesex, Civil Engineer, for the invention of "improvements in carriages for tramways and other roads."

On his petition, recorded in the Office of the Commissioners on the 24th day of August, 1871.

2283. To Isaac Morris Milbank, of Greenfield-hill, in the State of Connecticut, United States of America, for the invention of "improvements in breech-loading fire-arms, and cartridges therefor."

On his petition, recorded in the Office of the Commissioners on the 30th day of August, 1871.

2364. To George White, of 68, Queen-street, Cheapside, in the city of London, Patent Agent, for the invention of "improvements in the manufacture of candles or other similar lighting objects."—A communication to him from abroad by Messieurs Christian Beurle and Henri Ujhely, of Vienna, Austria.

On his petition, recorded in the Office of the Commissioners on the 7th day of September, 1871.

2468. To Samuel Shaw Lewis, of Boston, Massachusetts, United States of America, now of No. 8, Southampton-buildings, London, Gentleman, for the invention of "improvements in the manufacture of paper for bank notes, cheques, bonds, receipt and postage stamps, and other similar instruments."

On his petition, recorded in the Office of the Commissioners on the 19th day of September, 1871.

2713. To Emile Watteuu, of the Royal Exchange, Middlesbro'-on-Tees, in the county of York, for the invention of "improvements in explosive compounds."—A communication to him from abroad by Arran de Terré and E. de Mercader, both of Liège, in the Kingdom of Belgium.

On his petition, recorded in the Office of the Commissioners on the 13th day of October, 1871.

2733. To Joseph Horrocks, of Bradford, in the county of York, Picker Manufacturer, for the invention of "improvements in pickers used in looms for weaving."

On his petition, recorded in the Office of the Commissioners on the 14th day of October, 1871.

2754. To George Rydill, of No. 6, Maze-pond, Borough, in the county of Surrey, Merchant, for the invention of "improvements in the means of and apparatus and machinery for extracting vegetable substances, and preserving the colour and staple of wool, woollen, and silk rags and animal substances, and removing dyed colours."

On his petition, recorded in the Office of the Commissioners on the 17th day of October, 1871.

2806. To William McKenzie and Charles Alexander Cameron, M.D., both of the city of Dublin, Ireland, for the invention of "improvements in the manufacture of solidified tea and coffee."

On their petition, recorded in the Office of the Commissioners on the 20th day of October, 1871.

2819. To Loftus Perkins, of Seaford-street, Gray's Inn-road, in the county of Middlesex, for the invention of "improvements in marine and stationary engines."

On his petition, recorded in the Office of the Commissioners on the 21st day of October, 1871.

2829. To Charles Wedderburn Granville, late of Mansfield-chambers, St. Ann's-square, Manchester, but now of Arundel-street, Strand, in the county of Middlesex, Merchant, "an improved asphalte pavement and method of forming the surface of such pavements to prevent the slipping of horses thereon."

On his petition, recorded in the Office of the Commissioners on the 23rd day of October, 1871.

2871. To Jean Henri Chaudet, 119, Rue Sai Julien, Rouen (France), for the invention of "a new method of obtaining cellulose savonule an lacs from the chemical treatment of dyewoods from which the coloring matter has been extracted."
2878. And to Benedict John Angell, of Lubenham, Market Harborough, Leicestershire, Gentleman, for the invention of "an improved mode of treating sea-weed."
- On both their petitions, recorded in the Office of the Commissioners on the 26th day of October, 1871.
2882. To Caleb Kilner, Manager at Messrs. Kilner Brothers' Glass Bottle Manufactory, Conisborough, near Rotherham, and Tom Kilner, Clerk, of Thornhill Lees, near Dewsbury, all in the county of York, for the invention of "an improved stopper for ginger-beer and other aerated water bottles, or gaseous water bottles."
- On their petition, recorded in the Office of the Commissioners on the 27th day of October, 1871.
2891. To William Edward Gedge, of No. 11, Wellington-street, Strand, in the county of Middlesex, Patent Agent, for the invention of "an improved breech-loading small arm."—A communication to him from abroad by Jean Turon, of Longueville, Lot et Garonne, France.
2897. To Robert Atkin, of Crawford-street, Portman-square, in the county of Middlesex, Master Mariner, for the invention of "improvements in the construction of ships and other floating vessels."
2898. To Frederick Flack, of Westbourne-terrace, in the county of Middlesex, for the invention of "an improved device for punching and clipping railway tickets."
2899. And to Daniel Mills, of Brooklyn, New York, United States of America, now of Albert-road, Aston, Birmingham, for the invention of "improvements in machinery for sewing boots and shoes."
- On their several petitions, recorded in the Office of the Commissioners on the 28th day of October, 1871.
2903. To Frederick Ludewig Hahn Danchell, of Horwich, in the county of Lancaster, Civil Engineer, for the invention of "an improved disinfectant."
- On his petition, recorded in the Office of the Commissioners on the 30th day of October, 1871.
2925. To Charles Kuhn Prioleau, of No. 39, Lombard-street, in the city of London, Merchant, for the invention of "improvements in breech loading firearms."—A communication to him from abroad by Friedrich von Martini, of Frauenfeld, Switzerland.
- On his petition, recorded in the Office of the Commissioners on the 31st day of October, 1871.
2936. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "an improved ferrule and method of securing the same, chiefly designed for the handles of carpenters' and other tools."—A communication to him from abroad by Thompson H. Alexander, Robert Clarke, and Francis G. Clarke, all of the city and State of New York, United States of America.
- On his petition, recorded in the Office of the Commissioners on the 1st day of November, 1871.
2949. To John Harcourt Brown, of Abbey Mills Romsey, in the county of Hants, Gentleman, for the invention of "improvements in the construction of roadways, footpaths, and similar surfaces."
2951. And to Robert Dutton Grindley, of Highgate, in the county of Middlesex, Manufacturing Chemist, for the invention of "a new or improved composition for making or forming roads, paths, and other like surfaces."
- On both their petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1871.
2971. To Thomas Briggs, of Major-street, in the city of Manchester, Tarpaulin Manufacturer, for the invention of "improvements in waterproof and other fabrics."
2972. And to Charles Townsend, of Union-st., Bristol, Wholesale Druggist, and Alexander Rollason, of Baptist Mills, Bristol, Chemist, for the invention of "improvements in the treatment of materials and fabrics, rendering such materials and fabrics waterproof and transparent, and also for adapting them to general and surgical purposes."
- On both their petitions, recorded in the Office of the Commissioners on the 4th day of November, 1871.
2991. To Henry Denton, of St. Peter's Works, Wolverhampton, in the county of Stafford, Agricultural Implement Maker, for the invention of "improvements in actuating and constructing the rakes of reaping and mowing machines."
- On his petition, recorded in the Office of the Commissioners on the 6th day of November, 1871.
3004. To Emile Watteu, of the Royal Exchange, Middlesboro'-on-Tees, in the county of York, for the invention of "improvements in machinery or apparatus for driving holes or driftways in rocks."—A communication to him from abroad by Joseph Francois and Guillaume Dubois, both of Liège, in the Kingdom of Belgium.
3006. To Frederick Lürmann, of Georg Marien Hütte, near Osnabrück, in the Kingdom of Prussia, for the invention of "improvements in the manufacture of bricks of blast furnace-slag."
3007. To David Stephens Brown, of Braywick House, Green-lanes, London, Gentleman, for the invention of "certain improvements in barometers and thermometers."
3008. To Hardy Wells, Civil Engineer, of 10, Devonshire-terrace, Notting-hill, London, Middlesex, for the invention of "improvements in railway permanent way, applicable to the passing of drainage and irrigation waters."
3009. To Luke Woodward, of the firm of Messrs. Moses Mellor and Sons, of Awkwright-street, Nottingham, for the invention of "improvements in hosiery knitting machines."
3010. To William Thomas, of Nos. 128 and 129, Cheapside, in the city of London, for the invention of "improvements in stays and boddices."
3011. To John Watt, of Birkenhead, in the county of Chester, Engineer, for the invention of "improvements in water-tube steam boilers."
3012. To Alfred Arnold, of Halifax, in the county of York, Wire Manufacturer, and Charles Barraclough, of the same place, Mechanic, for the invention of "improvements in machinery for covering wire or other material with cotton, silk, or other thread or yarn."
3013. To James Farmer, of Salford, in the county of Lancaster, Engineer, for the invention of "improvements in the manufacture of rollers made with an india rubber surface for squeezing purposes."

3014. To Charles Davage, of Sheffield, in the county of York, Steel Forgerman, for the invention of "improvements in machinery for forming or shaping axles and other articles in steel or iron."
3015. To Joseph Ellicott Holmes, of Buckingham-street, Strand, in the county of Middlesex, Civil and Mechanical Engineer, for the invention of "an improved asphalt compound and apparatus employed in the manufacture of the same, chiefly designed for paving streets."
3016. To Alfred Pierre Tronchon, of 2, Rue Sainte Appoline, Paris, France, Mechanician, for the invention of "some improvements in the construction of counters for cabs, carriages, or other vehicles."
3017. To James Palmer, of Wyld-green, Sutton Coldfield, in the county of Warwick, Edge Tool and Agricultural Implement Manufacturer, for the invention of "improvements in the manufacture of hursts and bites for tilting and plating hammers."
3018. And to Edward Jones, of Birmingham, in the county of Warwick, Machinist, for the invention of "improvements in the manufacture of metallic cartridge cases, and in machinery or tools to be used in the said manufacture."
- On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1871.
3019. To Edward Barnes, of High Holborn, in the county of Middlesex, Engineer, for the invention of "improvements in gas furnaces."
3020. To Theodore Grace, of Bristol, in the county of Gloucester, for the invention of "improved apparatus for registering the number of passengers entering omnibuses and other vehicles."
3021. To Jean Joseph Baranowski, former Under Secretary of the Bank of Poland, and John Skwarcow, Civil Engineer, both of 13, Rue Gaillon, Paris, France, for the invention of "improvements in the manufacture of capsules for bottles and other vases, and in the machinery employed for that purpose."
3022. To Thaddeus Hyatt, of Gloucester-gardens, Hyde-park, in the county of Middlesex, for the invention of "improvements in the treatment and preparation of certain chemical compounds, so as to render their carriage and transit more convenient and economical."
3023. To Peter Gent, of New Brighton, in the county of Chester, for the invention of "an improved portable gas oven for culinary purposes."
3024. To Henry Graham Lawson, of Budge Row, Cannon-street, in the city of London, Merchant, for the invention of "improvements in self-propelling canal boats."—A communication to him from abroad by William F. Goodwin, of Metuchen, in the State of New Jersey, and James T. Sanford, of the city and State of New York, United States of America.
3025. To Ellis Butterworth, of Calder Cottage, near Rochdale, and Matthew Hawksworth, of No. 6, Chester-street, Rochdale, both in the county of Lancaster, for the invention of "improvements in looms for weaving."
3026. To Robert Willison, of Bank-street, Alloa, in the county of Clackmannan, North Britain, Coppersmith and Brassfounder, for the invention of "improvements in apparatus for heating or cooling liquids or condensing steam and other vapours."
3028. To John Thomson King, of Liverpool, in the county of Lancaster, Patent Agent, for the invention of "improvements for the utilization of the waste liquor known as pickle and spent pickle from tin plate and tinning works."—A communication to him from abroad, by George Lauder, of the city and State of New York, United States of America.
3029. To Thomas Norman, of Runcorn, in the county of Lancaster, Sanitary Pipe Manufacturer, for the invention of "improvements in machinery for the manufacture of small spheres usually called marbles."
3030. To Richard Longden Hattersley, of Keighley, in the county of York, Machine Maker, and John Smith, of the same place, Mechanic, for the invention of "improvements in looms for weaving."
3031. And to John Schofield Crabber, in the employ of William Edleston and Company, of Sowerby Bridge, in the county of York, Dyers and Stovers, and William Mellor, of Sowerby Bridge aforesaid, Mechanic, for the invention of "improvements in machinery or apparatus for rigging, or doubling, finishing, and cutting textile fabrics."
- On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1871.
3034. To William Cort Wright, of the firm of Messieurs Wood and Wright, of Bank Bridge and Clayton Vale, near the city of Manchester, Calico Printers; Richard Pendlebury, of the same place, Bleacher; and Edward Ainsworth, of the same place, Millwright, for the invention of "improvements in bleaching, and in apparatus employed therein."
3035. To Ernst Gustavus Reuss, of Manchester, in the county of Lancaster, for the invention of "improvement in machines for spinning."
3036. To Heinrich Ludwig Hollmann, Telegraphist, of Wardenburg, Oldenburg, at present residing in London, at 123, Chancery-lane, for the invention of "improvements in electric telegraphs, applicable to both land and submarine wires."
3037. To William Bayley, of Birmingham, in the county of Warwick, Ironfounder, for the invention of "improvements in roller blind furniture or apparatus."
3038. To John Dykes Durham, of Dalston, in the county of Middlesex, for the invention of "improvements in cooking apparatus."
3039. To William Henry Thompson, of Bow, in the county of Middlesex, Engineer, for the invention of "improved means, apparatus, and machinery for obtaining and applying motive power."
3041. To Paul Raoul Faucheux d'Humy, of No. 33, Poultry, in the city of London, for the invention of "a new system for cleansing docks, basins, harbours, rivers, and such like from deposits of sand, mud, and other matters."
3043. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in solidifying petroleum, schist, and other oils and their volatile essences employed for illuminating purposes, and in the purification and liquefaction of such solidified oils and essences."—A communication to him from abroad by Charles Alfred Jordery and Nicholas Michel Paschkoff, of Paris, in the Republic of France.
3045. And to Bristow Hunt, of No. 1, Serle-street, Lincoln's-inn, in the county of Middlesex, Gentleman, for the invention of "improvements in water meters."—A communication to him from abroad by George Warren Copeland, of Malden, Massachusetts, United States.
- On their several petitions, recorded in the Office

of the Commissioners on the 10th day of November, 1871.

3046. To Thomas Archer, junior, and Charles Edward Hall, of the Dunston Engine Works, Fateshead on Tyne, in the county of Durham, Engineers, for the invention of "improvements in traction engines or road locomotives."

3047. To George Duncan, of Liverpool, in the county of Lancaster, Engineer, and William Ashley Wilson, of the same place, Engineer, for the invention of "improvements in and connected with rotary web printing machines."

3048. To James Mackew, of Leicester, in the county of Leicester, Machinist, for the invention of "improvements in machinery for manufacturing looped fabrics."

3049. To Julius Hall, of 123, Chancery-lane, in the county of Middlesex, Gentleman, for the invention of "improvements in window sash fasteners."

3050. To Julius Hall, of 123, Chancery-lane, in the county of Middlesex, Gentleman, for the invention of "an improved self-registering and indicating apparatus applicable to cranes, lifts, and other similar purposes."

3052. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "an improved apparatus to be placed on a smith's forge to ensure the more effectual heating of bars or rods used in making bolts, rivets, and other like articles."—A communication to him from abroad by George Chapman Bell, of Buffalo, New York, United States of America, Manufacturer.

3054. And to Robert Barlow Cooley, of the town and county of the town of Nottingham, Manufacturer, for the invention of "improvements in the manufacture of stockings, belts, and other like articles, from woven, knitted, looped, and elastic fabrics."

On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1871.

3055. To Patrick Moir Crane and George Moir, both of Manchester, in the county of Lancaster, Oil Manufacturers, for the invention of "improvements in the preparation and application of lubricating materials for steam engines and boilers, and other machinery."

3056. To Edmund Geisenberger and Gabriel Cherpit, both of Brussels, in the Kingdom of Belgium, Engineers, for the invention of "a new or improved apparatus for obtaining motive power from carbonic acid, or from any fluid or body having similar properties."

3057. To Henry Davidson Plimsoll, of Gordon-square, in the county of Middlesex, for the invention of "improvements in miners' safety lamps."

3058. To George Penton of Queen-street, Ratcliff, in the county of Middlesex, for the invention of "improvements in fire arms."

3061. To Thomas Burrell, of Stockton-on-Tees, of the firm of Joseph Potts Burrell and Thomas Burrell, Engineers, for the invention of "an improved washing machine."

3062. And to Alexander MacMillan, of No. 46, Bow-lane, in the city of London, for the invention of "improvements in buttons, and in fastenings for securing buttons, clasps, and such like, to garments and other articles, and in tools to be employed for applying the same."

On their several petitions recorded in the Office of the Commissioners on the 13th day of November, 1871.

3065. To John Greaves, of Sheffield, in the county of York, Blacksmith, for the invention of "improvements in the construction of horseshoes."

3066. To Thomas Joseph Perry, of Highfields, near Bilston, in the county of Stafford, Iron Founder, for the invention of "improvements in machinery for rolling iron and steel."

3067. To George Wilson, of No. 22, Parliament-street, in the city of Westminster, Civil Engineer, for the invention of "a new method and apparatus for producing and causing force to act on a body or bodies for the purpose of performing mechanical work and also for other purposes."

3068. To John William Lamb, Manufacturer, and Samuel Lowe, Machinist, both of Nottingham, in the county of Nottingham, for the invention of "improvements in machinery for the manufacture of looped fabrics."

3069. To William James Stillman, of No. 100, Clarendon-road, Notting Hill, in the county of Middlesex, for the invention of "improvements in cameras for taking photographic pictures."

3070. To Alexander McCallum Gordon, of Liverpool, in the county of Lancaster, Soft Metal Pipe Manufacturer, for the invention of "improvements in the manufacture of soft metal pipes, and in apparatus or appliances employed therein."

3071. And to John Mitchell, of Thurstonland, near Huddersfield, in the county of York, and John Hirst Mitchell, of the same place, Millwrights and Machine Makers, for the invention of "a new or improved apparatus for utilizing the waste heat from steam boiler and other furnaces, thereby economizing fuel."

On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1871.

3074. To Charles Mansfield Lloyd, of South Lambeth, London, for the invention of "improvements in tenoning machines for cutting wood."

3075. To Robert Westell Kemp, of Church, near Accrington, in the county of Lancaster, for the invention of "improvements in lamps for burning coal oil or other like hydro carbon fluids."—A communication to him from abroad, by George T. Parry, of Philadelphia, Pa., United States of America.

3076. To William Edward Kochs, of Manchester, in the county of Lancaster, Engineer, for the invention of "improvements in machinery for combing cotton or other fibrous materials."

3077. To Charles William Siemens, of No. 3, Great George-street, Westminster, in the county of Middlesex, for the invention of "improvements in treating and converting iron ores and pig metal for the production of iron and steel and in furnaces and apparatus employed in connection therewith."

3078. To John Lyon Field, of Kensington, in the county of Middlesex, Gentleman, and Francis Michael Cotton, of Foulis-terrace, Brompton, in the same county, Civil Engineer, for the invention of "improvements in candlesticks and in the mode of securing candles therein."

3079. To James Ryder, of Bolton, in the county of Lancaster, for the invention of "improved apparatus to be applied to lathes for turning."

3084. To Richard Garrett, Henry Newson Garrett, and Frank Garrett, trading under the firm of Richard Garrett and Sons, of Leiston Works, in the county of Suffolk, Agricultural Engineers, for the invention of "an improvement in the construction of portable engines."—A com-

munication to them from abroad by Paul Kotzo, of Pesth, in the Kingdom of Hungary.

3085. To Henry Augustus Tilden, of New Lebanon, in the State of New York, United States of America, for the invention of "an improved compound for disinfecting and deodorizing."
3086. To Alexander Horace Brandon, of 13, Rue Gaillon, Paris, France, Civil Engineer, for the invention of "an improved construction and arrangement of organ pipes, and the valves and air passages thereof, for parlor, reed, and keyboard musical instruments."—A communication to him by Carl Fogelberg, a person resident at Boston, Massachusetts, United States of America.
3087. To Daniel John Wolfe, of the city and State of New York, in the United States of America, but at present of 15, Water-street, Liverpool, in the county of Lancaster, Engineer, for the invention of "an improved governor for regulating and controlling the speed of steam and other motive power engines, particularly adapted for marine steam engines."
3089. To John Lamb, of Kidderminster, in the county of Worcester, Machinist, for the invention of "improvements in creel frames and bobbins for Brussels carpet looms."
3090. To Samuel Smith, of Aston, near Birmingham, in the county of Warwick, Gentleman, for the invention of "improvements in sliding gas chandeliers or gasaliers, and other sliding gas lamps."
3091. And to John Thomas, of Birmingham, in the county of Warwick, Gun and Pistol Manufacturer, for the invention of "improvements in breach loading small arms."
- On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1871.
3093. To Edward Wylam, of Drayton Green, Ealing, in the county of Middlesex, Gentleman, for the invention of "improvements in machinery or apparatus for mixing materials into dough, and for rolling, pressing, and shaping the same."
3095. To Astley Paston Price, of 47, Lincoln's-inn-fields, in the county of Middlesex, Consulting Chemist, for the invention of "improvements in preparation of materials to be employed for paving or for other similar purposes."—A communication to him from abroad by Carl Alexander Martius, of Berlin, in the Kingdom of Prussia, Chemist.
3096. To James Weir, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in steam engines."
3097. To John Hinchcliffe, of Oldham, and Thomas Milnes, of Chadderton Hall, Manchester, both in the county of Lancaster, for the invention of "improvements in the construction of furnaces."
3098. To James Reed and John Lawrenson Bate, both of Newton Heath, in the county of Lancaster, for the invention of "certain improvements in the construction of axles for locomotive engines, carriages, trucks, or other vehicles."
3099. To James Isaacks Sands, of Okehampton, in the county of Devon, for the invention of "improvements in the means of and apparatus for locomotion, applicable to steam carriages, also to traction and other locomotive engines, and to steam road-rollers."
3102. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the inven-

tion of "improvements in the manufacture of underlinings for carpets, and in machinery employed therefor."—A communication to him from abroad by Claudius Alexander Pease, of Astoria, New York, United States of America.

3103. To William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for the invention of "improvements in apparatus to be used in connection with shuttles and their races, for preventing 'floats' in weaving."—A communication to him from abroad by Thomas Isherwood, of Stonington, Connecticut, United States of America.
3104. And to Joseph Birt, Junior, and Alfred William Birt, both of 4, Dock-street, in the county of Middlesex, for the invention of "improvements in life-preserving mattresses for saving life at sea."

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1871.

PATENTS WHICH HAVE BECOME VOID.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 18th day of November, 1871.

3435. Thomas Butterworth Collingwood, of Rochdale, in the county of Lancaster, Machine Agent, and William Hardman, of Farnworth, near Bolton, in the same county, Spindle and Flyer Manufacturer, for an invention of "improvements in machinery for the manufacture of spindles and flyers, part of which machinery is applicable for cutting screw threads for other purposes."—Dated 12th November, 1868.
3436. Peter Joel Livsey, of the city of Manchester, in the county of Lancaster, Consulting Engineer and Patent Agent, for an invention of "improvements in sewing machines."—Communicated to him from abroad by Thomas Antony Macaulay, of Northampton, in the county of Hampshire, in the State of Massachusetts, United States of America.—Dated 12th November, 1868.
3440. Emil Haas, of 16, Mark-lane, in the city of London, for an invention of "improvements in sewing machines."—Dated 12th November, 1868.
3443. Joseph Kellow, of Tremadoc, in the county of Carnarvon, North Wales, Quarry Engineer, for an invention of "improvements in machinery for cutting rock, stone, and minerals."—Dated 12th November, 1868.
3445. William Thomas, of Nos. 128 and 129, Cheapside, in the city of London, for an invention of "improvements in the manufacture of boots and shoes."—Dated 13th November, 1868.
3446. Bernard Peard Walker, of North-road House, Wolverhampton, in the county of Stafford, Engineer, for an invention of "improvements in forging or shaping metals and in the machinery or apparatus employed therein."—Dated 13th November, 1868.
3447. John Dendy, of the city of Manchester, in the county of Lancaster, Silk Manufacturer, and John Howard Worthington Biggs, of the same place, for an invention of "improved arrangements of warps in sizing or dressing machines and looms, and in the machinery or

- apparatus connected therewith."—Dated 13th November, 1868.
3448. Robert Arnold Dalton and George Samuel Barton, both of the city of Coventry, Manufacturers, for an invention of "a new manufacture of upholstery trimmings woven of silk, worsted, and cotton."—Dated 13th November, 1868.
3450. John Stephens, of 24, Ryder-street, St. James, in the county of Middlesex, for an invention of "improvements in apparatus applicable to carriage wheels to facilitate the draft."—Dated 13th November, 1868.
3451. Richard Alfred Gold, of Birmingham, in the county of Warwick, Hinge Manufacturer, for an invention of "improvements in two-wheeled carriages or cabs."—Dated 13th November, 1868.
3456. Antoine Julien Deblon, of Fives-les-Lille, Department of the Nord, France, Manufacturer, for an invention of "an improved expansive condensing and rotary steam engine."—Dated 13th November, 1868.
3457. Charles Jones, of Ealing, in the county of Middlesex, Surveyor, for an invention of "improvements in the treatment of sewage."—Dated 13th November, 1868.
3462. Pearson Hill, of No. 47, Kensington-park-gardens, in the county of Middlesex, for an invention of "improvements in instruments or apparatus for preparing the strips of paper or other material employed for conveying signals in electric telegraph apparatus."—Dated 14th November, 1868.
3454. Robert Beckley, of Richmond, in the county of Surrey, and James Joseph Hicks, of Hatton-garden, in the county of Middlesex, for an invention of "improvements in means or apparatus for measuring and registering the quantities of flowing liquids, which invention may be used as a rain gauge or as a liquid meter, and for measuring the strength of liquor run off from a still or other apparatus or vessel."—Dated 14th November, 1868.
3465. Henry Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in propelling vessels."—Communicated to him from abroad by Alfred Colburn Loud, of San Francisco, in the State of California, United States of America.—Dated 14th November, 1868.
3467. William Richardson, of Oldham, in the county of Lancaster, Mechanical Engineer, for an invention of "improvements in condenser carding engines."—Dated 14th November, 1868.
3469. Charles Kempton Bradford, of Lynnfield, in the county of Essex, and State of Massachusetts, United States of America, for an invention of "improvements in velocipedes."—Dated 14th November, 1868.
3472. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for an invention of "improvements in railway wheels."—Communicated to him from abroad by George Granville Lobdell, of Wilmington, in the county of Newcastle, and State of Delaware, United States of America.—Dated 14th November, 1868.
3475. Henri Adrien Bonneville, of the British and Foreign Patent Offices, 10, Sackville-street, Piccadilly, in the county of Middlesex, and 18, Chaussée d'Antin, Paris, in the Empire of France, Patent Agent, for an invention of "improvements in the shape and casting of missiles and in the apparatus connected therewith."—It is a communication from the Marquis Ernest de Fornari, a person resident at Genoa, in the Kingdom of Italy, Colonel of Artillery in the Italian Army.—Dated 16th November, 1868.
3479. Pierre Joseph Ravel, of Paris, in the Empire of France, Civil Engineer, for an invention of "an improved steam generator."—Dated 16th November, 1868.
3482. Edward Hogg, of Gateshead, in the county of Durham, Engineer, for an invention of "improvements in machines for straightening and planishing rolled iron."—Dated 16th November, 1868.
3483. James Hare, of Handsworth, in the county of Stafford, Machinist, for an invention of "improvements in the manufacture of apparatus for expanding tables."—Dated 16th November, 1868.
3485. Rufus Martin Boniwell, of Richmond, in the county of Surrey, Auctioneer and House Agent, for an invention of "certain improvements in the construction of river boats, and in the machinery attached to the same, for propelling them by manual power."—Dated 16th November, 1868.
3486. William Low, of Roseneath-grove Park, Wrexham, and George Thomas, of 3, Broad-street, Cardiff, C.E., for an invention of "improvements in suspension bridges."—Dated 16th November, 1868.
3489. Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Chaussée d'Antin, Paris, in the Empire of France, and 10, Sackville-street, Ficcadilly, in the county of Middlesex, Patent Agent, for an invention of "a new and improved instrument for prognosticating the weather."—Is a communication from Jules Malacrida and Pierre Boudet, two persons resident at 18, Chaussée d'Antin, Paris aforesaid, Merchants.—Dated 17th November, 1868.
3495. William Robert Lake, of the "International Patent Office," No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for an invention of "an improved bayonet, which will also serve as a digging implement."—Communicated to him from abroad by Colonel Edmund Rice, of the United States' Army.—Dated 17th November, 1868.
3499. Charles Richardson, of Gracechurch-street, in the city of London, for an invention of "improvements in looms for weaving."—Dated 17th November, 1868.
3506. Arthur McDougall, of the firm of McDougall Brothers, of the city of Manchester, Manufacturing Chemists, for an invention of "improvements in the manufacture of phosphatic manures and sulphate of ammonia."—Dated 18th November, 1868.
3507. Alfred Wilks Drayson, of Woolwich, in the county of Kent, Captain Royal Artillery, and Major in the Army, for an invention of "an improved mode of, and apparatus for, cooling wort and other liquids."—Dated 18th November, 1868.
3510. William Thomas Bassett, of Sydney, New South Wales, but at present residing at 39, Albion-street, in the county of Middlesex, for an invention of "improved means or apparatus for washing, cleansing, and dressing sheep or other animals."—Dated 18th November, 1868.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of

£100 before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vict., c. 5, sec. 2, for the week ending the 18th day of November, 1871.

2819. Charles Martin, of Cheapside, in the city of London, Civil Engineer, for an invention of "improvements in apparatus for opening and closing the heads of carriages."—Dated 12th November, 1864.

2828. Thomas Jones, of the city of Manchester, in the county of Lancaster, Gardener, for an invention of "improvements in boilers for heating rooms or buildings, conservatories, and similar places."—Dated 12th November, 1864.

2848. Prosper Lachèz, of Brussels, in the Kingdom of Belgium, Manager of the Company, "Manufacture Royale de l'apis de Tournay, for an invention of "improvements in looms for weaving carpets and other pile fabrics."—Dated 15th November, 1864.

2850. James Bullough, of Baxenden, near Accrington, in the county of Lancaster, Manufacturer, for an invention of "improvements in looms for weaving."—Dated 15th November, 1864.

2858. Marie Destrem, of No. 8, Rue Lamartine, Paris, in the Empire of France, Gentleman, for an invention of "an improved composition for painting"—Dated 16th November, 1864.

2859. Richard Allinson, of Smethwick, in the county of Stafford, Manager of Works, and Henry Lea, of Birmingham, in the county of Warwick, Civil Engineer, for an invention of "improvements in machinery for grinding and stripping or polishing files and file blanks, which said improvements are also applicable to machinery for grinding, shaping, and polishing other articles."—Dated 16th November, 1864.

2862. Jules Aubin, of Paris, Rue du Louvre, No. 8, Miller, for an invention of "an improved mill-stone for grinding corn and other substances."—Dated 16th November, 1864.

2877. Robert Green Grimes, of No. 130, Saint George street, in the parish of Saint George-in-the-East, in the county of Middlesex, Public House Bar Fitter, for an invention of "improvements in the construction and arrangement of the works and cases of beer engines."—Dated 17th November, 1864.

2883. Alexander Angus Croll, of Coleman-street, in the city of London, Engineer, for an invention of "improvements in the preparation of materials to be used in the purification of gas for illumination."—Dated 18th November, 1864.

2884. Michael Henry, of 84, Fleet-street, in the city of London, Patent Agent, for an invention of "improvements in the mode of, and apparatus for carbonizing wood and performing other operations in which substances are treated by flame or heat."—Communicated to him from abroad by Pierre Hugon, of 33, Boulevard Saint Martin, Paris, France.—Dated 18th November, 1864.

2887. William Wilson, of the borough of Newcastle-upon-Tyne, Hat Manufacturer, for an invention of improvements in the manufacture of hats."—Dated 18th November, 1864.

2888. James Petrie, of Rochdale, in the county of Lancaster, Engineer, for an invention of "improvements in valves for regulating the flow of steam in steam engines."—Dated 18th November, 1864.

In Parliament.—Session 1872.

Admiralty and War Office Rebuilding.

(Acquisition of Property ; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, on behalf of the Commissioners of Her Majesty's Works and Public Buildings, for an Act to authorise the Commissioners to acquire and take, by compulsion or agreement, certain lands, houses, tenements, and hereditaments, hereinafter described, for the purpose of erecting thereon a new building or buildings at Whitehall for the Admiralty and War Office.

The said proposed site is bounded as follows ; that is to say—

On the west, in part by St. James's Park, and in other part by an imaginary line drawn from the south-west angle of the passage leading from New-street into St. James's Park, to a point in the same park distant 207 feet or thereabouts from the south-west angle of the Admiralty gardens, and 120 feet or thereabouts from the south-west angle of the Master Gunner's house, situate in the said park, and in other part by the western boundary wall of the Paymaster-General's Office.

On the south, in part by an imaginary line drawn from the before-mentioned point to another point in the western wall of the Admiralty, distant 74 feet or thereabouts from the south wall of the said Admiralty, and in other part by the southern boundary wall of the Paymaster-General's Office.

On the east, by the roadway at Whitehall and Charing-cross.

On the north, in part by the house No. 49, in Charing-cross, now or late in the occupation of Messrs. Drummond and others ; and in other part by the house No. 26, in Spring-gardens, now or late in the occupation of the Accountant-General's Department of the Admiralty ; and in other part by the southern boundary wall of the garden and outbuildings attached to the house No. 18, Spring-gardens, in the occupation of Sir John Shaw Lefevre.

All in the parish of Saint Martin-in-the-Fields, and county of Middlesex, which said boundaries, lands, and houses are more particularly described and shewn on the plans hereinafter mentioned ; and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all or some of the said houses and buildings on the said lands, and appropriate the site for the purposes aforesaid, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove temporarily or permanently, all roads, ways, paths, streets, or passages which now lead into or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid, and all or any sewers, drains, mains, pipes, and works in or under all or any of the lands, houses, tenements and hereditaments, to be purchased under the powers of the said intended Act, and to confer rights or privileges, and to vary or extinguish all such existing rights or privileges, in any way connected with the said lands, houses, tenements, and hereditaments, or any of them, as may be necessary or useful for carrying into effect the purposes of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a plan

and duplicate describing the situation of the said lands, houses, tenements, and hereditaments, so proposed to be taken as aforesaid, and a book of reference to the said plan, with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan and book of reference and Gazette notice will also be deposited with the Vestry Clerk of Saint Martin-in-the-Fields, at the Vestry Hall, Saint Martin's Lane.

Dated this 14th day of November, 1871.

P. H. Lawrence, Solicitor to the Commissioners of Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament—Session 1872.

New Mint Building Site.

(Acquisition of Property for the Erection of a new Royal Mint, and to Sell, Lease, or otherwise Dispose of the Buildings now used as the Royal Mint.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the Commissioners of Her Majesty's Works and Public Buildings to acquire and take by compulsion or agreement certain lands and houses, for the purpose of erecting thereon a new Royal Mint, viz. :—

Certain lands, houses, tenements, and hereditaments, situate respectively in the precinct of Whitefriars and the parish of Saint Bride's, in the city of London and county of Middlesex, bounded on the west in part by and including Waterman's-alley, in the precinct of Whitefriars, up to the southern boundary wall of a warehouse in the occupation of Samuel J. Walden, and in other part by an imaginary line in continuation of the western boundary of the said alley drawn from the southern extremity thereof to the roadway on the Thames Embankment; on the south by the said roadway on the Thames Embankment, on the east in part by the land, buildings, and works of the City Gas Company in the said parish of Saint Bride's, and in other part by an imaginary line in continuation of the western boundary of the said Gas Company's premises, drawn from the southern extremity of such boundary to the roadway on the Thames Embankment; and on the north in part by that portion of Temple-street, in the said parish and precinct, lying between the said City Gas Company's works and the eastern boundary wall of a warehouse on the south side of Temple-street aforesaid, in the occupation of James Powell and Sons, in other part by the said eastern boundary wall of the said warehouse, in other part by a line drawn at a right angle to the said eastern wall along the southern boundary of the said warehouse to Grand Junction-street, and across the said last-mentioned street, and in other part by the southern boundary of the said warehouse in Grand Junction-street aforesaid, in the occupation of Samuel J. Walden, and by an imaginary line in continuation of such last-mentioned boundary, across Waterman's-alley, and terminating in the western boundary thereof, all the last mentioned premises being in the said precinct of Whitefriars.

Which said lands, houses, tenements, and hereditaments, are more particularly described and shown on the plans hereinafter mentioned; and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all the said houses and buildings on the said lands, and appropriate the site for the purposes incident to the construction thereon of the said Mint and of all requisite buildings, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act, and to sell, lease, or otherwise dispose of such part or parts of the said lands, houses, tenements, and hereditaments, as may not be required for any of the purposes aforesaid.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter or remove, temporarily or permanently, all wharfs and landing-places, and all ways, paths, streets or passages which now lead into or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid; and all or any sewers, drains, mains, pipes and works in or under all or any of the lands, houses, tenements and hereditaments to be purchased under the powers of the said intended Act; and to confer all rights or privileges and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements, and hereditaments, or any of them, as may be necessary or useful for carrying into effect the objects aforesaid.

To authorise the Commissioners to sell or lease, or otherwise dispose of the site and buildings thereon now forming the Royal Mint, situate in the parish of Saint Botolph Without, Aldgate, otherwise Saint Botolph, Aldgate, in the county of Middlesex, or such part or parts thereof as may from time to time be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, a plan and duplicate describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan and book of reference and Gazette Notice will also be deposited with the parish clerk of the parish of Saint Bride's, at his residence, No. 136, Salisbury-court, Fleet-street, in respect of that parish, and with the overseer for the precinct of Whitefriars, at his residence, No. 17, Temple-street, Whitefriars, in the city of London and county of Middlesex respectively.

Dated this 14th day of November, 1871.

P. H. Lawrence, Solicitor to the Commissioners of Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament.—Session 1872.

Epping Forest.

(Enlargement of Powers of the Epping Forest Commissioners; Suspension of Legal Proceedings; Suspension of Forest Courts; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, on behalf of the Commissioners

of Her Majesty's Works and Public Buildings, for an Act to effect all or some of the following objects, that is to say :—

1. To enlarge the powers of the Epping Forest Commissioners, constituted under "The Epping Forest Act, 1871."

2. To authorise the Epping Forest Commissioners, if they shall think fit, to suspend all legal and other proceedings now pending and which may hereafter be instituted or taken by or on behalf of or against the Crown, or any other person or persons respecting any forestal rights, rights of common, or other rights over or inclosures of any land within Epping Forest, or any other matters or things to be inquired into before the said Epping Forest Commissioners, until the expiration of the session of Parliament next after the said last-named Commissioners shall have made their final report under the said Act, upon such terms and conditions as the said Epping Forest Commissioners shall think just, or as shall be imposed by Parliament.

3. To enable the Epping Forest Commissioners to state a case for the opinion of a Court of Law or Equity, on any of the matters embraced in such legal or other proceedings, or on any matters of law which may arise in the course of their said inquiries.

4. To empower the Epping Forest Commissioners to make Provisional Orders as to preserving the boundaries of the said Forest, and as to any unlawful or other inclosures which may appear to them to have been made therein, within a certain period to be specified in the said proposed Act, or as to any inclosures or the exercise of any rights which may be affected by or questioned in the said legal or other proceedings, or as to any other matters or things to be inquired into before them; and to empower the same Commissioners to make orders absolutely to prohibit or to abate any inclosures made since the passing of the said "Epping Forest Act, 1871;" and to empower the same Commissioners to make orders to prevent the waste, injury, or destruction of vert or herbage or of trees, shrubs, or other growing things in or upon any land subject to any forestal or common rights within the said Forest.

5. To provide or give to the Epping Forest Commissioners all proper and sufficient means for the due enforcement of the Orders so to be made by them.

6. To authorise the Epping Forest Commissioners to make awards or orders in respect of the interim management of the said Forest, and to provide that such awards or orders shall be binding on the Corporations and all persons claiming or having rights over the said Forest or any part thereof. To provide for the enforcement or execution of such awards or orders as may be made by the Epping Forest Commissioners, and to authorise the making of such awards and orders, rules of any Court of Law or Equity, and to empower and require any such court to act or enforce and execute any such awards or orders.

7. To give to the Epping Forest Commissioners exclusive jurisdiction over all pending proceedings in law or in equity relating to the said Forest, and to authorise them to prohibit all future legal and other proceedings except before the said Commissioners, or under their direction and control.

8. To suspend the action of the Verderers and all other Courts held, or to be held, under the powers of any Charter or Act or Acts relating to the said Forest, and, if necessary, to determine all proceedings taken thereunder.

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

10. To alter, amend, or repeal, so far as regards the said Forest, the following public Acts, or any of them, viz.,—57th George III., cap. 61; 10th George IV., cap. 50; 12th and 13th Vict., cap. 81; 29th and 30th Vict., caps. 62 and 122; and the 34th and 35th Vict., cap. 93; or any Act or Acts amending the same, and all charters relating to the said Forest.

Dated this 8th day of November, 1871.

P. H. Lawrence, Solicitor to the Commissioners of Her Majesty's Works and Public Buildings, 12, Whitehall-place.

Bryden and Robinson, Parliamentary Agents, 6, Great Queen-street, Westminster.

In Parliament.—Session 1872.

Darlington Borough Sewage Irrigation. (Powers to Corporation to construct Sewers and Irrigation Works; to take Lands by Compulsion; to Sell and Lease Lands; to Break up Streets, &c.; to Levy Rates, &c.; to Borrow Money on Mortgage, &c.; Repeal of Acts, &c.; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Darlington, in the county of Durham (hereinafter called the Corporation), for an Act to provide for the better and more effectual sewerage and drainage of the borough of Darlington (hereinafter called the borough), and the removal of sewage and other offensive matter, and to acquire lands by compulsion or otherwise for irrigation with sewage, and for constructing sewers and other necessary works for collecting, distributing, utilizing, and disposing of sewage matter, and other refuse of and from the said borough and neighbourhood; and to confer on the Corporation the following or some of the following amongst other powers (that is to say):

1. To authorize the Corporation to construct and maintain a sewer or conduit with all necessary outfalls and other works connected therewith, commencing at the outfall of their existing main sewer into the River Skerne, near Blackwell Mill, in the township of Blackwell, and terminating at a point marked A on the deposited plan hereinafter mentioned, in a field in the township of Blackwell, in the parish of Darlington, belonging to the Trustees under the will of Miss Elizabeth Bell, and in the occupation of George Wallace, which field is numbered 142 on the Ordnance map.

2. To empower the Corporation to construct and maintain sluice gates, pumping engines, pumping works, appliances, apparatus, and conveniences necessary or expedient in connection with irrigating with sewage waters and otherwise utilizing or disposing of the sewage of and from the said borough.

3. And to empower the Corporation to purchase and take by compulsion or agreement, and to hold all such lands, houses, and other hereditaments as may be necessary or expedient to be taken or used for the construction and maintenance of such works or any of them, and for the purposes of irrigation and other works; also to purchase and take by compulsion or agreement the lands, houses, hereditaments and premises

following, or some of them (that is to say): The lands situate in the townships of Darlington and Blackwell, all in the parish of Darlington, as are shown on the plans hereinafter mentioned; and to empower the Corporation to provide for the collection, storing, and removal of sewage, and for the deodorization, utilization, sale, use, and disposal thereof for agricultural and other purposes.

4. To authorize the Corporation to hold lands and houses on lease, and to take easements in lands, for all or any of the purposes aforesaid, or for other the purposes of the intended Act.

5. To vary and extinguish all existing rights and privileges connected with any of the lands, houses, streams of water, sewers, sewage matter, or rights, or any rights or easements into, over, or upon lands, buildings, springs, and streams of water, sewers, sewage matter, and other property proposed to be purchased, acquired, or appropriated, or otherwise interfered with, for the purposes to be authorized by the intended Act, or which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

6. To empower the Corporation to exchange any lands, rights and easements now held by them, or which may be acquired by them under the intended Act, for other lands, rights and easements, or to sell and dispose of, or to grant leases of any lands, rights and easements for the time being, belonging to or vested in them, and to sell and dispose of any reversion in any lands and buildings let by them upon lease, and to confer, vary, or extinguish any rights or privileges in or connected with such lands and other property.

7. To empower the Corporation to cross, stop up, or break up, alter, or divert, whether temporarily or permanently, turnpike and other roads, footways, footpaths, bridges, tramways, rivers, streams, watercourses, drains, sewers, pipes, and works of any description so far as may be necessary in constructing, repairing, or maintaining any of the intended works or otherwise in carrying all or any of the purposes to be authorized by the intended Act into execution.

8. To empower the Corporation for all or any of the purposes of the intended Act to levy new or increase borough improvement, general district, or other rates and assessments upon the owners and occupiers, or owner or occupier of houses, lands, tenements, and hereditaments within the borough, and to compel payment of such rates and assessments, and to continue or alter rates and assessments which they are now authorized to make, and to continue, confer, vary, or extinguish exemptions from the payment of rates and assessments, and to provide for repayment of moneys borrowed by instalments, or by a sinking fund, or otherwise.

9. To empower the Corporation to apply to the purposes of the intended Act any funds or monies belonging to or for the time being under their control, and to authorize them to raise additional funds or monies for such purposes, and to borrow or take up at interest or otherwise upon the security of the existing waterworks, gasworks, markets and fairs undertakings, and other their property respectively, and of the property to be purchased or otherwise acquired by them under any of the powers of the intended Act, and of the borough rate, and borough fund improvement rate, general district rate, or district fund respectively, such sum and sums of money as may be necessary for all or any of the purposes aforesaid, and to charge upon the borough rate and borough fund and improvement

rate, and general district rate and district fund, and other property and funds aforesaid, the payment of rent and the performance of covenants to be reserved and contained in any lease or leases granted to them.

10. To make applicable and extend to the purposes of the intended Act, and to incorporate or enact therein some or all of the powers now vested in the Corporation and the Local Board of Health of the township of Darlington respectively, and the powers and provisions of "The Public Health Act, 1848," "The Local Government Act, 1858," and other Acts extending or amending those Acts; "The Darlington Local Board Act, 1854," and "The Darlington Local Board Act, 1861," and the several Acts incorporated therewith; and all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Towns Improvement Clauses Act, 1847," "The Sewage Utilization Act, 1865," "The Sewage Utilization Act, 1867," "The Sanitary Act, 1866," "The Sanitary Act, 1868," "The Sanitary Loans Act, 1869," "The Sanitary Act, 1870," and "The Municipal Corporation Mortgages, &c. Act, 1860," and to confer upon the Corporation all other powers and authorities necessary for effecting the objects of the intended Act, and to repeal, alter, and amend or consolidate the said Acts or any of them.

11. To repeal, alter, and amend, so far as may be necessary for effecting any of the objects and purposes of the proposed Act, or otherwise, the provisions of any local and personal Act in force as may interfere or be inconsistent with any of the objects and provisions of the said intended Act, and, if necessary, to make other provisions in lieu of the powers and provisions to be repealed, altered, or amended; and to repeal, vary, and extinguish all existing rights, privileges, and exemptions, which would in any way interfere therewith, or with any of the objects and purposes of the intended Act; and to confer, vary and extinguish other rights and privileges.

12. And notice is hereby given, that on or before the 30th day of November instant, duplicate plans and sections describing the line, situation, and levels of the intended sewer or conduit, and the lands, houses, and other property in or through which the same will be made, and duplicate plans of the additional lands, buildings, and other property intended to be taken under the powers of the said Act, for irrigation and other purposes, with books of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and that on or before the said 30th day of November, a copy of the said plans and books of reference, with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the clerk of each parish from or through, or into which any of the proposed works will pass or be made, or in which any lands to be compulsorily taken are situate, at their respective places of abode.

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

Dated this 14th day of November, 1871.

Hugh Dunn, Town Clerk, Darlington,
Solicitor for the Bill.

Durnford and Co., Parliament Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Barrow-in-Furness Corporation.

(Extension of Borough; Exemptions from County and Parish Rates; Provisions as to Constituting the Borough a separate Parish, and Restricting the Exercise therein of Powers by Churchwardens and other Officers of Dalton-in-Furness; Powers to enter on Lands to Repair Reservoirs; Construction of New Gas Works; New Streets and Widening of Street; Purchase of Lands; Provisions as to Buildings; Sanitary Objects; Slaughter-houses; Trades Licenses; Sewerage; Drainage; Nuisances; Burial Board and General Improvement Powers; Provisions as to Appointment of Stipendiary Justices and other Officers; New and Altered Rates and Tolls; Further Borrowing Powers; Repeal, Amendment, Re-enactment, and Consolidation of Acts, and other Purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor, aldermen, and burgesses of the borough of Barrow-in-Furness, in the county palatine of Lancaster (hereinafter called the Corporation), for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

To extend for municipal and other purposes the borough of Barrow-in-Furness, in the county palatine of Lancaster (hereinafter called the borough), by adding thereto and including therein so much of the ancient parish of Dalton-in-Furness, in the said county, as is hereinafter described, that is to say:—The Isle of Walney, Sheep Island, Piel Island, Foulney Island, and all the waters, sands, scars, and marshes, lying between the said Isle of Walney and the main land, and all such other parts of the said parish of Dalton-in-Furness, as in and by an order of the Poor Law Commissioners, bearing date the 1st day of May, 1871, and confirmed by the Poor Law Board's Provisional Orders Confirmation Act, 1871, were separated from the said ancient parish of Dalton-in-Furness, and with the remainder of the municipal borough of Barrow-in-Furness, was, by the said Order and Act of Parliament, constituted a distinct place under the name of the borough of Barrow, and to extend to the Corporation with respect to the whole of such lands all the powers and authorities conferred upon them with respect to the borough by the Barrow-in-Furness Corporation Act, 1868, and the several Acts now in force regulating Municipal Corporations, and the Charter of Incorporation of the borough.

To extend the jurisdiction, powers, duties, and liabilities, of the borough justices, constables, and other officers, to the extended borough.

To prohibit the taking of turnpike tolls within the extended borough. To exempt all property within the extended borough from county and highway and parochial rates and debts.

To make all other provisions and regulations necessary or expedient for effecting the proposed extension of the borough.

To constitute the said borough, as proposed to be extended, a separate and distinct parish, and to make provision for preventing the exercise within the said parish of any powers, rights, privileges, authorities, or jurisdictions of the vestry of the parish of Dalton-in-Furness, whether with reference to the appointment of Churchwardens, overseers, or otherwise, and for the exercise within the proposed new parish, by the churchwardens, overseers, or other officers of that parish of all the powers, rights, and duties heretofore exercised or performed by the vestry,

churchwardens, overseers, or other officers of the said parish of Dalton-in-Furness, and to make all other provisions necessary or incidental thereto.

To authorise the Corporation from time to time to enter upon and temporarily occupy any lands adjoining any reservoirs of the Corporation, for the purposes of obtaining materials therefrom for the repair, or the prevention of accident to, any such reservoir.

To authorise the Corporation to purchase and acquire by compulsion or agreement the following lands, that is to say:—

Certain lands situate in the township of Hawcoat, in the parish of Dalton-in-Furness, in the county palatine of Lancaster, and numbered 3 and 4a respectively in the said township and parish on the plans, deposited with the clerk of the peace for the county palatine of Lancaster, in respect of "The Furness Railway Act, 1866," as in that Act recited, and thereon to erect, maintain, alter, enlarge, and improve works for the manufacture of gas, and any residual products, matters, and things arising in the manufacture of gas, and to manufacture and sell gas, coke, coal, tar, and other residual products, matters, and things.

To authorise the Corporation to make and maintain the following new streets, and widening of street, that is to say:—

A new street commencing at the junction of Duke-street with Market-street, and terminating in the Strand, at or near the junction of Ramsden-street with the Strand.

A new street commencing at the junction of Duke-street with Market-street, and terminating in Dalton-road, at or near the junction of that road with Church-street.

A widening of Dalton-road on both sides thereof, between the points where that road joins Church-street and Fisher-street respectively.

Which said new streets and widening will be wholly situate in the town of Barrow, in the township of Hawcoat, in the parish of Dalton-in-Furness, in the said county palatine of Lancaster.

To authorize the Corporation for the purposes of the new streets, widening of street, and other the purposes of the Bill, to purchase and take by compulsion and agreement, lands, houses, easements, and other property within the extended borough and the parishes, townships, and places before mentioned, and also to purchase by agreement lands, houses, and other property for all or any of the purposes of the Barrow-in-Furness Corporation Act, 1868, to vary and extinguish all rights and privileges connected with any such lands, houses, and other property, and to free the same from all covenants and restrictions, obligations, and conditions to which they are now subject, and to enable persons having limited interests in lands and property to sell and convey such lands and property to the Corporation.

To extend the powers of the Corporation, and to regulate, restrict, or prohibit, and to make further and other provisions with respect to all or any of the following purposes, that is to say:—

The erecting and altering buildings, the height and number of storeys thereof, and as to the yards and gardens attached thereto, and the approval of plans and elevations thereof.

The providing adequate means of ingress and egress in case of public buildings.

The ventilation of houses and buildings, and the dimensions and other requirements as to windows.

The position and mode of affixing and other requirements as to spouts and pipes for

carrying off water from the roofs of buildings.

The completing, paving, flagging and channelling of streets, and the payment and recovery of the expenses thereof.

The removal of projections and obstructions.

The providing of sewers and drains and earth or water closets, and the supplying of the same with water, and the better and more effectual drainage of houses, buildings, and other property.

The use and closing of wells.

The purification and disinfection of houses.

The establishment of noxious or offensive trades.

The licensing of theatres and other places of public entertainment.

The slaughtering of animals elsewhere than in the public slaughter houses provided by the Corporation.

The licensing and fixing rates of hire of horses, carriages, and carts and pleasure boats.

The fixing and regulation of stands for hackney carriages and carts plying for hire.

The loading and unloading of waggons, carts, and other vehicles in the streets.

The selling by auction, or otherwise, in any streets or vacant ground, and the creation of other obstructions.

The overcrowding of houses and buildings.

The prevention of other nuisances, offences, annoyances, obstructions, disturbances, and inconveniences.

The inflicting, imposing, and enforcing of punishments, fines, and penalties.

The making and revision of bye-laws, rules, and regulations, with respect to all or any of the matters aforesaid.

To confer new and further powers upon the Corporation within the extended borough as the Burial Board for the borough.

To make new and further provisions with respect to the recovery of tolls, rents, rates, duties, and other charges by the Corporation, by distress and otherwise, both within and without the borough, the proceedings before justices, the recovery of the costs thereof, the proceedings against offenders, and the punishment thereof, the settlement by arbitration of all questions and differences with reference to the compensation payable by the Corporation in respect of the exercise of the powers conferred by The Barrow-in-Furness Corporation Act, 1868, and the intended Act, with respect to sewers and other matters, and to settle and prescribe the mode of conducting arbitrations under the said Acts, or either of them, and all incidental matters.

To empower the Corporation from time to time to appoint a stipendiary justice of the peace, magistrate, and other officers within the borough, and to make effectual provisions for defraying the salary and other expenses of the justices, magistrates, and officers so appointed.

To authorise the Corporation to charge the expenses of or occasioned by any of the proposed works upon property within the borough as proposed to be extended, and upon the owners, lessees, and occupiers of property, to levy new rates, duties, and charges, general and special, upon all lands, houses, and property within the extended borough, to levy other tolls, rates, rents, and duties for all or any of the purposes of the Bill, and for the discharge of existing liabilities, to alter existing tolls, rates, rents, duties, and charges, and to confer exemptions from the payment of tolls, rates, rents, duties, fees, and other charges.

To amend and enlarge the present borrowing powers of the Corporation, and to authorise them, for all or any of the purposes of the Bill, and for the general purposes of the Corporation, to borrow further moneys and to charge therewith the borough fund, and any moneys from time to time carried to the credit of that fund, and any of the lands, tenements, and hereditaments, rates, and revenues of the Corporation, or any such securities, and to authorise the Corporation to borrow money by way of terminable and other annuities, and to apply to all or any of the purposes of the Bill their corporate funds, and any moneys which they are now authorised to raise.

To alter, amend, enlarge, or repeal, either wholly or in part, and to re-enact and incorporate with the Bill in extenso or by reference, and with such variations as may be deemed expedient, and to make applicable to the borough, as proposed to be extended, the provisions of The Barrow-in-Furness Corporation Act, 1868, and of amongst other Acts the Municipal Corporation Act, 5 and 6 William 4, cap. 76, and the other Acts amending or extending the same, or relating to Municipal Corporations; "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861;" and other Acts relating to public health or local government; "The Towns Improvement Clauses Act, 1847;" "The Markets and Fairs Clauses Act, 1847," "The Commissioners Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Waterworks Clauses Acts, 1847 and 1863," "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands; "The Nuisances Removal Act for England, 1855;" "The Diseases Prevention Act, 1855;" "The Sanitary Act, 1866;" "The Sanitary Act, 1868;" "The Sanitary Act, 1870;" and any other Acts relating to the same matters.

To confer upon the Corporation all such powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with, the carrying into complete and full effect the objects and purposes of the Bill, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended works, and plans of the lands and houses which may be taken for the purposes thereof, and the other purposes of the Bill, together with a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in that county, and with the parish clerk of the said parish of Dalton-in-Furness, at his residence.

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

Dated this 17th day of November, 1871.

Currey and Holland, 14, Great George-street, Westminster, Solicitors.

Henry Toogood, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1872.

Leeds Improvement.

(New Streets, and Improvement of existing Streets and Roads; New Cuts and Drains; Compulsory Purchase of Land; Compulsory Purchase of Hol-Beck Weir; Power to Corporation of Leeds to make Main Drains and provisions as to payment of Costs by Owners, &c.; Power to Corporation of Leeds to sell and lease Land; Abandonment of authorised Upperhead Row Improvement; Provisions as to stopping up of Streets and extinguishment and preservation of Rights of Way; Alteration and covering over of certain existing Becks, Drains, and Streams; Provisions as to Streets and Buildings; Public Parks and Saint Paul's Burial Ground; Exemption from operation of certain provisions of Lands Clauses Acts as to Compensation; Powers to make Bye-laws, levy Rates, borrow Money, and pay costs of Parliamentary Proceedings out of Rates; Temporary occupation of Lands; Amendment of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, aldermen, and burgesses of the borough of Leeds (who are hereinafter referred to as "the Corporation"), for leave to bring in a Bill for the following or some of the following, among other objects, powers, and purposes (that is to say):—

To enable the Corporation to make and maintain the following new streets, and street and other improvements, cuts, drains, and other works, all in the borough of Leeds, in the West Riding of the county of York, namely:—

Hunslet-lane and Hunslet-road Improvements.

- (A.) The following widenings and improvements of Hunslet-lane and Hunslet-road (that is to say): a widening and improvement of the west side of Hunslet-lane, commencing at a point formed by the junction of Bridge End with Hunslet-lane, and terminating at the southern end of Hunslet-lane at or near the point where that lane joins Great Wilson-street:
- (B.) A widening and improvement of the east side of Hunslet-lane, commencing at a point on that side at or near the south-west corner of the Theatre Royal, and terminating at or near a point formed by the junction of Hunslet-lane with the north side of South Brook-street:
- (C.) A widening and improvement of the east side of Hunslet-lane and of Hunslet-road, commencing at or near a point formed by the junction of the south side of South Brook-street and the east side of Hunslet-lane, and terminating in the north-eastern side of Hunslet-road at or near a point formed by the junction of that side with the north-west side of Crown Point-road:

Camp-road Improvement.

The widening and improvement of Camp-road—such widening and improvement commencing on the south-west side of Camp-road, at or near the point formed by the junction of the said south-west side of that road with the north-west side of Back Alfred-place, and terminating in the south-west side of Camp-road at or near the point formed by the junction of the south-west side of that road with the north-west side of Primrose-street;

Willow-terrace-road Improvement.

The widening and improvement of Willow-terrace-road, commencing at a point on the south side of Willow-terrace-road, opposite or nearly opposite to the junction of West Hillary-street with that road, and terminating on the same side of Willow-terrace-road, at a point at or near the junction of that road with the east side of Hillary-street.

New Street.—Willow-terrace-road to Fenton-street.

A new street, commencing at the junction of Willow-terrace-road with Hillary-street, and terminating in Fenton-street at or near a point twenty-six yards or thereabouts northward of the junction of Carnaby-street with Fenton-street;

Woodsley View Improvement.

The extension of the street or road called Woodsley View, from a point at or near the eastward end of that street or road to a point in the east side of Saint John's Avenue, and one hundred and ten yards or thereabouts southward of Moorland-road;

Woodhouse-lane Improvements.

- (A.) The widening and improvement of the east side of Woodhouse-lane, on the south-west end of Ridge-street, commencing at the junction of that side with the south-east side of Ridge-street, and terminating at the junction on that side of Woodhouse-lane with the north-east side of Back Blenheim-terrace;
- (B.) The widening and improvement of the south-west side of Woodhouse-lane, commencing at a point thirty yards or thereabouts north-west of Saint Mark's-terrace, and terminating at or near a point eleven yards or thereabouts north-west of the centre of the Back-road to Kingston-terrace, where that road joins Woodhouse-lane;

Upperhead-row Improvement.

The widening and improvement of the south side of Upperhead-row, from the junction thereof with Guildford-street and Woodhouse-lane to the junction of the said Upperhead-row with Briggate;

Carlton-street Improvement.

The widening and improvement of the north-west side of Carlton-street, commencing at or near the junction of the said north-west side of that street with the south-west side of the private road leading to the back of the Friends' Meeting-house in Woodhouse-lane, and terminating at a point at or near the west corner of the "Carlton Inn" public-house;

New-lane Improvement.

The widening and improvement of New-lane, commencing at or near a point where the passage leading to New-lane-place joins the north-east side of New-lane, and terminating at a point on the north-west side of New-lane twelve yards or thereabouts north-east of the north-west corner of the north-eastern boundary of the Victoria Foundry.

East-street Improvements.

- (A.) The widening and improvement of the east side of East-street commencing at a point at or near the junction of the south side of Marsh-lane with the east side of East-street, and terminating at a point on the east side of East-street, twenty yards or

thereabouts west of the junction of that street with Garden-street;

(b.) The widening and improvement of the west side of East-street, commencing at a point in that side at or near the north-eastward corner of the "Palace Inn," and terminating at or near the point where that side joins the north side of the street called "The Calls;"

(c.) To cover over (by arches or otherwise) that portion of the beck situate and being on the west side of East-street;

New-street—Timble-bridge to East-street.

A new street over the beck called the Lady Beck or Sheepscar Beck, commencing at a point at or near the centre of Timble-bridge, and terminating in East-street at a point at or near the centre of the bridge carrying East-street over that beck; and to cover over (by arches or otherwise) the whole of the said beck, situate and being between the points immediately before described;

Park-row and Wellington-street Approaches Improvement.

The widening and improvement of the south-eastern end of Infirmary-street, and the eastern end of Wellington-street, and north-western side of Quebec-buildings, commencing at a point on the south-west side of Infirmary-street, fifty yards or thereabouts from the centre of Wine-street at its junction with Infirmary-street, and terminating at a point on the north-east side of the new street now in course of formation and intended to be called Quebec-street, at a point in that street fifty yards or thereabouts north of the centre of the gates at the entrance to the Wellington Railway Station in Wellington-street;

Merrion-street and Wade-lane Improvements.

(a.) The widening and improvement of the west end of Merrion-street on the east side of Wade-lane, commencing at a point on the south side of Merrion-street twenty yards or thereabouts from the junction of that street with Wade-lane, and terminating on the east side of Wade-lane twenty yards or thereabouts from the last mentioned junction;

(b.) The widening and improvement of the north side of Kelsall-street, commencing at a point at or near the junction of that street with Wade-lane and terminating at a point on that side of Kelsall-street thirty yards or thereabouts west of the junction of that street with Wade-lane;

Cookridge-street Improvements.

(a.) The widening and improvement of the east side of Cookridge-street, commencing at a point at or near the north-west corner of the Mechanics' Institute, and terminating at or near the corner formed by the junction of the east side of Cookridge-street with Guildford-street and Park-lane;

(b.) The widening and improvement of the west side of Cookridge-street, commencing at a point sixty-five yards or thereabouts south of the centre of Great George-street, and terminating at a point at or near the junction of that street with Park-lane;

Bowman-lane Improvement.

The widening and improvement of the southern side of Bowman-lane, commencing at a point forty-six yards or thereabouts north-west of the junction of that lane with Crown

Point-road, and terminating at a point on that side at or near the junction of Bowman-lane with Kendall-street;

Waterloo-street and Kendall-street Improvements.

The widening and improvement of the north side of Waterloo-street, commencing at a point twenty yards or thereabouts west of the junction of that street with Kendall-street, and terminating at or near the junction of that street with Kendall-street.

Carlton Cross-street Improvement.

The widening and improvement of the north-west side of Carlton Cross-street, commencing at or near the junction of that side with Craven-terrace, and terminating at or near a point on that side twenty yards or thereabouts south-west of the point hereinbefore described as the commencement of such widening and improvement;

Kirkgate Market Extension.

To empower the Corporation to purchase, compulsorily or by agreement, for the purposes of their Kirkgate Market and the improvement thereof, certain lands, houses, and other property situate in the township and parish of Leeds, in the West Riding of the county of York, and included in the following boundary:

A boundary commencing on the northern side of Kirkgate and north side of the North Eastern Railway and west side and north side of York-street, thence in a northwardly direction to the west side of Syke's-yard, thence along the west side of Syke's-yard to the northern end thereof, and from thence to the south-east side of Harper-street, thence along the south-east side of Harper-street and the south-west side of Harper-place to the north corner of property belonging to the trustees of the late Thomas Hall, thence proceeding along the western boundary of that property until it joins the west side of Harper-street, thence along the west side of Harper-street until it joins the north side of the property known as the "Harper's Arms," thence westward and southward along the boundary of the said "Harper's Arms" and southwardly along the western side of property belonging to the Clark's trustees, Mrs. Jane Dufton, and James Woolfoot, until the said boundary reaches the north-east side of Kirkgate at the south-west corner of the property belonging to the said James Woolfoot:

The foregoing works and land will be in the townships of Leeds and Hunslet, or one of them, in the parish of Leeds, in the said county.

New-street from Water-lane to Globe-road.

A new street commencing on the north side of Water-lane, opposite to the junction of Marshall-street with that lane, thence passing over the Hol Beck by a bridge, and terminating at a point in the south side of the Globe-road forty yards or thereabouts west of the south-west corner of the Globe Foundry;

New-street—Domestic-street to Lower Balm.

A new street, commencing at or near the south end of Domestic-street, proceeding thence in a south-easterly direction, crossing Low Beck or Hol Beck by a bridge, and terminating at the north-western end of the street called "Lower Balm;"

The foregoing works will be in the township

of Holbeck, in the parish of Leeds, in the said county:

New-street.—New-lane to Victoria-road.

A new street commencing at a point on the north-west side of New-lane, six yards or thereabouts north-east of the north-west corner of the north-eastern boundary of the Victoria Foundry, such commencement being the centre line of the proposed new street, and terminating on the east side of Victoria-road, at a point opposite to the junction of Back-row with that road:

The foregoing works will be in the townships of Leeds and Holbeck, in the parish of Leeds, in the said county:

Cut No. 1.

A cut or drain commencing in the township of Leeds, in the parish of Leeds, in the said county, at the foot of the southern side of the weir on the Meanwood, the Carr, or the Sheepscar Beck, at or near to the Scott Hall Mills, and terminating in the same township and parish on the south side of Carr-bridge:

Cut No. 2.

A cut or drain commencing in the township of Leeds, in the parish of Leeds, in the said county, in the Mill Goit of Scott Hall Mills, at or near the southern boundary of the said mills, and terminating in the same township and parish in the beck mentioned in Cut No. 1, at a point fifteen yards or thereabouts from the centre of Carr-bridge;

Cut No. 3.

A cut or drain commencing in the township of Holbeck, in the parish of Leeds, in the said county, in the Low Beck at a point at or near to the centre of the Combing Shop Foot-bridge, on the foot road between Manns Field and Lower Balm, and terminating in the same township and parish at a point on the said beck opposite or nearly opposite to the end of the western boundary of the Mill Green estate, where that boundary adjoins the said beck, being also thirty yards or thereabouts, measuring along the course of the said beck in a westwardly direction, from the north corner of a certain building called Low Closes;

Cut No. 4.

A cut or drain commencing in the townships of Wortley and Holbeck in the parish of Leeds, in the said county, or one of them, at or near Wellington-mill, in Mill Green-lane, and terminating at or near the western end of Manns-court, in the same townships and parish;

Cut No. 5.

A cut or drain commencing in the said township of Holbeck, in the parish of Leeds, in the said county, at or near a point numbered 373, as shown on a plan deposited with the clerk of the peace for the West Riding of the county of York, with respect to the application to Parliament for "The Leeds Improvement Act 1869," and terminating in the township of Holbeck, in the same parish, at a point in Low Beck at or near Holbeck Mill and Low Hall, seventy yards or thereabouts westward of the Low Hall-bridge;

Cut No. 6.

A cut or drain commencing in the township of Holbeck, in the parish of Leeds, in the

said county, at a point fifty-five yards south of Victoria-road, and terminating in the township of Leeds, in the same parish, at a junction with the River Aire at a point on the south side of the said river seventy yards or thereabouts of the north-west corner of the Wesleyan Methodist Chapel situate between Water-lane and Meadow-lane.

To empower the Corporation to purchase compulsorily the weir on the Hol Beck, situate in the township of Holbeck, in the parish of Leeds, such weir belonging or reputed to belong to the firm known as Messieurs Taylor, Wordsworth, and Company, thirteen yards east of the bridge carrying the Midland Railway over the Hol Beck:

To authorise the Corporation to abandon and relinquish the construction of the widening and improving of Upperhead-row authorised by section 6 of "The Leeds Improvement Act, 1869:"

To empower the Corporation to stop up, appropriate, alter, or divert, temporarily or permanently, all bridges, sewers, mains, pipes, and telegraph posts, wires, and apparatus within the said borough which it may be necessary or convenient to stop up, alter, or divert in the execution or for the purposes of the Bill, and to purchase by compulsion or otherwise lands, houses, and property for the purposes of the said intended new works and of the Bill, and to alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, and property to be purchased or taken under the authority of the Bill, or which would in any manner impede or interfere with the several objects and purposes of the Bill, or any of them, and to confer other rights and privileges:

To require the Corporation to keep open all entrances to private roads which may be interfered with by the construction of any of the new streets and street and other improvements hereinbefore mentioned:

To alter or otherwise interfere with temporarily or permanently the levels of the streets or portions of streets with which the proposed new roads and streets or widened roads and streets communicate, and to alter or otherwise interfere with temporarily or permanently, the line and levels of, or to stop up, appropriate, and extinguish all rights of way over the whole or parts of any streets, lanes, courts, alleys, or places within the said borough which it may be necessary or convenient to alter or otherwise interfere with:

To empower the Corporation, in the execution of the several works aforesaid or any of them, to enter upon and also to alter the course or direction and the levels of the drains, streams, or becks known as the Sheepscar Beck, otherwise the Meanwood Beck, otherwise the Carr Beck, otherwise the Addle Beck, otherwise the Mabgate Beck, otherwise the Lady Beck, otherwise the Timble Beck; the Wortley Beck, otherwise the Low Beck, otherwise the Hol-Beck, otherwise the Water-lane Beck; that part of the Mill-green Goit which forms the Tail Race of the Mill-green Mill, and the Benyon Beck, in the aforesaid townships of Leeds, Holbeck, and Hunslet, or some or one of them, and to remove all weirs, dams, pipes, drains, or other works or things therein, and to construct such works, and do such acts, and exercise such powers as may be authorised by the Bill for the purpose of preventing obstruction to the flow of water through the said becks, goits, and tail races, or any of them, and through the said intended cuts and drains or any of them:

To alter, repeal, or amend section 22 of "The Leeds Improvement of Becks Act, 1866," prohibiting the Corporation from covering over, by arching or otherwise, any part of the Sheepscar Beck or of the Hol Beck:

To empower the Corporation to make and maintain main drains and sewers along any new or unfinished streets within the borough, and to provide for the payment of one-half of the expenses attending the cost of such main drains and sewers, or such other proportion as the Bill may define, by the owners of the property on either side of such streets, and to make such other provisions with reference to those matters as the Bill may define:

To empower the Corporation to lay down kerb stones in any new or unfinished streets within the borough, and to charge the expenses thereof on the owners of property on either side of such streets:

To extend the definition of the word "building" as now defined in the several Improvement Acts in force within the borough:

To exempt the Corporation from the operation of the 92nd section of "The Lands Clauses Consolidation Act, 1845," with respect to certain properties, houses, or buildings authorised to be acquired by them for the purposes of the improvement of Upperhead-row, authorised by "The Leeds Improvement Act, 1869," so far as relates to Upperhead-row, and so far as relates to the new streets or street improvements proposed to be authorised by the Bill, and in this notice referred to as "The Hunslet-lane Improvement," and "The Carlton Street Improvement:"

To enable justices to assess the amount of compensation to be paid owners and occupiers, and other persons, for any loss and expense they may suffer or incur by reason of the exercise of any of the powers of the Bill, and to make further provisions with respect to the payment of compensation by the Corporation:

To provide that it shall be lawful for the mayor and any other member of the Corporation to sell and dispose of to the Corporation, and for the Corporation to purchase and acquire, any lands and other property for the purposes of public parks, public pleasure, and recreation grounds, any law, custom, or usage to the contrary notwithstanding:

To enable the Corporation to grant building and other leases or otherwise to demise for specific purposes portions of the lands now or hereafter to be acquired by them for public parks, recreation and pleasure grounds, or which may be acquired for other purposes under the powers of the Bill, or of any of the several Improvement Acts in force within the borough, subject to such rents, and with such stipulations and conditions, and on such terms as the Corporation may think fit, or as the Bill will define, and to make such other provisions with respect to those purposes, or any of them, as the Bill will provide.

To extend and make applicable to the public parks and recreation and pleasure grounds now belonging to or hereafter to be acquired by the Corporation, and whether within or beyond the limits of the borough, all the powers of the Corporation with respect to police and police regulations within the borough of Leeds, and to enable the Corporation to appoint, employ, and maintain constables and other officers in and in connection with those parks and pleasure and recreation grounds, and to enable the Corporation to appropriate to those purposes any funds now or hereafter applicable to police purposes in the borough of Leeds.

To authorise the justices of the peace for the West Riding of the county of York or other local authorities of any district in which any lands may be acquired for the purposes aforesaid to enter into agreements with the Corporation with reference to such acquisition, or to any other matters connected with such parks, recreation and pleasure grounds, and to employ their funds for the purposes of such agreement.

To authorise the Corporation with reference to their existing and future public parks and pleasure and recreation grounds, as well within as without the limits of the borough, to make bye-laws relating to the management, regulation, and order of such parks and grounds, the days, hours, terms, and conditions of and payment for admission thereto or exclusion therefrom, and the closing wholly or partially of the same, or any part or parts thereof, and of all footways in, to, or through the same, and from time to time to alter, amend, and repeal such bye-laws and impose penalties for the breach or non-observance of the same.

To enable the Corporation to provide boats and other means of recreation and amusement in and in connection with the public parks, pleasure and recreation grounds, and to make charges for the use of the same, and to make bye-laws for the several purposes aforesaid, and for the licensing and regulating boatmen and persons in charge of such boats and the fixing the charges to be paid for boats, from time to time to alter, amend, and repeal such bye-laws, and impose penalties for the breach or non-observance of the same.

To provide for exempting the said public parks, recreation and pleasure grounds, and all buildings and erections therein used in connection therewith, or for public purposes, from all county, parochial, and other rates and assessments in respect of the same, except such as may be made and levied by the Corporation.

To alter, amend, extend, and enlarge the provisions of the several Acts hereinafter mentioned relating to the borough of Leeds with respect to police and police regulations, and to make other provisions in lieu thereof and in addition thereto.

To empower the Corporation to make arrangements for the removal and re-interment of bodies from that part of the burial-ground belonging to Saint Paul's Church which the Corporation are authorised to acquire for the purposes of the Saint Paul's-street improvement authorised by the "Leeds Improvement Act, 1866," and to make such provisions with reference thereto as the Bill will define.

To enable the Corporation to effect and make provisions and regulations for or with respect to the following purposes or some of them, and to extend and enlarge the powers of the Corporation in relation thereto (that is to say):

The length, width, level, direction, and construction of new streets, and the alteration of existing streets within the borough.

The granting of compensation to owners and other persons for loss entailed upon them by the setting out of and otherwise dealing with streets in the manner required by the Corporation, such compensation in case of difference to be settled by two justices or otherwise as the Bill may provide.

The providing for the opening of doors leading to streets and public thoroughfares from public and other buildings.

The laying down of kerb-stones, and the paving, flagging, levelling, sewerage, and draining of new and unfinished streets,

The regulation and management of the corn, cattle, meat, vegetable, and other markets within the borough.

The building and maintenance of any mistal, stable, or other like erection near to or in connection with any dwelling-house or other house within the borough.

The position, erection, maintenance, and removal of privies, middens, and ashpits in connection with any house or other premises.

The prohibiting the laying-out of any future and the rebuilding of any existing courts and alleys, or the prescribing the manner in which any such courts or alleys shall be laid out or rebuilt.

The providing for the giving of notice and the depositing of plans and sections for the approval or disapproval of the Corporation, by persons intending to lay out or rebuild streets and courts, or to construct or rebuild any building, and to compel such laying-out, construction, or rebuilding to be executed in accordance with plans and sections approved of by the Corporation.

The regulation of mills, factories, workshops, and other buildings with reference to the discharge of smoke or steam therefrom, and the disposal of the dirt, dust, or refuse therefrom.

The prohibition or regulation of the burning of bricks or tiles, and the making of fireworks and lucifer matches, and the burning or making of combustible, dangerous, offensive or noxious articles.

The slaughtering of animals and to prohibit the slaughtering of animals on Sundays, or between such hours as the Corporation from time to time may determine, and to make other regulations with reference to the slaughtering of cattle.

The licensing, registration, management, regulation, inspection, and cleansing of slaughter-houses, and the prevention of cruelty therein.

The prohibiting the practice known as "blowing" in the preparation of meat for food.

The licensing and regulation of hackney carriages, omnibuses, and cars or carriages used on tramways, and of the drivers and other persons employed in connection therewith respectively.

To prohibit during certain hours the placing of coal or coke on the foot or carriage ways of the streets of Leeds, or the carrying of coal or coke over the footways of such streets or such of them as the Corporation may from time to time name, except such coal or coke be placed in sacks.

And also to enable the Corporation from time to time to make and alter bye-laws in relation to any of the matters aforesaid, or to any of the objects and purposes aforesaid, or to any objects or purposes with reference to which the Corporation are now empowered to make bye-laws, and to enable the Corporation to impose and enforce penalties for the breach or non-observance of any such bye-laws and to make such other provisions with reference to the matters aforesaid or any of them as the Bill will provide:

To authorise the Corporation to borrow and from time to time to re-borrow additional moneys for the purposes of the public parks and recreation and pleasure grounds now belonging to or hereafter to be acquired by them and for other the purposes of the Bill on mortgage, bond, annuity, or otherwise, and to charge moneys borrowed on the property now belonging to or

hereafter to be acquired by them and on the revenues, rates, rents, and charges which they are now authorised to raise, or may be hereafter authorised to raise, and on the Borough Fund, or by any of those means, and if found expedient to fund the debt so to be created; and to make, levy, and recover rates and assessments for the repayment of such moneys, and of the interest thereon:

To enable the Corporation out of the Borough Fund, or out of any moneys for the time being belonging to them or under their control, to defray the expenses of and incident to the promoting or opposing any Bill or Bills in Parliament which in their opinion may be for the public benefit of or injurious to the borough, and to make such other provisions with reference to those matters as the Bill will define:

To repeal section 37 of "The Leeds Improvement Act, 1869," and to make other provisions in lieu of those contained in that section with reference to the making, altering, amending, repealing, enforcing, and evidencing of bye-laws:

To amend, extend, and enlarge section 14 of "The Leeds Improvement Act, 1869," and to make the same applicable with respect to lands or easements therein, which the Corporation may require for the construction of new streets, as well as for lands or easements therein required for the widening and improvement of existing streets:

To enable the Corporation to make regulations for and with reference to the submission of business to and the conduct of business, and the procedure at any meeting of the Council, and to sanction any existing regulations for the several purposes aforesaid:

To incorporate with, either in extenso or by reference, and extend and apply to the purposes of the Bill all or some of the provisions of "The Commissioners' Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Towns Improvement Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Railways Clauses Consolidation Act, 1845," and especially the provisions thereof with respect to roads and the temporary occupation of lands, and to other matters, as may be deemed expedient, and the various public and general Acts relating to public health and local government, or wholly or partially to exempt the Corporation from any of the provisions of those Acts or either of them, or to modify or alter the same with reference to all or any of the objects of the Bill and to vary or extinguish any rights or privileges thereunder or under any other Act or Acts, letters patent, charters, or otherwise, and confer other rights and privileges:

To alter or repeal, or amend, vary, or enlarge the powers and provisions of the public and general Acts following (that is to say): "The Sanitary Act, 1866," and the Nuisances Removal Acts therein mentioned, "The Artisans and Labourers' Dwellings Act, 1868," and also of the following Acts relating to the borough (that is to say): the Acts (local and personal), "The Leeds Improvement Act, 1842," "The Leeds Improvement Amendment Act, 1848," "The Leeds Improvement Amendment Act, 1856," "The Leeds Improvement Act, 1866," "The Leeds Improvement of Becks Act, 1866," "The Leeds Improvement Act, 1869," "The Leeds Corporation Gas Act, 1870," "The Leeds Corporation Gas and Improvements &c. Act, 1870;" and any other Acts relating to or in force within the borough:

To alter, vary, or extinguish all rights and privileges which would or might prevent, impede;

or interfere with any of the objects aforesaid, and of the Bill being carried into effect, and to confer all other rights and privileges necessary or expedient for effecting the said objects or in relation thereto:

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and plans of the lands and houses to be taken compulsorily under the powers of the Bill, and books of reference to the plans, and a copy of this notice as published in the *London Gazette*, will, on or before the thirtieth day of November, one thousand eight hundred and seventy-one, be deposited for public inspection with the clerk of the peace for the West Riding of Yorkshire, at his office at Wakefield; and with the clerk of the peace for the borough of Leeds, at his office at Leeds; and a copy of the said plans and books of reference will, with a copy of this notice, as published in the *London Gazette*, be also deposited, on or before the said thirtieth day of November, one thousand eight hundred and seventy-one, with the town clerk of the borough of Leeds at his office at Leeds, and with the parish clerk of the parish of Leeds at his place of abode:

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

Dated this 17th day of November, 1871.

Capel A. Curwood, Town Clerk, Leeds, Solicitor for the Bill.

Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

Midland and South Staffordshire Railway.
(Incorporation of Company for Construction of Railways from the Midland Railway near to Water Orton Station to the South Staffordshire Railway and the Wolverhampton and Walsall Railway at Walsall, with Branches to Cannock Chase; Working and Traffic Arrangements with Midland, Wolverhampton and Walsall, and Cannock Chase and Wolverhampton Railway Companies; Purchase of and Running Powers over Railways of last-named 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") for making and maintaining the railways hereinafter mentioned, with all necessary stations, approaches, sidings, works, and conveniences connected therewith, and to confer upon the Company all or some of the powers hereinafter mentioned (that is to say):—

Firstly.—A railway (No. 1) commencing in the parish of Curdworth, in the county of Warwick, by a junction with the Midland Railway at or near the bridge carrying that railway across the River Tame, which bridge is situate about seven furlongs west of the Water Orton Station on that railway, and terminating in the parish of Aldridge, in the county of Stafford, at or near a point on the Daw End Branch Canal about thirteen chains south of the bridge carrying the road leading from Aldridge to Four Crosses over the said Branch Canal, which said intended Railway No. 1 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say)—Aston, otherwise Aston-juxta-Birmingham, Curdworth,

Water Orton, Minworth, Berwood, Castle Bromwich, Warmley Maney, and Sutton Coldfield, in the county of Warwick, and Barr, Great Barr, and Aldridge, in the county of Stafford.

Secondly.—A railway (No. 2) commencing in the parish of Aldridge aforesaid, by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the parish of Rushall, in the county of Stafford, by a junction with the South Staffordshire Railway at or near the level crossing of that railway by the public road called Old Butts-lane, leading from Butts Mill to Ryecroft Farm, which said intended Railway No. 2 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Aldridge, Walsall, the Foreign of Walsall, Rushall, and Daw End, all in the county of Stafford.

Thirdly.—A railway (No. 3) situate wholly in the parish of Rushall, commencing by a junction with the said intended Railway No. 2 at a point in a field numbered 230 on the Tithe Commutation Map for the said parish of Rushall, three furlongs or thereabouts measured in a north-easterly direction from the level crossing before mentioned, and terminating by a junction with the Wolverhampton and Walsall Railway, now in course of construction, at a point thereon about five chains south-east of the bridge whereby the road leading from Walsall to Bloxwich is being carried over the said railway.

Fourthly.—A railway (No. 4) commencing in the parish of Aldridge aforesaid by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the parish of Norton, otherwise Norton Canes, in the county of Stafford, at a point in a field numbered 99 on the Tithe Commutation Map for the said parish of Norton, otherwise Norton Canes, about three furlongs measured in a north-easterly direction from Norton Church, which said intended Railway No. 4 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Aldridge, Walsall, the Foreign of Walsall, Pelsall, Four Crosses, Wyrley, Little Wyrley, Wolverhampton, and Norton, otherwise Norton Canes, all in the county of Stafford.

Fifthly.—A railway (No. 5) commencing in the parish of Norton, otherwise Norton Canes aforesaid, by a junction with the intended Railway No. 4 at its termination as above described, and terminating in the parish of Cannock, in the county of Stafford, at a point near the new pit of the Cannock and Rugeley Colliery Company Limited, now in course of sinking in or near the Greenwood Slade, which lies between Cock Pit Hill and Stringer's Corner, and about three furlongs measured in a north-easterly direction from the boat-house at the south end of Hednesford Pool, which said intended Railway No. 5 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Norton, otherwise Norton Canes, Hednesford, and Cannock, all in the county of Stafford.

Sixthly.—A railway (No. 6) commencing in the parish of Norton, otherwise Norton Canes aforesaid, by a junction with the intended Railway No. 4 at its termination as above described, and terminating in the township of Burntwood, in that part of the parish of St. Michael, Lichfield, which is in the county of Stafford, by a junction with Railway No. 1 authorised by the Cannock Chase and Wolverhampton Railway Act, 1866, at a point thereon $2\frac{1}{2}$ furlongs or thereabouts north east of the pit known as Pit No. 5 of the Cannock

Chase Colliery Company Limited, which intended Railway No. 6 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Norton, otherwise Norton Canes, Burntwood, St. Michael, Edial, Woodhouses, Lichfield, and Cannock, all in the county of Stafford.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tram roads within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, or any of them or of the said intended Act.

To empower the Company to purchase and take by compulsion and by agreement lands, houses, tenements, and hereditaments for the purposes of the said railways and works, and of the said intended Act, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To empower the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Midland Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the intended Act 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 capitals; and 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 empower the Company on the one hand and the Midland Railway Company, the Cannock Chase and Wolverhampton Railway Company, and the Wolverhampton and Walsall Railway Company, or any or either of those Companies, and also all or any Companies or Company who may be incorporated by any Act to be passed in the ensuing session of Parliament for the purpose of constructing railways in the counties of Warwick and Stafford or either of those counties on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and use of the railways and works of the Company, or any part thereof, and the supply of engines, carriages, and rolling stock, and with reference to the transmission of traffic upon and over the railways of the Company, and the other Company or Companies parties to any such agreement, and with reference to the interchange of traffic between the railways of the Company and such other Company or Companies respectively, and the fixing and ascertaining, division and apportionment, between the Companies parties to any such agreement of the tolls, rates, and charges arising from such traffic, and to confirm any agreements made or to be made between the Company and any or either of such Companies in reference to any of the matters aforesaid.

To empower the Company and the Cannock Chase and Wolverhampton Railway Company to enter into and carry into effect contracts and

agreements with reference to the sale or lease to the Company of all or any part of the undertaking of the Cannock Chase and Wolverhampton Railway Company, and their powers, rights and privileges, and to confirm any contract or agreement made or to be made between the said Companies with reference thereto.

To empower the Company and the Cannock Chase and Wolverhampton Railway Company to enter into and carry into effect contracts and agreements with reference to the maintenance, working, and use by the Company of all or any part of the railways and works of the Cannock Chase and Wolverhampton Railway Company, and the supply of engines, carriages, and rolling stock, and to confirm any agreements made or to be made between the said Companies with reference thereto.

To empower the Company and all Companies and persons working and using their railways, or any part thereof, to run over and use with their engines, carriages, and servants, and for the purpose of traffic of all kinds, and upon and subject to terms, conditions, and regulations to be agreed upon, or settled by arbitration, or prescribed or provided for by the intended Act, the railways of the Cannock Chase and Wolverhampton Railway Company, or any part thereof, and the stations, sidings, junctions, water, watering-places, signals, works, and conveniences connected therewith.

And it is intended, so far as may be requisite or desirable for any of the purposes of the intended Act, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following (that is to say), the Act (local and personal) 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company, the Cannock Chase and Wolverhampton Railway Acts 1864 and 1866, and any other Act or Acts relating to the Cannock Chase and Wolverhampton Railway Company, and the Wolverhampton and Walsall Railway Act, 1865, and any other Act or Acts relating to the Wolverhampton and Walsall Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and an ordinance map with the lines of the proposed 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 Warwick, at his office at Stratford-on-Avon, in that county, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in that county, and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways or works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. And 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 16th day of November, 1871.

H. F. Barnett, Walsall, Solicitor.

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

Great Southern and Western Railway.

North Wall Extension.

(Extension to North Wall Quay; New Road; Additional Capital; Power to London and North Western Railway Company to subscribe and apply Funds; Additional Capital; 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 184 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 St. James's, 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, St. James, St. James Phoenix Park, Phoenix Park, Usher's Quay Ward, St. Paul's, 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 Westfarm, 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 44 yards or thereabouts, measured in a westerly direction 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 100 yards or thereabouts, measured in an easterly direction 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 St. Thomas, in the county of the city or borough of Dublin, passing thence, in, through, or into lands in the North Dock Ward, parish of St. Thomas, and said county of the city or borough of Dublin, and terminating at a point measured 65 yards or thereabouts in a south-easterly direction from the centre of the crossing of Church-road, by the Dublin and Drogheda Railway North Wall Extension, in the parish of St. Thomas, and county of the city or borough of Dublin aforesaid.

Railway No. 3.—Commencing by a junction with said Railway No. 2, at a point measured 94 yards or thereabouts in a westerly direction from the north-west corner of Blythe's-avenue and Church-road, passing thence, in, through, and into lands in the North Dock Ward across the North Wall Extension of the Dublin and Drogheda

Railway Company, and across Upper Sheriff-street, all in the parish of St. Thomas, and county of the city or borough of Dublin, and terminating on the North Wall-quay, at a point 56 yards or thereabouts west of the centre of the light-house, on the said quay.

Railway No. 4.—Commencing by a junction with Railway No. 3, at a point 83 yards distant in an easterly direction from the centre of East-road, where Railway No. 3 crosses the said East-road, passing thence from, in, through, and into lands in the North Dock Ward, parish of St. Thomas, and county of the city or borough of Dublin, and terminating at a point on East Wall 185 yards distant from the north-east corner of Upper Sheriff-street, in the said county of the city or borough of Dublin.

To empower the Company to make a road situate wholly in the parish of St. Thomas, and county of the city or borough of Dublin, commencing at a point 18 yards north of the junction of Blythe's-avenue aforesaid, with Church-road aforesaid, and terminating in East-road aforesaid, at a point 356 yards or thereabouts, north-east of the junction of East-road and Sheriff-street Upper, in the parish and county or borough 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 Middle, partly in the county and partly in the city of Dublin, bounded on the south by the Cabra-road, on the west by the road leading from Ratoath to Dublin, on the east by the said proposed line of railway, and on the north by the lands of Grangegorman Middle, and certain lands, houses, and buildings situate in the parish of St. Thomas, and county of the city or borough of Dublin, lying on the north side of Upper Sheriff-street, and on the north-west side of East-road, and lying on the north-west side of North Wall and west side of East Wall.

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, with Court-avenue, with Court-avenue Middle, and Blythe's-avenue, in the parish of St. Thomas aforesaid, and to stop up and discontinue as a public thoroughfare, and to extinguish all rights of way over, and to vest in and appropriate to the purposes of the Company, all or part of Mayor-street East, commencing at a point forming its junction with East Wall, and terminating in a westerly direction at a point 133 yards distant from same point.

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 authorise 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, town lands, 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 intended Act 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 some or any 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 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 44 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 100 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 authorised 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 the North Wall aforesaid; and also so much of the authorised North Wall Extension of the Dublin and Drogheda Railway Company as lies between the point on that railway where the proposed Railway No. 3 crosses the said railway of the Dublin and Drogheda Railway Company and its termination. Together with all stations, sidings, watering places, booking offices, works, or conveniences upon or near or connected with the portion 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 authorised to be taken by the said Companies, or either of them.

To empower the London and North Western Railway Company and all other Companies and persons lawfully using their railway upon such terms and conditions as aforesaid, and in like manner to run over and use the railways of the Company to be constructed under the intended Act, and also in the same manner as the Company, and to the same extent to run over and use the said portion of the railway of the Midland Great Western Railway (of Ireland) Company, as is hereinbefore described.

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 authorised by the intended Act, and over the Liffey branch of the Midland Great Western Railway of Ireland Company and the authorised 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 the 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 Vic., cap. 100; 8 and 9 Vic., cap. 124; 9 and 10 Vic., caps. 196, 197, 198, and 209; 10 and 11 Vic., cap. 93; 14 and 15 Vic., cap. 80; 15 and 16 Vic., cap. 24; 16 and 17 Vic., cap. 142; 17 and 18 Vic., cap. 132; 20 and 21 Vic., caps. 1, 62, and 85; 24 and 25 Vic., caps. 147 and 148; 28 and 29 Vic., cap. 43; 29 and 30 Vic., caps. 57 and 144; and 34 and 35 Vic., cap. 103, 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 Acts, 9 and 10 Vic., 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 Acts, 8 and 9 Vic., cap. 119; and all other Acts relating to the Midland Great Western of Ireland Railway Company; Acts relating to the Dublin and Drogheda Railway, that is to say, Local and Personal Acts, 6 and 7 William 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 St. 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 St. James, Grangegorman, Glasnevin, and St. 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 11th day of November, 1871.

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 1872.
South Eastern Railway.

(New Railways in Greenwich and Southwark; New Station and Road in Northfleet Parish; Alteration of Road in Bermondsey; Diversion of Main Southern Outfall Sewer; Purchase of additional Lands at Shorne and Bricklayers' Arms; Underpinning of Houses in diverting Main Sewer; Abandonment of Railway and parts of authorised Railways at Greenwich; Powers affecting London, Chatham and Dover, and Metropolitan Railway Companies; Redemption of Preference Stock created under Act of 1861; Consolidation of Guaranteed and Preference Stocks; and other Powers relating to Capital of Company; Superannuation and Guarantee Fund; Lease, &c., of superfluous Lands; Arrangement with Secretary of State for War, and Seabrook Estate Company (Limited), as to Lands for Hythe and Sandgate Extension Railway, and other Powers; 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 (that is to say:—

1. To authorise the Company to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith, and also the roads and works hereinafter mentioned (that is to say):—

1. A railway, 1,040 yards or thereabouts in length, to be wholly situate within the parish of Greenwich, otherwise Saint Alphage, Greenwich, in the county of Kent, to commence by a junction with the Greenwich line of the Company at a point about 37 links, or thereabouts, measured in an easterly direction along the course of the said line from the western face of the eastern abutment of the bridge which carries the said Greenwich line over Deptford Creek, and to

terminate by a junction with the railway authorised by "The South Eastern Railway Act. 1871," at a point four chains, or thereabouts, measured in an easterly direction along the course of the said authorised railway from the eastern side of King-street.

2. A railway, 560 yards or thereabouts in length, commencing in the parish of Christchurch, Southwark, by a junction with the London Chatham and Dover Railway at or near the southern abutment of the bridge which carries the said last-mentioned railway over Price-street, passing thence through or into the said parish, and the parish of Saint Saviour's, Southwark, both in the county of Surrey, and terminating in the said last-named parish by a junction with the Charing-cross line of the Company, at or near the western side of the bridge whereby the said line is carried over Great Guildford-street.
 3. A station, with all proper approaches thereto, and works in connection therewith, in the parish of Northfleet, in the county of Kent, at the point on the North Kent Railway where that railway is crossed by the bridge carrying the road in the said parish called the Old London-road over that railway, and to make a new road in the said parish, commencing from and out of the south side of the road in the said parish, called the London-road, at a point nearly opposite to the entrance from the said road to the Rosherville-gardens, and terminating in the Old London-road at or near the south-east end of the bridge, whereby that road is carried over the North Kent Railway of the Company.
 4. The alteration and raising of the level of a certain road or street called the St. James's-road, in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, which road is now crossed on the level by the Bricklayers' Arms Branch of the South Eastern Railway, such alteration to commence at or near the junction of that road with Gloucester-road, and to terminate at a point 200 yards, or thereabouts, north of the said level crossing, and to carry the road over the railway by means of a bridge, instead of on the level, and to shut up the level crossing and discontinue all rights of way in respect thereof; which said intended alteration will be wholly made or situate within the said parish of St. Mary Magdalen, Bermondsey, in the county of Surrey; also the alteration of the levels of such of the roads running into the part of St. James's-road so to be altered as aforesaid as may be necessary by reason of such alteration.
 5. The diversion in the parish of Greenwich, otherwise St. Alphage, Greenwich, of the Main Southern Outfall Sewer of the Metropolitan Board of Works, such diversion to commence from out of the said Main Sewer 7 chains or thereabouts, to the eastward of North Pole-lane, and to terminate by a junction with the said Main Sewer in Church-street, 2½ chains, or thereabouts, to the south of Nelson-street.
 6. All such alterations of or interference with existing sewers and drains as may be necessary for connecting the same with the said diverted sewer.
2. To empower the Company to acquire, by compulsion or agreement, and to hold lands, houses, and buildings, for all or any of the purposes aforesaid; and also for the purpose of extending the station siding and other accommoda-

tion works of the Company, the lands, houses, and buildings hereinafter described or referred to (that is to say),—

Certain lands, houses, and buildings in the parishes of St. Mary Magdalen, Bermondsey, and St. Mary, Rotherhithe, adjoining the Bricklayers' Arms Branch of the South Eastern Railway, and lying between Saint James's-road and Rotherhithe New-road and Manor-road.

3. To authorise the Company to acquire, and if necessary by compulsion, lands in the parish of Shorne, in the said county of Kent, adjoining the North Kent Railway; and to enable the Company, for the purposes of their railways, to dig ballast and to get materials from such lands, and from any other lands for the time being belonging to the Company.

4. To authorise the Company to deviate from the lines of railway and works authorised by the intended Act, both laterally and vertically to such an extent as may be defined in the Bill, and to cross, alter, and stop up, whether temporarily or permanently, roads, railways, drains, pipes, sewers, and watercourses, so far as may be necessary in executing the several purposes of the intended Act, and to authorise the Company on the one hand, and the Metropolitan Board of Works on the other, to contract and agree as to the proposed interference with the before mentioned Outfall Sewer, and the construction by the Metropolitan Board of Works of the proposed diversion.

5. To authorise the Company to underpin or otherwise secure buildings which may be rendered insecure by the construction of the before-mentioned diverted sewer, and which buildings will not be required to be purchased for the purposes of such diversion.

6. To authorise the Company to levy tolls, rates, or charges for or in respect of the said intended railways and works, and to grant exemptions from payment of such tolls, rates, or charges.

7. To make provision for the repair of both or either of the new roads to be constructed under the authority of the intended Act, by the same persons and by the same means as other roads in the parishes or places within which the intended roads respectively will be situate, are for the time being legally repairable.

8. To authorise the Company to abandon the construction in the parish of Greenwich, otherwise St. Alphage, Greenwich, of Railway (No. 1) authorised by "The South Eastern Railway Act, 1865," and also of so much of Railway (No. 1) authorised by "The South Eastern Railway Act, 1866" as lies between the authorised junction of that railway with the said Railway (No. 1) authorised by the said Act of 1865, and the commencement of the railway authorised by "The South Eastern Railway Act, 1871," and also so much of the said last-mentioned railway as lies between the authorised commencement thereof and a point thereon, 4 chains or thereabouts to the eastward of King-street.

9. To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them or which they have power to raise, and to raise additional capital for such purposes, and for the general purposes of their undertaking, by shares or by stock, and by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest and advantages as the Bill shall define.

10. To enable the Company to run over, and use with their engines and carriages of every description, and with their clerks, officers, and

servants, and upon payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration, or defined by the Bill, the undertakings after mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith, respectively, that is to say :—

1. So much of the London, Chatham, and Dover Railway as lies between the proposed point of junction of the intended railway (No. 2) with that railway, and the termination of that railway at West-street, Farringdon-street.

2. The Metropolitan Railway, and to enable the Company to levy tolls and charges in respect of traffic conveyed by the Company over the said other railways.

11. To require the Companies or persons owning or working the said other railways to receive, book through, forward, accommodate and deliver on and from the same, and at the stations, warehouses and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be defined by the Bill; and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

12. To empower the Company to make and enter into arrangements and agreements with the Governments of France, and England, and with the Northern Railway Company of France or any of them, for the purpose of facilitating and improving the communication between England and the continent.

13. To enable the Company to redeem and to create and issue stock, upon such terms and conditions, and with such preference and priority as the Bill may define, for the purpose of redeeming the £5 per cent. Preference Stock of the Company created under "The South Eastern Railway (Capital Arrangements) Act, 1861."

14. To enable the Company, subject to the approval of not less than three-fourths of the value of the respective holders of Guaranteed and Preference Stocks and Shares in the Company, at a special meeting or special meetings to be convened for that purpose, to consolidate all or any of those stocks or shares into one or more Preference Stocks, and to provide for such consolidation and for all necessary arrangement in consequence thereof or consequent thereon, and so far as may be necessary for the purposes aforesaid, to vary the existing rights of the holders of the stocks and shares so to be consolidated.

15. To provide for the establishment and management for the officers and servants of the Company, of a fund or funds for superannuation or other allowances, and to guarantee the good behaviour of those officers and servants, and to prescribe what contributions may or shall be made to such fund or funds by the said officers and servants, and to enable the Company to participate in the management of such fund or funds, and to contribute thereto, and to pay interest on any balance thereof which may be from time to time in their hands, and to authorise the making and enforcing, from time to time, of bye-laws, rules, and regulations for the management of any such fund or funds, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom, or otherwise in relation to the said fund or funds.

16. To confer further powers upon the Com-

pany with relation to any lands which are not, or eventually may not be required for the purposes of their undertakings, 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 rents, and upon such terms and conditions as the said Company may think proper.

17. To enable the Company on the one hand, and the Secretary of State for War on the other, to enter into agreements and to contract, with respect to the sale or lease to the Company of parts of the Hythe Military Canal, and to confer upon the Company all necessary powers for the user of such parts of the said canal, and the banks and works thereof, for the purposes of, and in connection with the authorised Hythe and Sandgate extension Railway, and for facilitating interchange of traffic, and the Bill will confirm any agreement or agreements already made, or which, previously to the passing of the Bill, may be made touching any of the powers to be applied for under the Bill.

18. To enable the Company on the one hand, and the Seabrook Estate Company, limited, on the other, to enter into contracts and arrangements with reference to the purchase, lease, or use by the Company, for the purposes of or in connection with the said Hythe and Sandgate Extension Railway, of any of the lands of the said Estate Company.

19. To authorise the Company to purchase by agreement lands situate near to or in the neighbourhood of their railway, and to erect upon such lands, and upon any other lands of the Company, dwelling-houses for the accommodation of their officers and servants.

20. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects. 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, enlarge, and repeal some of the powers and provisions of the following or any other Acts relating to the Company, namely:—6 Will. IV, cap. 75; 28 and 29 Vict., cap. 543; 29 and 30 Vict., caps. 227, 235, and 318; 30 and 31 Vict., cap. 8; 31 and 32 Vict., caps. 123 and 172; 33 and 34 Vict., cap. 147; and the 34 and 35 Vict., cap. 4, and it will especially alter the 4th section of the said Act of 31 and 32 Vict., cap. 172, by extending its operation to other persons in addition to those referred to in the said section, and the Bill will also amend the 16 and 17 Vict., cap. 132, and the several other Acts relating to the London, Chatham, and Dover Railway Company, and the 16 and 17 Vict., cap. 186, and the several other Acts relating to the Metropolitan Railway Company, and also the 21 and 22 Vict., cap. 204, and the several other Acts relating to the Metropolitan Board of Works.

21. Duplicate plans and sections, describing the line, situation, and levels of the before-mentioned railways and other works, and the lands, houses, and other property in or through which they will be made, and duplicate plans showing the lands, houses, and other property which may be taken under the powers of the Bill, together with books of reference to such plans, containing the names of the owners and lessees, and reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map with the lines of railway delineated

thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 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 with the clerk of the peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to the parishes in which the intended railways and other works are proposed to be made, or lands to be taken are situate, together with a copy of this notice will be deposited as follows, that is to say, as relates to the parish of Greenwich, otherwise St. Alphage, Greenwich, with the clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich; as relates to the parishes of Christchurch and St. Saviour's, Southwark, with the clerk of St. Saviour's District Board of Works, at his office at 3, Emerson-street, Bankside; as relates to the parish of St. Mary, Magdalen, Bermondsey, with the vestry clerk of that parish, at his office, at Maltby-street, Bermondsey; as relates to the parish of St. Mary, Rotherhithe, with the vestry clerk of that parish, at his office at Paradise-street, Rotherhithe; and as relates to the other parishes mentioned in this notice, with the parish clerk of each such parish at his residence.

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

Dated this 10th day of November, 1871.

E. P. Cearns, 6, St. Thomas's-street,
Solicitor to the Company.

Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

North British Railway.

New Works and Additional Powers.

(New Railways, Deviation, and Works, Acquisition of Additional Lands in the counties of Edinburgh, the city of Edinburgh, Lanark, Sterling, Roxburgh, Linlithgow, and Fife; Stopping up certain Streets, &c.; Extension of Time for the Compulsory Purchase of Lands and Construction of Works; Agreement with Corporation of Edinburgh as to Waverley-bridge Station; Bye-Laws for Steam Vessels; Powers in reference to Greenock and Ayrshire Railway; Amalgamation with Northumberland Central Railway Company, Leslie Railway Company, and Leven and East of Fife Railway Company; Purchase of Shares in Coatbridge Undertaking, &c., and providing for Outlay on Station Accommodation; Consolidation of Certain Guaranteed and Preference Stocks; Increase of Capital, &c.; Extinguishing Rights and Privileges; Amendment of Acts.)

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

A railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish of Duddingston, in the county of Edinburgh, commencing by a junction with the Edinburgh and Berwick line of the North British Railway Company at a point thereon 190 yards or thereabouts north-westward from the centre of the bridge carrying that line over the public road leading

from Brighton-place, Portobello, to and beyond the village of Duddingston, and terminating by a junction with the said Edinburgh and Berwick line at a point thereon 84 yards north-westward from the centre of the culvert carrying that line over the Brunstane Burn.

A railway (hereinafter referred to as Railway No. 2) to be wholly situate in the parish of Duddingston, in the county of Edinburgh, commencing by a junction with the said Edinburgh and Berwick line of the North British Railway Company, at the point thereon hereinbefore described as the commencement of the intended Railway No. 1, and terminating by a junction with the Hawick Branch of the North British Railway, at a point thereon 200 yards or thereabouts (measured along that branch) eastward from the centre of the bridge carrying the road which leads from Duddingston Mains Farm to Portobello over the said branch, at or near its junction with the said Edinburgh and Berwick line.

A railway (hereinafter referred to as Railway No. 3) commencing in the royal burgh of Glasgow, in the parish of Springburn, in the county of Lanark, by a junction with the North British (Edinburgh and Glasgow) Railway, at a point thereon 34 yards or thereabouts northward of the north-west corner of the Company's stationary engine-house at Cowlairs station, and terminating in the parish of Maryhill, in the county of Lanark, at or near the centre of the bonded stores of Messrs. W. M. Farlan and Co., Distillers, which bonded stores are situate 200 yards or thereabouts north-westward of the north entrance to the Glasgow (Queen-street) Tunnel on the said North British (Edinburgh and Glasgow) Railway, which intended railway and works will pass from, through, or into, or be situate within, the parishes, extra-parochial and other places following, or some of them (that is to say), Springburn and Maryhill and royal burgh of Glasgow, in the county of Lanark:

A railway (hereinafter referred to as Railway No. 4) to be wholly situate in the parish of Old Monkland, in the county of Lanark, commencing in a field, situate immediately to the west of the parish road leading from the village of Bargeddie, to and beyond Gartcosh Railway Station, at a point therein 420 yards, or thereabouts, north-westward of the engine-house, of No. 2, Heathery Knowe Coal Pit, and 137 yards or thereabouts westward of the centre of the said road, and terminating in the depot or station at present being formed at Cuihill, in connection with the North British (Glasgow and Coatbridge) Railway by a junction with that railway at a point thereon 375 yards or thereabouts (measured along the same) eastward of the centre of the bridge which carries the said North British (Glasgow and Coatbridge) Railway over the Monkland Canal.

A railway (hereinafter referred to as Railway No. 5) to be wholly situate in the parish of Old Monkland, in the county of Lanark, commencing by a junction with the intended Railway No. 4, at a point thereon 240 yards, or thereabouts southward of the last-mentioned engine-house, and terminating at or near the Heathery Knowe Fire-clay Works, at a point 97 yards, or thereabouts, south-eastward from the said engine-house:

A railway (hereinafter referred to as Railway No. 6) in continuation of the Blackbraes branch of the Company, commencing in the parish of Muiravonside, in the county of Stirling, by a junction with that branch, at a point thereon 170 yards or thereabouts north-eastward of the north-east corner of the schoolhouse in the village of Blackbraes, and terminating in the parish of

Falkirk, in the county of Stirling, 32 yards or thereabouts south-westward of the shaft of No. 2 Gardrum Coalpit, in the occupation of the Redding Colliery Company; which intended railway and works will pass from, through, or into, or be situate within, the parishes extra-parochial, and other places following (that is to say), Muiravonside and Falkirk, in the county of Stirling:

A railway or siding (hereinafter referred to as Railway No. 7), to be wholly situate in the parish of Wilton, in the county of Roxburgh, commencing by a junction with the Hawick Branch of the North British Railway, at a point thereon, 323 yards or thereabouts (measured along that branch), north-eastward from the centre of the culvert carrying the said branch over Howden Burn, and terminating in a field or enclosure adjoining the turnpike road leading from Hawick to Selkirk, at a point therein 100 yards or thereabouts northward from the north-east corner of the railway goods office at Hawick Station, and 16 yards or thereabouts eastward from the centre of the said road:

A railway (hereinafter referred to as Railway No. 8) to be wholly situate in the parish of Dunfermline, in the county of Fife, by a junction with the West of Fife Gask Branch of the North British Railway Company at a point thereon 257 yards westward of the centre of the bridge which carries the turnpike road leading from Dunfermline to Gask toll-bar over the said branch, and terminating in a field or enclosure near to Roscobie Limeworks, and on the north side of the turnpike road leading from Rederaigs toll-bar to Gask toll-bar, at a point in the said field 100 yards or thereabouts northward from the north end of Bowley's Farmhouse:

A railway (hereinafter referred to as Railway No. 9) commencing in the parish of Beath, in the county of Fife, by a junction with the Kinross-shire Railway of the Company, at or near the south end of the passenger platform at Kely Station, and terminating in the parish of Auchterderran, in the county of Fife, in a field adjoining the public road leading from Kinnesswood to and beyond Auchterderran at a point in the said field 180 yards or thereabouts eastward from the south east corner of South Bogside Farmhouse, and 20 yards or thereabouts westward from the point where the road leading from Caple-drae Coal and Oil Works joins the said public road, which intended railway and works will pass from, through, or into, or be situate within, the parishes, extra-parochial and other places following, or some of them (that is to say); Beath, Ballingry, and Auchterderran, in the county of Fife.

A deviation or new line of railway in lieu of part of the Rochsolloch Branch of the North British Railway (hereinafter called the Rochsolloch Deviation), commencing in the parish of Old Monkland, in the county of Lanark, by a junction with the said branch at a point thereon 200 yards or thereabouts north-westward from the centre of the drawbridge over the Monkland Canal at Sheepfold Locks, and terminating in the parish of New Monkland, in the county of Lanark, by a junction with the said branch at a point thereon 283 yards or thereabouts eastward from the centre of the said drawbridge, which deviation or new line of railway and works will pass from, through, or into, or be situate within, the parishes extra-parochial, and other places following (that is to say), Old Monkland and New Monkland, in the county of Lanark:

And it is proposed 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, royal burgh, and places aforesaid, for the purposes of the intended railways and works, or any of them; and also the following lands, buildings, and property for station or siding accommodation, or other purposes (that is to say):

Certain lands and property situate in the parish of Old Monkland, in the county of Lanark, lying between the Caledonian Railway and the North British (Monkland and Kirkintilloch) Railway, bounded on the north partly by Buchanan-street, of Coatbridge, and partly by the property of the Company, on the east by the said North British (Monkland and Kirkintilloch) Railway, on the south and south-west by the ironfoundry of Messrs. Miller and Anderson, and on the west by the said Caledonian Railway.

Certain lands in the parish of Kirkliston, in the county of Linlithgow, adjoining the railway and station of the Company, at Broomhouse, on the north-east side thereof, bounded on the north-east and east by the public road leading from Broomhouse Station to Broomhouse Farmhouses, and on the west by the railway and station of the Company.

Certain lands, houses, and property situate in the High Church parish of Edinburgh, parish of Trinity College, and royal burgh or city of Edinburgh, and county of Edinburgh, and county of the city of Edinburgh, consisting of—First the tenement of buildings in the High Church parish of Edinburgh aforesaid, situate immediately to the west of the North Bridge, and between the Fish Market and Low Market-street. Second the lands, houses, and property in the parish of Trinity College Church aforesaid, situate on the east side of the North Bridge, bounded on the south by a line drawn from a point on the east face of the said bridge, 13 yards or thereabouts southward from the centre of Low Market-street, in an easterly direction, to a point on the west side of Leith Wynd, 68 yards or thereabouts from the junction of the said wynd with the street or road called Physic-gardens, and on the north by the last mentioned street.

Certain buildings and lands in the parish of St. Cuthbert or West Church, in the county of Edinburgh, being Nos. 77, 79, and 81, of the Lothian-road, and Nos. 6 and 7, of Castle-terrace. All or any rights, easements, servitudes, and pertinents relating to or connected with the said several lands, buildings, and premises, or any of them.

And it is proposed by the intended Act to require Walter Mackenzie and Robert Aitken, trustees of the deceased John Wilson, or other, the owner for the time being of the lands and ironwork at Coatbridge, known as the "Dundyvan Ironworks," now possessed by the said Walter Mackenzie and Robert Aitken, as trustees aforesaid, to sell and convey to the Company the following portion of the said lands and ironwork (that is to say):—the strip of land and property situate in the parish of Old Monkland, in the county of Lanark, extending along the south-west side of the North British (Monkland and Kirkintilloch) Railway, from the north side of that portion of the Dundyvan Canal Basin which is situate on the west side of the said railway, to the Luggie Burn, and measuring 10 yards or thereabouts at its greatest width from the south-west boundary of the said railway; and so far as relates to the said lands and ironwork to alter or repeal the 20th section of the Lands Clauses Consolidation (Scotland) Act, 1845.

And it is proposed to empower the Company to stop up and discontinue as public thorough-

fares the streets, roads, and closes, or portions thereof hereinafter described, situate in the High Church parish of Edinburgh, and parish of Trinity College Church, and royal burgh or city of Edinburgh and county of Edinburgh, and county of the city of Edinburgh, and to appropriate the same to the uses of the Company (that is to say)—

The streets or roads called Physic-gardens and Low Market-street:

So much of the street or road called Market-street as is situate to the east of a line drawn across that street at the south corner of the gate lodge at the south carriage entrance to the Company's Waverley station.

So much of the street or road called Halkerston's Wynd as is situate to the north of a point therein 16 yards or thereabouts south from the centre of the street called Physic-gardens.

So much of North Gray's Close as is situate to the north of a point therein 35 yards or thereabouts south from the said street called Physic-gardens.

So much of Chalmers' Close as is situate to the north of a point therein 59 yards or thereabouts south from the centre of the said street called Physic-gardens.

And it is proposed to authorize the Company on the one hand, and the owners, lessees, and occupiers of the lands through which Railway No. 4 and Railway No. 5 are intended to be made, and of the minerals in or under such lands, or in or under lands adjoining or near thereto, or any of such owners, lessees, and occupiers on the other hand, so far as relates to Railway No. 4 and Railway No. 5, or either of them, and the Company on the one hand, and the owners, lessees, and occupiers of the lands through which Railway No. 8 and Railway No. 9 are intended to be made, and of the minerals in or under such lands, or in or under lands adjoining or near thereto, or any of such owners, lessees, and occupiers on the other hand, so far as relates to Railway No. 8 and Railway No. 9, or either of them, to enter into agreements with reference to the construction, use, working, and maintenance of the said railways respectively, or any of them, 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 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, sidings, passages, and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraphic wires and apparatus, and works of every description which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act.

And it is proposed to abandon and cause to be disused so much of the said Rochsolloch Branch as is situate between the points of commencement and termination of the intended Rochsolloch deviation, and which will be rendered unnecessary by the construction of that deviation.

And it is proposed to extend the times limited for the completion of the railways and works which are authorized by the following Acts respectively, or such of them as are not completed or are not authorized to be abandoned, or may

not be authorized to be abandoned, under the intended Act, and for the exercise of the powers for the compulsory purchase of lands, houses, and other heritages for the purposes of such railways and works (that is to say), the railway authorized by the North British Railway (Carlisle Citadel Station and Branches) Act, 1865, and therein called Railway No. 1, so far as the same is not abandoned under the authority of Parliament; the railways authorized by the same Act, and therein respectively called Railway No. 2 and Railway No. 3, and the lands for station purposes by the same Act authorized to be purchased; the railways authorized by the North British Railway (Financial Arrangements) Act, 1867, so far as not abandoned under the authority of Parliament; the railway authorized by the North British Railway (General Powers) Act, 1868, and therein called Railway C. The respective times for completing which railways and works, or some of them, or for the exercise of the compulsory powers for taking lands and buildings for the purposes thereof, have been already extended by Act of Parliament.

And it is proposed to authorize the Company and the Lord Provost, Magistrates, and Council of the city of Edinburgh to enter into agreements with respect to the carrying out of the works of the new passenger station of the Company at Waverley-bridge, and with respect to the height and dimensions of the roof thereof, and otherwise in relation thereto, 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 Company from time to time to make bye-laws with respect to all or any steam vessels belonging to or used by the Company, whether for sea navigation, ferry purposes, or otherwise, and for the regulation of the passengers and others conveyed in the same, and from time to time to alter all or any of such bye-laws and to make other bye-laws in lieu thereof.

And it is proposed to define the agreement made between the Glasgow and South-Western Railway Company of the first part, and the North British and Edinburgh and Glasgow Railway Companies of the second part, and set forth in Schedule (C) to the North British and Edinburgh and Glasgow Railway Companies' Amalgamation Act, 1865, as applicable to the undertaking of the Greenock and Ayrshire Railway Company, and to declare all the railways, stations, and buildings of the Greenock and Ayrshire Railway Company, and the works and conveniences connected therewith respectively, to be for the purposes of the said agreement and of an agreement between the Company and the Glasgow and South-Western Railway Company set forth in the Schedule to the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869, and of an agreement dated the 15th and 20th days of July, 1869, and made between the North British Railway Company of the first part, the Glasgow and South-Western Railway Company of the second part, and the Greenock and Ayrshire Railway Company of the third part, or of any one or more of the said agreements, comprised within and parts of the undertaking of the Glasgow and South-Western Railway Company; and further and otherwise to confer upon the Company all powers, rights, privileges, benefits, and advantages in, over, upon, or with reference to the said railways, stations, buildings, works, and conveniences, and each and every of them, and every part thereof respectively, as they would have had or been entitled to if the same had actually at the time of the

said agreements respectively formed parts of the undertaking of the Glasgow and South-Western Railway Company, any agreement, Act of Parliament, or law to the contrary notwithstanding.

And it is proposed to vest or to authorize and provide for the vesting in or transfer to the Company of the Northumberland Central Railway, and all the undertaking, railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities of the Northumberland Central Railway Company, or certain parts thereof respectively, by amalgamation or sale in such manner and upon such terms and conditions as have been agreed upon between the said two Companies, or as may hereafter be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act; and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act; and to confer upon the said Companies, and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation and the said agreements or any of them into complete effect, and to dissolve or provide for the dissolution of the Northumberland Central Railway Company, the payment of their debts, and the winding up of their affairs.

And it is proposed for the purposes of the said amalgamation to alter the rates of interest and dividend, priorities, powers, rights, and privileges attaching to the mortgages and preference stock of the Northumberland Central Railway Company, and to make other provisions in lieu thereof, and to provide for the conversion of such mortgages at a future period into debenture stock of the Company, and for the conversion of such preference stock into preference stock of the Company, with a lien over the undertaking and revenues of the Northumberland Central Railway Company.

And it is proposed to vest, or to authorize, and to provide for the vesting in or transfer to the Company of the whole undertaking, works, estate, and property, real and personal, of the Leslie Railway Company, by amalgamation or sale, in such manner, and upon such terms and conditions, as may be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act, and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act, and to confer upon the said Companies such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale into effect, and to provide for the dissolution of the Leslie Railway Company, and the liquidation of their debts and other obligations.

And it is proposed to authorize the Company and the Leven and East of Fife Railway Company to enter into agreements for effecting an amalgamation or sale, or otherwise to authorize and provide for the amalgamation or sale of the said Companies, and whole undertakings thereof, by the dissolution of the Leven and East of Fife Railway Company, and the vesting of the undertaking, lands, buildings, property, powers, rights, and privileges, liabilities and obligations thereof in the Company, and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act, and to confer on the said Companies such powers and authorities as may be requisite to carry such amalgamation or sale, and the said agreements or any of them, into complete effect, and to provide for the payment of the debts and

the winding up of the affairs of the Leven and East of Fife Railway Company.

And it is proposed to make provision for the purchase by the Company of the shares in the separate undertaking called the Coatbridge Undertaking, in accordance with the provisions contained in the ninth article of the agreement between the Company and the committee of subscribers to that undertaking set forth in Schedule (B) to the North British Railway (General Powers) Act, 1868, and to confer further powers upon the Company for effecting such object, including powers to raise money by the creation of shares or stock with or without preference or guarantee in payment of dividend, and to charge all or any of such shares or stock upon the railways and works comprised in the said separate undertaking, and to provide for the consolidation of all or any of such shares or stock with any other lien stocks of the Company, and to provide for defraying the expense of enlarged station and other accommodation for the traffic of that undertaking.

And it is proposed to consolidate or provide for the consolidation into one or more classes of guaranteed or preference shares or guaranteed or preference stock, the following classes of shares or stock of the Company, or any two or more of them—that is to say, Monkland Six per Cent. Guaranteed shares, Monkland Five per Cent. Guaranteed shares, Monkland Four-and-a-Half per Cent. Guaranteed shares, North British No. 1 Guaranteed stock, Edinburgh and Glasgow No. 1 Preference stock, North British Guaranteed No. 2 stock, and to consolidate or provide for the consolidation into one or more classes of preference shares or preference stock all any two or more of the classes of preference shares or preference stock of the Company; 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, priorities, liens, rights, and privileges of all or any classes of shares or stock in the Company's capital.

And it is proposed to create all such new guaranteed, preference, or ordinary shares or stock as may be requisite for carrying into effect all or any of the purposes of the intended Act, and to raise more money by the creation of new guaranteed, preference, ordinary, or debenture shares or stock, and by mortgage, or bond or cash credit, and to vary and extinguish all rights and privileges which would or might hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of all or some of the Acts hereinbefore mentioned, and of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the Company and to the undertakings belonging to, amalgamated with, or held on lease by or vested in the Company (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, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; and the 1st, 3rd, and 4th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th and 16th, the 17th, the 17th and 18th,

the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 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, the 33rd and 34th, and the 34th and 35th years of the reign of her present Majesty; 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, the 33rd and 34th, and the 34th and 35th 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, 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 or canal; also, "The Glasgow and South Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South Western 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 19th and 20th, 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, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of her present Majesty; "The Greenock and Ayrshire Railway Act, 1865, and "The Greenock and Ayrshire Railway Amendment Act, 1868," and "The Caledonian and Glasgow and South Western Railways (Kilmarnock Joint Line) Act, 1869;" Acts relating to the City of Glasgow Union Railway Company, passed in the sessions of Parliament held respectively in the 27th and 28th, the 28th and 29th, the 30th and 31st, the 32nd and 33rd, and 34th and 35th years of the reign of her present Majesty; "The Northumberland Central Railway Act, 1863," and "The Northumberland Central Railway Act, 1867;" Acts relating to the royal burgh or city of Edinburgh, the Acts 3 Geo. IV, cap. 91; 7 and 8 Geo. IV, cap. 76; 1 and 2 William IV, cap. 45; 1 and 2 Victoria, cap. 55; and 4 Victoria, cap. 15; and 30 and 31 Victoria, cap. 44; and 32 and 33 Victoria, cap. 144; and all other Acts relating to the royal burgh or city of Edinburgh; Acts relating to the Devon Valley Railway Company, 21 and 22 Victoria, cap. 122; 24 and 25 Victoria, cap. 200; 26 and 27 Victoria, cap. 124; 29 and 30 Victoria, caps. 277 and 326; 31 and

32 Victoria, cap. 2; and 34 and 35 Victoria, cap. 106; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company; 9 and 10 Victoria, cap. 332; 10 and 11 Victoria, cap. 246; 11 and 12 Victoria, caps. 116 and 160; and 33 and 34 Victoria, cap. 91; and all other Acts (if any) relating to that Company; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the St. Andrew's Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Victoria, cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Victoria, cap. 248; 28 and 29 Victoria, cap. 356; and 33 and 34 Victoria, cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Victoria, caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Victoria, cap. 158; 28 and 29 Victoria, cap. 186; 29 and 30 Victoria, cap. 243; and 30 and 31 Victoria, cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21 and 22 Victoria, cap. 149; and the provisions unrepealed of the Acts referred to in the schedule to that Act, 27 and 28 Victoria, cap. 248; 31 and 32 Victoria, cap. 124; and 33 and 34 Victoria, cap. 54; the Broxburn Railway Act, 1867; the Dundee Sea Wall Esplanade and Street Act, 1868; the Carlisle Citadel Station Act, 1861; the Edinburgh Loanhead and Roslin Railway Act, 1870; the Penicuik Railway Act, 1870; and the North British (Arbroath and Montrose) Railway Act, 1871; Acts relating to the Leven and East of Fife Railway Company—viz., 15 and 16 Victoria, cap. 95; 18 and 19 Victoria, cap. 165; 19 and 20 Victoria, cap. 24; 24 and 25 Victoria, caps. 158 and 159; and 29 and 30 Victoria, cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; and the Acts relating to the Forth and Clyde Junction Railway Company—viz., 17 Victoria, cap. 125; 20 and 21 Victoria, cap. 34; and 24 and 25 Victoria, cap. 230; the Acts 29 and 30 Victoria, cap. 329; 30 and 31 Victoria, cap. 157; and 33 and 34 Victoria, cap. 153, relating to the Newport Railway Company; and of any other Act or Acts of Parliament, recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or Corporations, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the said Act.

And notice is hereby also given, that a plan and section in duplicate relating to each of the said railways and works, a plan in duplicate showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a book of reference to each such plan, and, in the case of a railway, a published map with the line of railway delineated thereon, showing its general course and direction will be deposited as follows (that is to say): As regards Railway No. 1 and No. 2, and all other works, lands, and buildings in the county of Edinburgh, with the principal Sheriff-Clerk of the county of Edinburgh, at his office in Edinburgh; as regards all works, lands, and buildings in the county of the city of Edinburgh, with the principal Sheriff-Clerk of the county of the city of Edinburgh, at his office in Edinburgh; as regards Railways Nos. 3, 4, and 5, and the Rochsolloch Deviation and all other works, lands, and buildings, in the county of Lanark, with the principal Sheriff-Clerk of the county of Lanark, at his offices in Glasgow, Hamilton, and Airdrie respectively: as regards Railway No. 6, with the principal Sheriff-Clerk of the county of Stirling, at his offices in Stirling and Falkirk respectively; as regards Railway No. 7,

with the principal Sheriff-Clerk of the county of Roxburgh, at his office in Jedburgh; and as regards Railway No. 8 and Railway No. 9, with the principal Sheriff-Clerk of the county of Fife, at his offices at Cupar and Dumfermline respectively; and as regards all lands and buildings in the county of Linlithgow, with the principal Sheriff-Clerk of the county of Linlithgow, at his office in Linlithgow; and that copies of so much of the plans, sections, and books of reference as relates to any parish or extra-parochial place, in or through which the said intended works are proposed to be made, or lands or buildings are situate, will be deposited, in the case of a parish, with the schoolmaster, or if there be no schoolmaster, then with the session-clerk of such parish, or in the case of an extra-parochial place of some parish adjoining thereto, at the usual place of abode of such schoolmaster or session clerk; and that so much of the plans, sections, and books of reference as relates to the royal burghs of Edinburgh and Glasgow will be deposited with the Town Clerks of those royal burghs, at their offices in Edinburgh and Glasgow respectively; and that all such deposits will be made before the 1st day of December, 1871, and will be accompanied by a copy of this notice; and that 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, 1871.

Dated this 13th day November, 1871.

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

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

Crystal Palace and South London Junction Railway.

(Settlement of Company's Affairs; Provisions affecting the Capital and Mortgages, Dividends and Interest, Law and Chancery Proceedings, Settlement and Discharge of Debts, Liabilities, &c.; Powers for Completion of Undertaking, Increase of Capital, &c.; Powers affecting Directors, Auditors, and Officers of the Company, Rights of Voting, &c.; Powers to Company and London Chatham and Dover Railway Company with respect to existing Arrangements, and for vesting Undertaking in last named Company by amalgamation, sale, or lease; Consequential Powers as to Capital to last named Company; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for a Bill to alter, re-arrange, and settle, or provide for the alteration, re-arrangement, and settlement of all matters and questions relating to the affairs of the Crystal Palace and South London Junction Railway Company (hereinafter referred to as the Company), and to appoint, or provide for the appointment of an arbitrator or arbitrators for the settlement of all such matters and questions; and for other the objects and purposes of the Bill.

Also to suspend, for a period to be fixed by or determined under the powers of the Bill, and upon such conditions as the Bill may prescribe, all actions, suits, judgments, and other proceedings against the Company for the recovery of debts, including therein the principal moneys and interest due on any mortgages, bonds, debentures, or debenture stock; and to stay proceedings against the Company in the Court of Chancery and other courts; and to make provision for the costs of and discharge of the order appointing a Receiver or Receivers in the suit of

Dowie versus the Crystal Palace and South London Junction Railway Company.

And it is also proposed to convert, or provide for the conversion of, all or certain of the mortgages or debentures of the Company into debenture stock, and for the temporary suspension of the payment of interest and preferential dividends by the Company; and to reduce or provide for the reduction in the rates of interest and preferential dividends; and to substitute or provide for the substitution of preference debenture or ordinary stock of the Company for or on account of arrears or reduction of interest or dividends; and otherwise to alter, re-arrange, modify, re-adjust, declare and define the share and loan capitals of the Company, and the rights and privileges of the shareholders, stockholders, mortgagees, debenture holders, bondholders, and other creditors of the Company; and to provide for the fusion and consolidation of the several capitals and stocks of the Company; and for the fixing, reduction, settlement, liquidation, and discharge of all or certain debts, obligations, and liabilities of the Company, or incurred on their behalf; and for the application for all or any particular or special purposes of all or any of the funds, revenues, or assets of or under the control of the Company.

And it is also proposed to authorize the Company to raise more money by debenture, preference, and ordinary shares and stock, and by mortgage, or by any one or more of those modes, to the exclusion of the others or other of them, and to confer upon the Company all powers, pecuniary or otherwise, which may be requisite for enabling them fully to complete their undertaking and provide for the accommodation, extension, and development of the traffic thereon.

And it is proposed to alter the constitution of the Board of Directors of the Company, and the number of the directors, and to provide for the representation on the board of the mortgagees and debenture holders, and other persons having fixed charges upon the Company; also to alter the rights of voting of shareholders or stockholders at meetings of the Company, and to empower the holders of any preference or guaranteed shares, or stocks, mortgages, or debentures of the Company to attend and vote at meetings of the Company, subject to certain restrictions and limitations; also to alter and fix the number of the directors and auditors of the Company, and the remuneration of directors and auditors, and to make further provision with respect to the directors, auditors, and other officers of the Company.

And it is proposed to authorize the Company, and the London Chatham and Dover Railway Company (hereinafter referred to as the Dover Company) to vary, by mutual agreements from time to time and as they may think fit, the award of the arbitrators with respect to the working of the undertaking of the Company and the agreement between the said two Companies set forth in the schedule to "The London Chatham and Dover Railway Act, 1871," and confirmed by that Act; and also to vest or to provide for the transfer and vesting of the undertaking, real and personal estate and property, powers, rights and privileges of the Company in and to the Dover Company, by amalgamation, sale or lease, in perpetuity, or for a term of years, for such consideration or rent, and upon such terms and conditions, and in such manner as may be agreed upon between the two Companies, or otherwise fixed and settled, as may be provided for by the Bill; and to authorize the Dover Company, for the purposes of any such amalgamation, sale, or lease, to raise money by the creation of debenture,

guaranteed, preference, or ordinary shares or stock, and by mortgage or debenture, and to create debenture, guaranteed, preference or ordinary shares or stock, or rent charges or annuities, and to confer upon the said Companies respectively all such further and other powers as may be necessary or proper for fully and completely effecting such amalgamation, sale, or lease; and, in the event of sale, to dissolve the Company and provide for the distribution of their assets and the winding up of their affairs.

And it is proposed to vary and extinguish all rights and privileges which would in any manner impede or interfere with the carrying into complete effect of the several objects and purposes of the Bill, and to confer other rights and privileges, and to alter, amend, extend, enlarge, or repeal all or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): The Crystal Palace and South London Junction Railway Act, 1862; The Crystal Palace and South London Junction Railway Act, 1864; The Crystal Palace and South London Junction Railway Act, 1869; 20 and 21 Vic., cap. 152; 22 and 23 Vic., cap. 116; 24 and 25 Vic., caps. 239 and 241; 25 and 26 Vic., cap. 197; 27 and 28 Vic., cap. 93; and any other Acts relating to the Company; 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54 and 90; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., cap. 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 94, 96, 129, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347; 29 and 30 Vic., caps. 229, 282, 283, 316, and 363; 30 and 31 Vic., cap. 209; 31 and 32 Vic., cap. 123; 32 and 33 Vic., cap. 116; and 34 and 35 Vic., cap. 131; and all other Acts relating to the Dover Company; and to alter, vary, modify, or, if need be, to annul, so far as necessary for the purposes of the Bill, any award made by the arbitrators or umpire, in pursuance of the provisions in that behalf of The London, Chatham and Dover Railway (Arbitration) Act, 1869.

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 15th day of November, 1871.

Markby and Tarry, } 57, Coleman-street,
Agents for } London.
Maynard and Son, }

In Parliament.—Session 1872.

Limerick and Castleconnell Railway.

(Change of Name; Alteration of, and other Powers as to the Capitals of the Company; Union of Undertakings; Capitalization of Debts; Additional Capital; Increased Borrowing Powers; Working and other Arrangements, Traffic Facilities and Arrangements with, and Running Powers over, Railways of Great Southern and Western and Waterford and Limerick Railway Companies, and others; Sale or Lease to said Companies and others; Dissolution of Company; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Limerick and Castleconnell Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

To change the name of the Company to that of the "Limerick, Nenagh, and Lough Derg Junc-

tion Railway Company," or such other name as the intended Act may define.

To enable the Company, subject to the approval of not less than three-fifths (or such other proportion as the intended Act will define) of the value or the respective holders of ordinary and preference stocks or shares in the Company, at a special meeting or special meetings to be convened for that purpose, to consolidate all or any of those stocks or shares into one or more stocks, and to provide for such consolidation, and for all necessary arrangements in consequence thereof, or consequent thereon; and, so far as may be necessary for the purposes aforesaid, to vary the existing rights of the holders of the stocks and shares so to be consolidated.

To alter and regulate and to authorise the consolidation of the various share and loan capitals of the Company, and of any capitals which may be substituted for the same, and to alter, vary, regulate, and define the rights, privileges, and position of the several classes of proprietors and creditors in and of the Company, and to make further and other arrangements in reference to the said capitals, or substituted capitals, and the debts of the Company, and to merge and consolidate in one undertaking the several undertakings of the Company as now existing, to arrange, abate, adjust (and as far as may be necessary and expedient, with a view to such consolidation as aforesaid, and to the purposes of the intended Act), to reconstitute and capitalise any funds, rent, charges, mortgages, interest, arrears of interest, and dividends, debts, or liabilities affecting the Company, or any of its undertakings.

To fix the proportions in which the revenues of the Company shall be divided amongst the shareholders in the respective undertakings or consolidated undertaking of the Company, and, if need be, to alter and define the mode of ascertaining such revenues and the mode of keeping the accounts of the Company in relation thereto.

To enable the shareholders in the original undertaking of the Company, authorised by the "Limerick and Castleconnell Railway Act, 1855" (hereafter called the "original undertaking"), to guarantee or otherwise secure or provide for the payment of the principal and interest of the moneys from time to time borrowed for the purpose, or upon the security of any other undertaking or undertakings of the Company, and to confer reciprocal powers in that behalf upon the shareholders of any other undertaking of the Company, distinct from the original undertaking, and for all or any of such purposes to enter into and carry into effect resolutions, agreements, or arrangements in manner to be prescribed by the intended Act.

To authorise the Company for the purpose of providing rolling stock and increased station accommodation, and for the payment of the debts of the Company (including therein arrears of interest on mortgages and money due for the working and maintenance of the Companies' undertakings, but exclusive of the principal money due on mortgages), and for the general purposes of their undertakings, or any part or parts thereof, to raise, upon the security of the original undertaking or other undertaking of the Company, or both of them, or upon the general undertaking when united of the Company, additional money by the creation of new shares and stock, with or without preference or other priority or advantage, and by borrowing on mortgage (either perpetual or terminable), or otherwise; and, if deemed expedient, to authorise the Company, for the purposes aforesaid, or any other of the purposes of

the intended Act, to borrow sums of money exceeding one-third of the aggregate amount of their share capitals upon the security and in the manner to be defined by the intended Act, and to apply any capital or funds now belonging to them, or which they have power to raise.

To enable the Company to accept the surrender of any shares in the undertaking, or in any of them, on which calls have been made and are unpaid, and to authorise the re-issue of the same by the Directors either with or without priority of dividend, or on such terms as the Directors may think proper, or as may be defined by the intended Act.

To enable the Company to cancel any shares which may from time to time be in the hands of the Company, or held for them, and also any unissued or forfeited shares of the Company, and to issue ordinary or preference shares in lieu of any such cancelled shares, and generally to regulate the share capitals and stocks of the Company.

To relieve the Company from all penalties for not completing or not opening for public traffic within the time limited by "The Limerick and Castleconnell Railway Act, 1866," the railway and works by that Act authorised.

To enable the Company and the Great Southern and Western Railway Company, the Waterford and Limerick Railway Company, the Limerick and Foynes Railway Company, and the Grand Canal Company, or the Company, and any one or more of the said other Companies, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof respectively, and the supply of rolling stock, machinery, and of officers and servants for the conduct of the traffic of the railways of the Company, the payments to be made, and the covenants to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for, the undertakings of the contracting Companies, or any of them, and the division and apportionment of the revenue arising from such traffic, or for the payment of any fixed or contingent rent or other consideration, and to authorise the appointment of a joint committee or joint committees for carrying into effect any contract or contracts, agreement or agreements, which may be entered into touching any of the matters aforesaid.

To authorise and require the Great Southern and Western Railway Company, the Waterford and Limerick Railway Company, the Limerick and Foynes Railway Company, and the Grand Canal Company, and each of those Companies, and the persons or Companies using or working the railways and undertakings of those Companies, or any of them, to receive, book through, take over, forward, accommodate, and deliver, on and from their respective railways and undertakings, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the railways of the Company, or any of them, upon such terms and conditions as may be prescribed in and by the said intended Act, and, if need be, to alter the tolls and charges which the Company, or the said other Companies, or any of them, may take and receive upon their respective railways and undertakings, and to confer exemptions from such tolls and charges.

To empower the Company, and any Company, person, or 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, the following portions of railways, or some part or parts thereof, that is to say :—

1st. So much of the Waterford and Limerick Railway as lies between the junction therewith, in the townland of Killonan, in the parish of Kilmurry, and county of Limerick, of the Company's original undertaking, and the city of Limerick, including the terminal station of that railway in the said city of Limerick.

2nd. So much of the Great Southern and Western Railway as lies between the junction in the townland of Birdhill, parish of Kilcomerty or Kilcomenty, in the county of Tipperary, of that railway, with the extension railway of the Company, authorised by "The Limerick and Castleconnell Railway (Killaloe) Extension Act, 1858," and the eastern end of the passengers platform of the Roscrea Station of the said Great Southern and Western Railway, in the parish of Roscrea, and the said county of Tipperary, including that station, together with all stations, sidings, watering places, warehouses, buildings, booking and other offices, approaches, sheds, standing room for engines, works, and conveniences, water supplies, telegraphs, signals, and machinery upon, or near, or connected with the aforesaid portions of railways, respectively, of the Waterford and Limerick Railway Company, and of the Great Southern and Western 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, and the Company, or as may be prescribed by the said intended Act; and to require the said Companies, or either of them, to afford and render all facilities for the purposes aforesaid; and to authorise the Company, or any Company, person, or persons lawfully using or working their railways, or any of them; to require accommodation for booking and other clerks, officers, and agents at the terminal and other stations of the said Companies respectively, on terms to be settled by agreement or arbitration in case of dispute, or as may be prescribed by the said intended Act; and, if necessary or expedient, to alter and vary the tolls and charges now authorised to be taken by the said Companies, or either of them, and the Company.

To enable the Company to sell or lease their undertakings, or some of them, or some part or parts thereof respectively, to the Great Southern and Western Railway Company, the Waterford and Limerick Railway Company, and the Grand Canal Company, or to any one or more of those Companies, and to enable the said Companies, or any one or more of them, to accept such lease, or to purchase or acquire the undertakings, or some of them, of the Company, and all their rights and property therein upon such terms and conditions as may be agreed upon between the contracting Companies, or as will be prescribed by the intended Act; and to enable the Great Southern and Western Railway Company, the Waterford and Limerick Railway Company, and the Grand Canal Company, or any one or more of those Companies, for the purpose of effecting and carrying into operation such sale or lease, to raise additional capital by shares or stock, and by loan, with power to attach to such shares or stock any preference or priority of interest or dividend, or by such other ways and means as may be prescribed in the intended Act; and to enable the said Companies, or any one or more

of them, to guarantee the payment of interest or dividends upon the whole or any portion of the capitals—original and extension—of the Company.

And it is also intended to confer upon the Company effectual powers for entering into and carrying into effect contracts, leases, arrangements, or agreements with William Malcolmson, Esquire, of Portlaw, or any other person or persons, jointly or severally, for the sale, lease, working, and managing, or for the working and management of the undertakings of the Company, either before or after consolidation, or any part or parts thereof respectively during such period, and upon such terms and conditions as may be mutually agreed upon or prescribed by the intended Act.

To provide, in certain events to be defined by the intended Act, for the dissolution of the Company, and the winding up of their affairs.

To cancel, annul, or abrogate any working or other contract or agreement heretofore entered into or made, or purporting to have been entered into and made between the Company, or any person or persons on their behalf, and the Waterford and Limerick Railway Company, or any person or persons on their behalf, and to relieve the Company from all liability or obligation thereunder.

To sanction and confirm any contract or agreement, or arrangements, or heads of agreement or arrangement already made, or which, prior to the passing of the Act, may be made with respect to all or any of the objects or purposes of the intended Act; or incidental thereto; to make applicable to the united and consolidated undertaking of the Company or (as the case may be) to the separate and distinct undertakings of the Company, all and singular the purposes and provisions of the Company's existing Acts and of the intended Act.

The intended Act will vary and extinguish all rights and privileges which would in any way interfere with any of its objects or purposes. It will incorporate with itself all or any part of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Act (Ireland) 1851," "The Railways Act (Ireland) 1860," and "The Railways Act (Ireland) 1864," and any other Act varying or amending the same.

The intended Act will alter, amend, enlarge, or repeal all or some of the powers and provisions of the following (Local) Acts, or some of them, relating to the Limerick and Castleconnell Railway Company, viz., "The Limerick and Castleconnell Railway Act, 1855," "The Limerick and Castleconnell Railway (Killaloe) Extension Act, 1858," and "The Limerick and Castleconnell Railway Act, 1866," and also the following (Local) Acts relating to the Great Southern and Western Railway Company, viz., 7 & 8 Vic., cap. 100; 8 & 9 Vic., cap. 124; 24 & 25 Vic., cap. 147; and any other Act or Acts relating to that Company; and also the following (Local) Acts relating to the Waterford and Limerick Railway Company, viz., 8 & 9 Vic., cap. 131; 10 & 11 Vic., cap. 231; 13 & 14 Vic., cap. 29; 14 & 15 Vic., cap. 110; 18 & 19 Vic., caps. 73 and 76; 23 & 24 Vic., cap. 160; 25 & 26 Vic., cap. 191; 27 & 28 Vic., cap. 236; 29 & 30 Vic., cap. 272; and any other Act or Acts relating to that Company; and also the following

(Local) Acts relating to the Limerick and Foynes Railway Company, viz., "The Limerick and Foynes Railway Act, 1853," "The Limerick and Foynes Railway Act, 1855," and any other Act or Acts relating to that Company; and also the following (Local) Act relating to the Grand Canal Company, viz., 11 & 12 Vic., cap. 124, and any other Act or Acts (Local or Public) relating to that Company.

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

Dated this 10th day of November, 1871.

P. Burrows Sharkey, Solicitor and Parliamentary Agent, 49, Lower Gardiner-street, Dublin, and 6, Cannon-row, Parliament-street, Westminster.

Severn Bridge Railway.

(Power to construct Railway over the River Severn, from the South Wales Railway to the Bristol and South Wales Union Railway; Incorporation of Company; Power to Company and Great Western Railway Company to construct Railway either jointly or severally; Power to Great Western Railway Company to subscribe towards undertaking, and to work and use same; 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 authorise the construction of a railway commencing in the parish of Caldicot, in the county of Monmouth, by a junction with the South Wales Railway of the Great Western Railway Company, at a point 240 yards or thereabouts west of the mile post on the said South Wales Railway, denoting the distance of 146½ miles from London (crossing the River Severn by a bridge), and terminating by a junction with the Bristol and South Wales Union Railway, in the parish of Almondsbury, and county of Gloucester, at a point 50 yards or thereabouts to the north west of the mile post, on the said last-mentioned railway, denoting the distance of 10½ miles from Bristol, which said intended railway will pass from, through, or into, or be situate in the several parishes, townships, and places following, or some of them, that is to say, Caldicot, Portskewet, the bed and soil of the River Severn adjoining the parish of Portskewet, in the county of Monmouth, the bed and soil of the River Severn adjoining the parish of Henbury, Henbury, Redwick, and Almondsbury, in the county of Gloucester.

And it is proposed by the intended Act to authorise the compulsory purchase of lands and buildings in all or some of the aforesaid townships, parishes, and places, and the levying of tolls, rates, or charges for or in respect of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and charges.

And it is proposed by the intended Act to vary or repeal or extinguish all existing rights or privileges in any manner connected with the lands and buildings so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And it is proposed to authorise the crossing, stopping up, altering, or diverting of all turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams, and rivers within or

adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction and use of the said railway and works.

And it is proposed to incorporate a Company for the purpose of carrying into execution the objects and powers of the intended Act in whole or in part, or to confer such powers in whole or in part upon the Great Western Railway Company.

And it is proposed to authorise the Great Western Railway Company to construct, or, as the case may be, to contribute towards the cost of constructing the whole or any part of the intended railway, bridge, and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the intended Act, by shares or stock and by loan, and with or without any priority of dividend or interest and other advantages over their existing and authorised capital, and to enable the said Great Western Railway Company to guarantee the payment of interest or dividend upon the capital to be expended in making the said railway, bridge, and works, or on part of such capital, and to appoint directors and hold shares in the undertaking of the Company.

And it is proposed to empower the Company to be incorporated on the one hand, and the Great Western 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 railway, bridge, and works, the supply of rolling stock and machinery, and 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 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 division and apportionment of the revenue arising from such traffic, or for the payment of any fixed or contingent sum or rent, and to authorise the appointment of a joint committee for carrying into effect any such agreement, and to confirm any agreement which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

To alter, amend, vary, or repeal some or any of the provisions of the 5th and 6th Will. IV., cap. 107; 26th and 27th Vict., caps. 113 and 198; 31st and 32nd Vict., cap. 145; 32nd and 33rd Vict., cap. 109; 33rd and 34th Vict., cap. 140, and of any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the intended railway, bridge, and works, with a book of reference to such plans, an ordnance map with the line of 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 Monmouthshire, at his office at Newport, and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; 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 railway and works are proposed to be made, and a copy of this Notice, as published in the London Gazette, will be deposited with the Parish Clerk of each such parish at his residence, and as regards any extra parochial place, with the Parish Clerk of some adjoining parish, at his residence.

On or before the 21st day of December next

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.

Dated this 11th day of November, 1871.

John Lewis, Solicitor, Wrexham.

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

In Parliament—Session 1872.

Ecclesiastical Commissioners for England.

(Estates held under Leases or Grants renewable for ever by special Act; Partition, Sale, Exchange, and other disposition of such Estates; Powers to Charge; 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 (that is to say):

1. To make provision for the partition of all or any of the estates and property comprised in the several private or local and personal Acts hereafter specified in this notice, and of all or any of the other estates and property vested in the Ecclesiastical Commissioners for England, jointly or in common, with any other persons or bodies, or subject to any estate or interest vested in any other persons or bodies, either under any Act of Parliament containing provisions of a like nature with those contained in the several Acts aforesaid, or under any lease or grant made by special Act of Parliament renewable for ever (and whether such persons or bodies be or be not tenants or under-tenants, lessees or under-lessees, of the Commissioners) and for the vesting of the several portions of such estates and property in the Commissioners, and such persons or bodies in severalty in fee absolute, and to authorize the Commissioners and such persons or bodies to enter into and carry into effect agreements for such partition and vesting, and failing agreement to authorize the Commissioners, or any such persons or bodies, to enforce such partition and vesting as aforesaid of any such estates or property by arbitration or by proceedings in the Court of Chancery; or otherwise.

2. To enable the Commissioners and any such other persons or bodies as aforesaid to agree on and carry into effect a sale by the one party to the other of any estate or interest vested in the selling party in any such property as aforesaid, or in any part thereof, subject to such control (if any) by the Court of Chancery or otherwise as the intended Act will provide, and to enable the purchasing party, for the purposes of any such sale, to raise money on the security of the estate or interest vested or to be vested in that party, or otherwise.

3. To enable the Commissioners and any such other persons or bodies as aforesaid to join in selling their several estates and interests in any such property as aforesaid, or in any part thereof, to any person or body willing to purchase the same, subject to such control (if any) by the Court of Chancery or otherwise, as the intended Act will provide.

4. To make all necessary and proper provisions for facilitating any such sale as aforesaid.

5. To enable the Commissioners and any such persons or bodies as aforesaid, to sell, exchange, or dispose of, any portion of the property vested in them respectively, which it may be desirable to sell, exchange, or dispose of, for adjusting boundaries, or convenience of holding, or for other reasons.

6. To confer on the Court of Chancery and on any arbitrators and other authorities, who will act

under the intended Act, and on the Commissioners, and on such other persons or bodies as aforesaid, all necessary or proper powers to enable them to effectually carry into execution the provisions of the Act.

7. To enable and compel the Commissioners and any such persons or bodies as aforesaid, to apply their funds and revenues in payment of any sums necessary for equality of partition, and in payment of the expenses or part of the expenses of carrying the Act into execution.

8. To constitute any persons or bodies holding from the Commissioners, representatives of all under-lessees or under-tenants; and where those persons or bodies are trustees, to constitute them representatives of their respective cestuis que trust or beneficiaries, so that in every such case such several persons or bodies as aforesaid, holding from the Commissioners, may be enabled and compellable to act without any consent of such under-lessees, under-tenants, cestuis que trust, or beneficiaries, or with the consent of some only of them, in carrying into effect the objects of the intended Act.

9. To make provision with respect to any portion of property not vested in severalty in the Commissioners for preserving and continuing to or for the benefit of all or any under-lessees, under-tenants, cestuis que trust, and beneficiaries, and their heirs, executors, and administrators, and all or any other persons as between them and the persons or bodies so constituted representatives as aforesaid, and as among themselves all such rights, privileges, estates, interests, and advantages, as they would have had if the intended Act had not been passed, or such of the same as will be specified in that behalf in the intended Act.

10. To amend the public general Act 23 and 24 Vict., cap. 124, intituled, "An Act further to amend the Acts relating to the Ecclesiastical Commissioners, and the Act concerning the Management of Episcopal and Capitular Estates in England;" and the private Acts 35 Geo. III., cap. 83; 44 Geo. III., cap. 63; 45 Geo. III., cap. 113; 48 Geo. III., cap. 142; and 6 Geo. IV., cap. 45; and 34 & 35 Vict., cap. 5, relating to the Commissioners, Paddington Estate; 5 Geo. IV., cap. 35, relating to their Paddington Estate, and to the Grand Junction Canal Company; 1 Vict., cap. 92, and 2 Vict., cap. 27, relating to the same estate and to the Great Western Railway Company; and 7 & 8 Vict., cap. 30, relating to the same estate and to the Grand Junction Water Works Company, and Grand Junction Canal Company; 7 & 8 Geo. IV., cap. 57, relating to their Carlisle Estate at Lambeth; 54 Geo. III., cap. 128, relating to their Manor of Stoke Newington; 57 Geo. III., cap. 33, relating to their estate at St. Giles Without, Cripplegate, heretofore belonging to the Moor or Mora Prebend; and 14 Geo. III., cap. 43; 45 Geo. III., cap. 115; 23 & 24 Vict., cap. 3, relating to their Manor of Walworth and lands in Newington parish, in Surrey; 51 Geo. III., chapter 209, relating to another estate in Newington; 53 Geo. III., chapter 49, relating to the Cantlowes Manor Estate, and which estates, manors, and lands will, amongst others, be included in, and dealt with by, the intended Act.

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

Dated this 14th day of November, 1871.

White, Borrett and Co., Solicitors, 6 Whitehall-place.

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

Wellington (Salop) Gas.
 (Application under "The Gas and Waterworks Facilities Act, 1870," to the Board of Trade for a Provisional Order for power to maintain and continue Gas Works; to extend Limits of Supply; Power to Break up Streets and Levy Rents; to Raise Additional Capital; and for 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 Wellington Coal and Gas-Light Company (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 in and upon the lands now belonging to and occupied by them, and hereinafter described, Gas Works in the town and parish of Wellington, in the county of Salop, and to manufacture, and store, and supply gas, and sell the same, and to manufacture and sell all residual and other products thereof, and carry on there all the business usually carried on by Gas Companies, or which is or may become incident thereto.

2. To carry into effect the said powers in and upon certain lands now belonging to and occupied by the Company, containing by admeasurement 2a. 0r. 16p. or thereabouts, situated in the town, parish, and county aforesaid, bounded on the north by lands belonging to the Great Western Railway Company, on the east and south by lands belonging to Messrs. Richard Groom and Thomas Groom, and on the west by lands belonging to His Grace the Duke of Cleveland and the trustees of the late Benjamin Downing.

3. To authorize the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas, and the utilization of the residual products obtainable therefrom.

4. To supply gas for public and private lights, and other purposes, within such parts of the parishes and places of Wellington and Wrockwardine, in the county of Salop, as lie within a radius of two miles from the parish church of All Saints, in Wellington aforesaid, save and except such parts of the township of Hadley as lie on the east side of the Brook Course at Haybridge, and north of the Great Western Railway, but including such parts of the said township of Hadley as lie between the said Great Western Railway and the Shropshire Union Railway and west of the said Brook Course, all in the said parish of Wellington and county of Salop.

5. 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, pipes, telegraph wires, or posts, in, over, or under the same.

6. To authorize the Company to manufacture, purchase, sell, or let gas meters, fittings, and other gas apparatus; and to levy and recover rates, rents, and charges for the sale and supply of gas for public and private lights and for other purposes, and of gas meters, pipes, apparatus, and fittings; 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 or privileges.

7. To raise additional capital by shares or

stock, and by borrowing, with power to issue any new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order.

8. To fix and regulate the capital of the Company, and, if thought desirable, from time to time to apply any of their funds, moneys, or revenues at the disposal of the Company in the purchase, redemption, or discharge of the existing debenture stock of the Company, and to create and issue new debenture stock in lieu thereof.

9. To incorporate with the intended Provisional Order "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

10. In so far as may be necessary for the purposes of the said Provisional Order, to alter and vary the deed of settlement of the Wellington Coal and Gas-Light Company, and to enlarge, vary, or repeal any of the existing powers of that Company.

11. To vary or extinguish all existing rights and privileges which would interfere with the powers to be sought for as aforesaid.

On or before the 30th day of November, 1871, 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 Salop, situate at Shrewsbury, in the said county, and at the office of the Board of Trade, Whitehall.

Printed copies of the proposed Provisional Order when deposited, and of the same Order when made, can be obtained at the office of Robert Daniel Newill, Esq., Solicitor, Wellington, Salop: or of Messrs. Martin and Leslie, 27, Abingdon-street, Westminster, on payment of one shilling for each copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January next, and copies or such objection must, at the same time, be also sent to the Promoters.

Dated this 13th day of November, 1871.

R. D. Newill, Wellington, Salop, Solicitor.
Martin and Leslie, 27, Abingdon-street,
 Westminster, Parliamentary Agents.

Swansea Local Board of Health.

(Power to Borrow Additional Sums; Power to grant Annuities and to create Debenture Stock; Agreements with Millowners, &c., Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to enable the Local Board of Health for the borough of Swansea (hereinafter called "the Local Board"), to raise additional money, by borrowing, on the credit of any property of the Local Board, or of any rates or rents which they are or may be authorised to levy or receive.

And it is proposed to authorise the Local Board to grant rent-charges or annuities, or other annual sums, and to create and issue debenture stock, instead of, and to the same amount, as the whole or any part of the money which may from time to time be owing by the Local Board, on mortgage or bond, and they may have power to borrow under the provisions of the intended Act, the Swansea Local Board of Health Waterworks Act,

1860, the Public Health Act, 1848, the Local Government Act, 1858, or the Local Government Supplemental Act, 1865.

And it is proposed to repeal, alter, or amend the 71st section of the Act of 1860, providing for the formation of a sinking fund, and, if necessary or expedient, to make other provisions in lieu thereof.

And it is proposed to authorise the Local Board from time to time to purchase, by agreement, the rights, privileges, and interests of all owners or occupiers of land, ornamental waters, fish ponds, mills, and works interested in the waters of the rivers Lliw and Llan, and the Blaenant Dhu Brook, and to reduce the quantity of water which the Local Board are now required to cause to flow daily down those rivers and brook respectively.

And it is proposed to alter and amend, so far as may be necessary for the purposes aforesaid, the provisions of the several Acts following, or some of them, that is to say, the Swansea Local Board of Health Act, 1860, the Act Local of the 7th William the 4th, cap. 52, the Public Health Act, 1848, the Local Government Act, 1858, and the Local Government Supplemental Act, 1865.

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, 1871.

Richd. Aubrey Essery, Town Clerk of the borough of Swansea, Solicitor for the Bill.

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

Dated this 28th day of October, 1871.

In Parliament.—Session 1872.

Waterford and Central Ireland Railway, Kilkenny, Junction Railway, and Central Ireland Railways.

(Deviations from the authorised Central Ireland Railways between Maryborough and Geashill. Abandonment of the authorised Central Ireland Railways between those places and of Railway D. Purchase of additional lands on the Waterford and Central Ireland Railway and the Kilkenny Junction Railway. Additional Capital with special rights or absolute priority, and special borrowing powers. Arrangements between the Waterford and Central Ireland and Kilkenny Junction Railway Companies and the Great Western 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, videlicet:

To authorise the making and maintenance of the following deviations from the lines of the Central Ireland Railways authorised by "The Central Ireland Railways Act 1866," hereinafter called "The Act of 1866," with stations, sidings, approaches, and other conveniences, (to wit):

A deviation railway (No. 1), commencing in the townland of Knockmay, in the parish of Borris, in Queen's County, by a junction with the Kilkenny Junction Railway at or near Conaberry Hill, and at a point on that railway 85 yards from and to the south of the mile post, indicating 58½ miles from Waterford, and passing from, in, through, or into the townlands, parishes, or places of Knockmay, in the parishes of Clonenagh and Clonagheen, Knockmay, Maryborough, Clonminam, Rossleaghan, Clonreher, Clonsoghey, parish of Borris,

No. 23799.

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Clonroosk, Cappagh North, Rosnagad, O'Moore's Forest, in the parish of Clonenagh and Clonagheen, Derrycloney, in the parish of Ardea, Mountmellick, Townparks, parish of Rosenallis (all in the Queen's County), or some of them, and terminating in the townland of Townparks, and said parish of Rosenallis, at a point on the road from Mountmellick to Rosenallis, 18 chains or thereabouts to the westward of the junction of that road with the road leading from Mountmellick to Ballyfin and Mountrath.

A deviation Railway (No. 2), commencing in the said townland of Townparks and parish of Rosenallis, by a junction with the intended deviation railway (No. 1), at or near its termination as aforesaid, and passing from, in, through, or into the townlands, parishes, and places of Townparks, Graigue, parish of Rosenallis (all in Queen's County), or some of them, and terminating in the said townland of Graigue, by a junction with the railway B, authorised by the Act of 1866, in or near a field numbered 12a in that townland, on the plans of that railway, deposited with the Clerk of the Peace for Queen's County, and referred to in that Act.

To authorise the purchase, by compulsion or otherwise, of additional lands and houses for the purpose of the existing Waterford and Central Ireland Railway and works connected therewith, which lands and houses are situate as follows:—

1. Lands and houses in the townlands of High Hays, Gardens, Pennefather's Lot, and Leggetsrath West, parish of St. John's, in the city of Kilkenny, at or near the Kilkenny Station of the said railway.
2. Lands in the townlands of Bennettsbridge and Ballyredden North, parish of Tredings-town, and townland of Blackwell, parish of Tullaherin, in the county of Kilkenny, at or near the Bennettsbridge Station of the said railway.
3. Lands in the townland of Jerpoint Abbey, parish of Jerpoint Abbey, in the county of Kilkenny, at or near the railway bridge over the public road from Thomastown to Waterford.
4. Lands in the townland of Kiltorcan, parish of Derrynahinch, in the county of Kilkenny, at or near the Ballyhale Station of the said railway.
5. Lands in the townlands of Glendonell and Deerpark, parish of Rossinan, in the county of Kilkenny, at or near the Mullinavat Station of said railway.
6. Lands in the townlands of Skeard and Ballykeoghan, parish of Dunkitt, in the county of Kilkenny, at or near the Kilmacow Station of said railway.

To authorise the purchase, by compulsion or otherwise, of additional lands and houses for the purposes of the existing Kilkenny Junction Railway and Works connected therewith, which lands and houses are situate as follows:—

1. Lands and houses in the townland of Maryborough, parish of Borris, in Queen's County, at or near to the Maryborough Station, and bounded on the north west by the Kilkenny Junction Railway.
2. Land in the townlands of Tullyroe, parish of Abbeyleix, in Queen's County, at or near the Abbeyleix Station of said railway.
3. Lands in the townlands of Gurraun and Clorhaun, parish of Rosconnel, in Queen's County, at or near the bridge by which the public road from Ballynakill to Durrow passes over the Kilkenny Junction Railway.
4. Lands in the townland of Newpark Lower,

parish of Saint Mauls, and townland of Friar's Inch, parish of Saint John, at or near Green's Bridge, in the city of Kilkenny.

To cross, stop up, alter, or divert, temporarily or permanently, streets, courts, alleys, squares and other places, roads, ways, footpaths, railways, tramways, telegraphs, bridges, rivers, streams, canals, aqueducts, pipes, sewers, drains and water-courses, within or adjoining the aforesaid townlands, parishes, and places, or any of them.

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

To levy tolls, rates, and charges upon, or in respect of the intended deviation railways and works, to alter those authorised to be levied by the several Companies named in this notice, or some of them, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges, respectively.

To authorise the abandonment of the following railways, or portions of railways, authorised by the Act of 1866, and of the works connected therewith, viz :

1. The whole of the railway (A).
2. The railway (B) from its authorised commencement up to the termination of the intended deviation railway No. 2, hereinbefore described.
3. The whole of the railway (D).

To authorise the Waterford and Central Ireland Railway Company and the Kilkenny Junction Railway Company (hereinafter called the two Companies), or either of those Companies, jointly or severally, to make and maintain the deviation railway and works, or any part of the deviation railway and works to be sanctioned, and to exercise the powers or any of the powers to be conferred by the intended Act.

To authorise the Waterford and Central Ireland Railway Company, for the purposes of the said Act, and for providing rolling stock, further station accommodation, and for the general purposes of their undertaking, to raise additional money by the creation of new shares and stock, and by borrowing on mortgage or otherwise ; and (if deemed expedient), to borrow such additional money on mortgage or bond or debenture stock in excess of their present borrowing powers.

To authorise the two Companies, or either of them, for the objects or any of the objects of the intended Act, or of their existing Acts, or of the Act of 1866, to apply their corporate funds and revenues.

To sanction and give effect to, or to vary any contract or arrangement, whether already made or hereafter to be made, or which, prior to the passing of the Act, may be made between the two Companies and the Great Western Railway Company, or any two of those Companies, with reference to the conduct and management of the traffic to, from, and over the railways and works of all or any of them, parties to any such contract or arrangement, or any part thereof, or any railway worked or used by any of them ; the interchange, collection, accommodation, transmission, and delivery of traffic, coming from or destined for all or any of such railways (including any transit by sea) ; the fixing, payment, collection, division, appropriation, and distribution of the tolls and other income arising from such traffic, the rents, contributions, and payments, rebates, deductions, and allowances, now or hereafter to be appropriated, paid, allowed, or made, by, to, or between all or any of the said Companies, parties to any such contract or arrangement, and any incidental matters ; and with

reference to the execution of any of the objects of the said Act, and to authorise all or any of the said Companies, to apply for all or any of the purposes of the said Act, or of any of such contract, their corporate funds, revenues, and powers of raising money ; and to authorise the appropriation for the purposes of the Central Ireland Railways, and the proposed deviations and works, or of any part thereof, or of any other railway or railways the subject matter of such contract, of all or any monies payable under any such contract.

To authorise in certain events the appropriation of the funds and income of the Central Ireland Railways, and the said deviations and works, beyond a certain amount, to the undertakings and purposes of the two Companies, or of either of them.

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 the (Local) Acts of Parliament following, viz. :—8 and 9 Vic., cap. 87 ; 11 and 12 Vic., cap. 61 ; 13 and 14 Vic., cap. 62 ; 14 and 15 Vic., cap. 141 ; 21 and 22 Vic., cap. 48 ; and 31 and 32 Vic., cap. 141, relating to the Waterford and Central Ireland Railway Company ; 23 and 24 Vic., cap. 153 ; 24 and 25 Vic., cap. 232 ; 27 and 28 Vic., cap. 300 ; 30 and 31 Vic., cap. 159, relating to the Kilkenny Junction Railway Company. The Central Ireland Railways Act, 1866, 5 and 6 William 4, cap. 107 ; 18 and 19 Vic., cap. 98 ; 16 and 17 Vic., cap. 198, and any other Acts relating to the Great Western Railway Company.

On or before the 30th day of this present month of November, the following documents will be deposited for public inspection, and each deposit will include a copy of this notice as published in the Dublin Gazette, viz. :—

(a.) Plans and sections of the intended deviation railways and works, with a book of reference to the plans describing the lands and houses intended to be taken for the purposes of such railways and works, and an ordnance map with the lines of the intended deviation railways delineated thereon, and also plans of the additional lands and houses which may be taken as aforesaid, with a book of reference to those plans, will be deposited at the offices of the Clerks of the Peace for Queen's County, at Maryborough aforesaid, for the county of Kilkenny at Kilkenny, and for the county of the city of Kilkenny at Kilkenny.

(b.) A copy of so much of the said plans, sections, and book of reference as relates to each parish or place in or through which the intended deviation railways and works will be made, or in which any of the said additional lands and houses are situate, will be deposited as follows, viz. :—For the several parishes and places of Clonenagh and Clonagheen, Borris, Ardea, Rosentalis, and Maryborough (which are in the Poor Law Union of Mountmellick), with the Clerk of that Union at his office at the Poor Law Union Workhouse at Mountmellick, for the parishes and places of Abbeyleix, and Rosconnel (which are in the Union of Abbeyleix) with the Clerk of that Union at his office at the Poor Law Union Workhouse at Abbeyleix, for the parishes and places of St. John's and Saint Maul's (which are in the Poor Law Union of Kilkenny) with the Clerk of that Union at his office at the Poor Law Union Workhouse at Kilkenny, for the parishes and places of Tullaherin, Treadingtown, and Jerpoint Abbey, (which are in the Poor Law Union of Thomastown), with the Clerk of that Union at his office at the Poor Law Union Workhouse at Thomastown, and for the parishes and places of

Rossinan and Dunkitt (which are in the Union of Waterford), with the Clerk of that Union, at his office at the Poor Law Union Workhouse, at John's Hill, in the county of Waterford.

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 9th day of November, 1871.

Dobbyn and Tandy, Dublin and Waterford,
Solicitors for Bill.

P. Burroues Sharkey, 6, Cannon-row,
Parliament-street, Westminster, Parli-
amentary Agent.

In Parliament—Session 1872.

Great Eastern Railway
(General Powers.)

(Purchase of additional lands by compulsion or agreement; New Railway to connect the Great Eastern Railway with the North London Railway; Extension of time for the Sale of superfluous Lands, the purchase of Lands for and the construction of certain Railways and Works, and for the Payment of certain Interest; Powers to take easements only for making Railway where Railway is carried on Viaduct; Powers to build upon and otherwise deal with superfluous and other Lands of the Company; Abandonment of various Railways; Compulsory purchase of Lands and Interests of the Harwich Harbour Estate and Lands Improvement Company, the United Land Company, Limited, and other parties in Lands in or near Harwich; Power to stop up certain Footpaths; Tolls, Rates, &c.; Provisions as to Capital and Borrowing Powers; Consolidation of East Anglian Stocks; Agreements with the Tottenham and Hampstead Junction Railway Company, and the Midland Railway Company; Rights and Privileges; Amendments of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to confer powers upon the Great Eastern Railway Company (hereinafter called "the Company") for all or any of the following purposes, and to give effect to all or any of the objects following:—

1. To purchase by compulsion or agreement, lands, houses, and buildings abutting on the Metropolitan railways and stations, now in the course of construction, and on their main line in the several parishes and places following, that is to say—in the parish of St. Botolph, Bishopsgate, in the city of London, at or near the authorised terminal station of the Company, in Liverpool-street, in the Liberty of Norton Folgate, at or near the south-west corner of Wood's-court, Norton Folgate, in the parish of Christchurch, Spital-fields, between Grey Eagle-street and Brick-lane, in the parish of Saint John, at Hackney, between Grange-road and Comberton-terrace, in the parish of Tottenham, between Hanger-lane and the Tottenham and Hampstead Junction Railway, and also between Bruce-grove and King's-road, all in the county of Middlesex, and also in the parish of St. Mary, Waltham-stow, between the River Lea and the Great Eastern Cambridge Line, and between Hoe-street and Sherne-hall-street, in Waltham-stow, and in the parish of Romford, near the goods sheds of the Company, at or near the Romford Station, both in the county of Essex, or some of them. And to authorise and empower the Company to acquire by agreement, rights or easement, to make and maintain any railway or works over any land, where the railway is constructed on arches or viaduct, without

purchasing the land, and whether the land be vested in incapacitated persons or otherwise, and to enable incapacitated persons to sell such easements and to purchase by agreement additional lands for extraordinary purposes.

2. To make and maintain a railway with all necessary and proper stations and works and conveniences connected therewith, commencing by a junction with the railway authorised by the "Great Eastern Railway (Metropolitan Station and Railways) Act, 1864" (in this Notice called "the Station Act, 1864"), and therein called Railway No. 3, at a point nearly midway between the Grove-road and Pigwell-lane, and terminating by a junction with the North London Railway at or near the point where Greenwood Road crosses that railway, all in the parish of St. John, at Hackney, in the county of Middlesex. And to confer upon the North London Railway Company powers of user of the proposed railway similar to those which they are entitled to under any Acts of Parliament in respect of the user of Railway No. 11, authorised by the "Station Act, 1864," for which this railway is to be substituted.

3. To extend the time limited by the "Great Eastern Railway Act 1862," or by any other Act of the Company for the sale of superfluous lands, and to confer powers upon the Company for building upon, selling, letting, or for granting building leases, or otherwise dealing with such lands, also for building workmen's cottages thereon and upon other lands of the Company, and for building houses on lands belonging to the Company, over or near to any of their railways, and to authorise the Company to hold the same notwithstanding any provisions in "The Lande Clauses Consolidation Act, 1845."

4. To extend the time limited by the "Great Eastern Railway (Metropolitan Railways) Act, 1870," for the construction of Railway No. 1 by that Act or by the "Station Act, 1864," authorised, and of so much of Railway 8 authorised by the same Acts as was authorised by the "Station Act, 1864."

5. To extend the time limited by the "Great Eastern Railway (Additional Powers) Act, 1869," hereinafter called the "Act of 1869," and extended by "The Great Eastern Railway (Metropolitan Railways) Act, 1870," for the payment of the interest mentioned in the 13th section of the Act of 1869.

6. To authorise the Company to abandon or relinquish the construction of the railway authorised by the "Station Act, 1864," and therein called Railway No. 11; also the railways authorised by the "Great Eastern Railway (Additional Powers) Act, 1865," and in that Act respectively called "The Edmonton Junction" and "The Seven Sisters Road Junction;" also the railways authorised by the "Great Eastern Railway (Additional Powers) Act, 1866," and therein respectively called Railway No. 1 and Railway No. 2.

7. To purchase by compulsion or agreement certain lands adjoining Harwich Harbour, in the parishes of Ramsey, Dovercourt, and St. Nicholas, Harwich, in the county of Essex, and bounded on the north by an imaginary line drawn from the East End Point of Ramsey Bay or Ray Island to the northern end of the pier on the west side of Harwich Harbour, on the east by the sea bank or shore, on the south by the Great Eastern Railway, on the west by the footway which crosses the Great Eastern Railway on the level near the Dovercourt Dock, thence on to the bank of the creek, and along the said bank to East End Point aforesaid, and to authorise the use of such lands for all or any of the purposes of the Company,

8. To authorise the purchase by compulsion or agreement of all or any of the rights and interests of the Harwich Harbour Estate and Lands Improvement Company, the United Land Company Limited, or any Company or party claiming through or under them, and of all other parties in or over the said lands, in the said parishes of Ramsay, Dovercourt, and St. Nicholas, Harwich, and to provide for the vesting in, or transfer to, the Company of all or any of such rights and interests, and to amend or repeal "The Harwich Harbour (Reclamation of Land) Act, 1866," and to provide for the dissolution of the Harwich Harbour Estate and Lands Improvement Company, and the winding up of their affairs.

9. To authorise the stopping up of a certain footpath in the parish of Edmonton, crossing the line of the Enfield Branch Railway on the level in the existing Edmonton Station belonging to the Company, and to stop up, remove, alter, or divert temporarily or permanently all turnpike and other roads and highways, rivers, streams, canals, and watercourses of every description, natural or artificial, railways, tramways, telegraphic wires or apparatus, sewers, pipes, buildings or works of any description, within or near to any of the parishes, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act.

10. To authorise the Company to levy tolls, rates, duties, and charges upon or in respect of the proposed railway and works, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the purposes of the Act being fully effected, and to grant other rights and privileges, and to purchase lands and houses by compulsion or agreement for the purposes of the railway and works to be authorised by the intended Act.

11. To repeal all or any powers of the Company for raising money by shares or stock, which have not been exercised, and to authorise the Company to cancel all or any shares or stock which they have created but not issued, and to appropriate to the purposes of the intended Act any of their existing or authorised funds, and to raise more money by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage, debenture stock, or otherwise.

12. To authorise and provide for the consolidation of the East Anglian (A) Stock, East Anglian (B) Stock, East Anglian (C) Stock, and East Anglian (No. 1) Stock, or any two or three of such stocks, and to provide for the settlement by arbitration of points of difference between the East Anglian proprietors and the Company.

13. To sanction and confirm an agreement, dated 25th May, 1870, between the Company, the Midland Railway Company, and the Tottenham and Hampstead Junction Railway Company, with respect to the working and use by the Company and the Midland Railway Company of the undertaking of the Tottenham and Hampstead Junction Railway Company, and to confer upon those Companies respectively all necessary and proper powers for carrying such agreement into effect, and to sanction or confirm all or any supplementary or further agreements, and to authorise and empower the said Companies from time to time to alter or vary any such agreements, or to determine the same and make other agreements in lieu thereof.

14. To amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say, the "Great Eastern Railway Act, 1862," the several Acts hereinbefore mentioned relating to the Great Eastern Railway Company, also the "Great Eastern Railway (Additional Powers) Act, 1863," and all other Acts relating to or affecting the Company, the Acts relating to the Tottenham and Hampstead Junction Railway Company, 25 and 26 Vict., cap. 200; 26 and 27 Vict., cap. 205; 27 and 28 Vict., cap. 221; 28 and 29 Vict., cap. 178; 29 and 30 Vict., cap. 175; 31 and 32 Vict., cap. 101; 33 and 34 Vict., cap. 109; and all other Acts relating to or affecting the Tottenham and Hampstead Junction Railway Company, and "The Harwich Harbour (Reclamation of Land) Act, 1866," and all other Acts relating to the Harwich Harbour Estate and Lands Improvement Company. Also 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," and all other Acts relating to the Midland Railway Company; also 9 and 10 Vict., cap. 396; 16 and 17 Vict., cap. 97; and all other Acts relating to the North London Railway Company; and the provisions of the "Lands Clauses Consolidation Act, 1845," relating to the sale of superfluous lands.

15. And notice is hereby further given that a plan and section in duplicate of the proposed railway and works, and a plan in duplicate of the lands and houses which will or may be subject to the compulsory powers of purchase to be conferred by the intended Act, and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the line of railway delineated thereon, showing its general course and direction, will 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 city of London, at his offices at the Sessions House in the Old Bailey, in the said city; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and that a copy of so much of the said plans, section, and book of reference, as relates to any parish or extra-parochial place will be deposited as follows (that is to say): as relates to the Liberty of Norton Folgate and the parish of Christchurch, Spitalfields, with the Clerk of the Whitechapel District Board of Works, at his office in Great Alie-street, Leman-street, Whitechapel; as relates to the parish of St. John, Hackney, with the Clerk of the Board of Works for the Hackney District, at his office at the Town Hall, Mare-street, Hackney; and as relates to any other parish, with the Parish Clerk of such parish, at his residence, and that each such deposit will be made before the end of the present month of November, and will be accompanied with a copy of this Notice: and that printed copies of the Bill for effecting the several 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, 1871.

Dated the 14th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster;

W. H. Shaw, Great Eastern Railway, Shoreditch;

Solicitors for the Bill.

In Parliament—Session 1872.

Port Talbot Harbour and Rhondda Valley Railway. Incorporation of Company; Power to construct Railways and other Works; Compulsory Purchase of Lands; Tolls; Purchase or Lease of the Port Talbot Harbour and Railway; The Cwm-Avon Railways and Tramways; Working and Traffic Arrangements with the Great Western Railway Company, the Taff Vale Railway Company, and the South Wales Mineral Railway Company; Running Powers over the Great Western Railway, the Railways belonging to the Talbot Harbour Company; the Governor and Company of the Copper Miners of England; and Messrs David Davies and Company; the South Wales Mineral Railway; and the Taff Vale Railway, and Branches; Amendments 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 to authorise the construction of railways to form a connecting line between Port Talbot Harbour, the South Wales Mineral Railway, and the Rhondda Branch of the Taff Vale Railway; the purchase of the Port Talbot Harbour and Railways; and other powers in connection therewith.

1. To incorporate a Company (hereinafter referred to as "the Company"), and to confer upon such Company power to make and maintain the following railways, or some part or parts thereof, with all proper stations, goods sheds, approaches, works, and conveniences connected therewith, viz. :—

(1.) A Railway (No. 1) commencing in the parish of Margam, by a junction with the existing Port Talbot and Cwm-Avon Railway at a point about eleven chains south of the bridge which carries the said railway over the River Avon, near London Row in Cwm-Avon, passing thence through the several parishes and places following, that is to say: Hamlet of Higher Llangynwyd, Michaelstone-Super-Avon, hamlets of Upper and Lower Michaelstone, some or one of them, and to terminate in the said parish of Michaelstone-Super-Avon, by a junction with the South Wales Mineral Railway at about ten chains eastward of the south-east end of the tunnel on that railway.

(2.) A Railway (No. 2) to commence in the said parish of Michaelstone-Super-Avon by a junction with Railway No. 1 at its termination aforesaid, passing thence along and on the side of the South Wales Mineral Railway on land belonging to the South Wales Mineral Railway Company, through the parishes of Michaelstone-Super-Avon and Glyncoerrwg, and terminating in the aforesaid parish of Glyncoerrwg, at a point about 600 yards, measured in a westerly direction from the bridge over the River Avon, at a place called Cymmer. The said railway being in fact a mere widening or enlargement (by the construction of additional rails) of the existing South Wales Mineral Railway.

(3.) A Railway (No. 3) to commence in the parish of Glyncoerrwg, by a junction with the South Wales Mineral Railway at the termination of Railway No. 2, as aforesaid, passing thence through the several parishes and places following, some or one of them, that is to say, the parish of Llangynwyd, with the upper and lower hamlets, and Ystrad-y-Fodwg, with the hamlets of Rhigos, Home Middle, and Clydach, and to terminate

in the aforesaid parish of Ystrad-y-Fodwg, by a double junction, with the Rhondda branch of the Taff Vale Railway Company, one of such junctions being at the south-eastern end of the passenger platform at the Treorky Station of that railway, the other at about 40 chains measured in a southerly direction from the said first-named junction.

And for the purposes of the said intended railways and works, the Bill will contain powers for the Company.

To raise capital by shares or by loan;

To purchase by compulsion or agreement, lands, houses, and other property, and to vary and extinguish all existing easements, rights, and privileges in connection therewith;

To cross, alter, divert, or stop up all roads, streets, railways, tramways, bridges, rivers, streams, canals, water courses, drains, pipes, sewers, or other works, either temporarily or permanently, which may interfere with or impede the construction of the said works;

To deviate laterally from the line of the intended works as shown upon the plans to be deposited for the undertaking to any extent within the limits of deviation shown upon such plans;

To levy tolls, rates, and charges for the use of the said intended railways and works.

To purchase and take on lease, or to maintain, work, and manage the Port Talbot and Cwm-Avon Railways and Tramways, with all the stations, offices, goods sheds, warehouses, works, and conveniences connected therewith, belonging to the Governor and Company of the Copper Miners of England, hereinafter called the Copper Miners' Company, and situate in the parishes of Margam, Aberavon, and Michaelstone-Super-Avon, also the harbour, railways, and tramways and other works, with all the warehouses, wharves, cranes, dredges, and other conveniences connected therewith, and all the lands, houses, and other property of the Port Talbot Company.

To determine the payments to be made, and the consideration to be given in respect thereof.

To confer power upon the Copper Miners' Company and the Port Talbot Company to carry into effect any of the objects aforesaid, and to transfer to and vest in the Company the harbour, railways, tramways, works, and conveniences, with all their rights, powers, privileges, liabilities, and obligations thereto belonging, so far as may be necessary for the purposes of the Bill.

To enable the Company to purchase, by compulsion or agreement, the reversion or freehold of certain lands traversed by the Port Talbot and Cwm-Avon Railways, tramways, sidings, &c., and held on lease by the Copper Miners' Company, in the parishes of Margam, Aberavon, and Michaelstone-Super-Avon.

To enable the Company to run over, work, and use with their engines and carriages of every description, and with their clerks, officers, and servants the railways, stations, booking-offices, works, watering-places and other conveniences necessary thereto—the Great Western Railway, from Port Talbot to Briton Ferry Docks, including the railways in the harbour and docks; the South Wales Mineral Railway; the several branches of the Taff Vale Railway north of Pontypridd; and the railways, tramways, &c., belonging to the Governor and Company of the Copper Miners of England and David Davies and Company, and in like manner to enable the said Companies and persons respectively to run over, work, and use all or any

of the railways proposed to be constructed by or vested in the Company, and the stations and works connected therewith.

Power will also be applied for:—For the Company, on the one hand, and the Great Western Railway Company, the Taff Vale Railway Company, and the South Wales Mineral Railway Company, on the other hand, to enter into agreements, together or separately, for all or any of the following purposes, that is to say:—

The construction, maintenance, working, use, and management of the said intended railways and other works, or either of them respectively.

The supply of rolling stock and machinery, with officers, clerks, and servants for the conduct of the traffic thereon.

The interchange, accommodation, and conveyance of traffic coming from or going on to the respective undertakings of the contracting Companies.

The division of the revenue arising from such traffic, and the payments to be made for the construction, maintenance, working, use and management, or for the supply of rolling stock, machinery, with officers, clerks, and servants, &c., as aforesaid.

The appointment of a Joint Committee by the several contracting Companies, to carry into effect any such agreements or arrangements.

To require the Great Western Railway Company, the Cwm-Avon Railway Company, the Taff Vale Railway Company, and the South Wales Mineral Railway Company, respectively to receive, book through, forward, and deliver to the Company all traffic of whatever description, arising on their respective undertakings, and destined for the undertaking of the Company, and, in like manner, to take over, forward, and deliver all traffic arising on the undertaking of the Company, and destined for the undertaking of the four Companies respectively, upon such terms and conditions as may be agreed upon, or, failing such agreement, as may be settled by arbitration, and for this purpose to alter the tolls and charges which the said Great Western Railway Company, the Cwm-Avon Railway Company, the Taff Vale Railway Company, and the South Wales Mineral Railway Company, are authorised to receive and take upon their undertakings, and to confer exemptions from such tolls and charges.

The Act will amend the provisions of the letters patent granted to the Governor and Company of Copper Miners in England, dated 3rd August, 1691, and of the Acts 14 and 15 Vic., cap. 105, and 16 and 17 Vic., cap. 120, and all other Acts relating to that Company; the 4th Will. IV., cap. 43, 6th Will. IV., cap. 98; 3 Vic., cap. 71, and all other Acts relating to the Port Talbot Company, the 5th and 6th Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company, and the 17th Vic., cap. 197, and all other Acts relating to the South Wales Mineral Railway Company; the 6th and 7th Will. IV., cap. 82; 7th Will. IV., cap. 82, and 1st Vic., cap. 70, and all other Acts relating to the Taff Vale Railway Company.

A plan and section in duplicate of the proposed railways, and of the land which the intended Act will give power to take or purchase compulsorily, a book of reference to the plans containing the names of the owners and lessees,

or reputed owners and lessees, and of the occupiers of such lands, and an ordnance map with the lines of railway delineated thereon, showing their 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 county of Glamorgan, at his office in Cardiff, and on or before the said 30th day of November, copies of so much of the said plan and section and book of reference as relates to each parish in which the said railways or lands are situate, will, together with a copy of this notice, be deposited with the clerk of such parish, at his residence, and in the case of any extra-parochial place, then with the parish clerk of the adjoining parish.

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 18th day of November, 1871.

Baxter, Rose, Norton, and Co., Solicitors for the Bill, 6, Victoria-street, Westminster, S.W.

Girvan and Portpatrick Junction Railway Company.

(Construction of Railway from East Challoch, in the county of Wigton, to Stranraer, also in the county of Wigton, and of Branch Railways; power to raise further monies; working and traffic arrangements with the Glasgow and South-Western Caledonian and Portpatrick Railway Companies; running powers and facilities over part of the Portpatrick Railway; provisions as to transmission, &c., of traffic; alteration of the tolls of the Companies above named; amendment of Acts, and other purposes).

NOTICE is hereby given that application is intended to be made 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 enable the Girvan and Portpatrick Junction Railway Company (hereinafter called the Company), incorporated by "The Girvan and Portpatrick Junction Railway Act, 1865," (hereinafter called the Special Act), to make and maintain the Railways hereinafter mentioned, or one or more of them (hereinafter called the intended Railways), together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, that is to say:

(1.) A railway, designated Railway No. 1, commencing by a junction with the authorised line of the Girvan and Portpatrick Junction Railway at a point in the parish of Old Luce and county of Wigton 170 yards or thereabouts east of the south-east corner of the Farm-house of East Challoch, belonging to Sir John Dalrymple Hay, Baronet, and in the occupation of William M'Master, passing thence through or into the several parishes and places following, or some of them, that is to say, the parishes of Old Luce, Inch, and Stranraer, and the Royal burgh of Stranraer, all in the county of Wigton, and terminating at a point on the east side of, and touching, Saint John Street, in the town and royal burgh of Stranraer, parish of Stranraer and county of Wigton, 21 yards, or thereabouts, south from Thistle Street, and 21 yards, or thereabouts, north from Glen Street.

(2.) A railway, designated Railway No. 2, commencing by a junction with the proposed

Railway No. 1, in a field belonging to the Earl of Stair, and in the occupation of Gilbert Pringle, blacksmith, in the said parish of Inch, at or about 300 yards west from the bridge near Two-mile Howe, carrying the Portpatrick Railway over the public road leading from Bridge of Aird to Gallowhill, and terminating by a junction with the said Portpatrick Railway, in the parish of Inch aforesaid, at or about 250 yards east of the centre of the bridge carrying the western approach road to Culhorn-house over the said Portpatrick Railway, to be wholly situate in the parish of Inch and county of Wigtown.

(3.) A railway, designated Railway No. 3, commencing by a junction with the proposed Railway No. 1, at a point in the said parish of Inch, on the west side of the cross road opposite the west entrance-gate to Culhorn House, which connects the public or turnpike road leading from Stranraer to Glen Luce with the public or turnpike road leading from Stranraer to Cairnryan, and which point is 185 yards or thereabouts north from the first-mentioned public or turnpike road, and terminating by a junction with the harbour branch of the Portpatrick Railway, in the said parish of Inch, at a point 40 yards or thereabouts north-west of the centre of the bridge carrying the public or turnpike road from Stranraer to Cairnryan over the said branch railway, to be wholly situate in the parish of Inch and county of Wigtown aforesaid.

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

To empower the Company to construct sidings, stations, goods depots, hotels, warehouses, works, buildings, and conveniences in connection with the said railways.

To empower the Company to deviate laterally from the lines of the railways, as shown upon the plans to be deposited for the undertaking, to the extent shown on the said plans.

To enable the Company to make such openings in and alterations of the Portpatrick Railway as may be necessary for the purposes of the said Bill, and to form junctions and communications where necessary with the rails and works of the said railway, and otherwise to interfere with said railway, and the lands and works thereof respectively, and to regulate such junctions and the use thereof.

To cross under, over, or on the level of, and to divert, alter, or stop up, whether temporarily or permanently, any turnpike, statute-labour, public accommodation, and other roads and highways, footways, streets, railways, stations, tramways, bridges, rivers, streams, brooks, aqueducts, water-courses, canals, navigations, sewers, drains, reservoirs, and gas, water, and other pipes, so far as may be necessary by reason of or for the purposes of the said intended Railways and Works or of the said Bill.

To purchase and take by compulsion, and also by agreement, lands, houses, and other property for the purposes of such intended Railways and Works, and of the said Bill; and to authorise and empower all owners of lands, houses, and other property, whether persons or incorporations, or others holding under entail or other legal disability, to sell or convey their lands, houses, and other property, or any part thereof, necessary for the purposes aforesaid to the Company, for such annual feu-duty, ground-annual, or rent-charge, or for such consideration in shares, mortgages, or bonds of the Company as may be fixed or agreed on as the value of such lands, houses, and other property, and to provide that such feu-duty, ground-annual, or rent-charge shall form a preferable lien and burden on the

revenues and property of the said intended Company, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and other property.

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

To enter into and carry into execution with any Company or Corporation, or any Commissioners, Road and Bridge Trustees, Harbour Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for making, maintaining, or working the Railway authorised by the special Act, and the said intended Railways and Works, or for the use of the same.

To enable the Company on the one hand, and the Glasgow and South-Western, the Caledonian, and the Portpatrick Railway Companies respectively, and any other railway company to be incorporated in the ensuing session of Parliament, or any or either of them, on the other hand, from time to time to enter into, and carry into effect, contracts, agreements, and arrangements with respect to the working, use, management, and maintenance and repair by any of such Companies of the railway authorized by the special Act, and of the said intended railways and works, or any part or parts thereof; the supply of engines, rolling and working stock, plant and machinery, and of officers and servants; the allowances and payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and services; the regulation, management, interchange, accommodation, conveyance, and apportionment of traffic; the levying, fixing, collection, payment, division, appropriation, and distribution of the tolls, fares, charges, and revenue, and any other objects and purposes of the said Bill, and to authorise the appointment of Joint Committees for carrying into effect any such contracts, agreements, or arrangements as aforesaid; and to confirm any contract, agreement, or arrangement already made, or which, previously to the passing of the said Bill, may be made touching any of the matters aforesaid.

To require and compel the Glasgow and South-Western, the Caledonian, and the Portpatrick Railway Companies, or any one or more of them, and their or either of their respective lessees and assigns, upon such terms as shall be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be provided for by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective Railways or undertakings, or the Railways or undertakings, of which they or any one or more of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of any one or more of them, and at the stations, warehouses, and booking-offices thereof respectively; and to afford all necessary facilities for all passengers, goods, animals, carriages, and other traffic of whatsoever description coming from or destined for the Railway authorised by the special Act, and the said intended Railways, or any one or more of them, or any part thereof, and if need be, to alter and vary the tolls, rates, and charges which the Glasgow and South-Western, the Caledonian, and the Portpatrick Railway Companies respectively, or any one or more of them may be entitled to take and receive upon their respective Railways or undertakings, or upon the Railways or undertakings of which they or any one or

more of them respectively is, are, or may be lessees, or which may be under the management or control of any one or more of them, and to confer, vary, and extinguish exemptions from such tolls, rates and charges.

To authorise and enable the Company, and any other Company or Companies, person or persons lawfully using the railway authorised by the special Act and said intended railways, or any one or more of them, or any part thereof, to run, pass, and carry with and by their own or any other engines and carriages, and their clerks, officers, and servants, over the following railways or portions of railways or some of them, that is to say:—First, that portion of the Portpatrick Railway between the Glenluce Station of the said railway (including the portion thereof within said station), and the terminus of the main line of the Portpatrick Railway at Portpatrick, and including said terminus: Second, the several branches of the Portpatrick Railway, known as the Stranraer Harbour Branch and the Portpatrick Harbour Branch respectively, including the termini of these branches, and to use the stations, station-yards, booking-offices, platforms, warehouses, water-supply, watering-places, water-sidings, engines, standing room for engines and carriages, and works, conveniences, and accommodations of the Portpatrick Railway Company for the carriage of passengers, animals, goods, and other traffic, and otherwise as may be provided by the Bill, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the Portpatrick Railway Company, or failing any such agreement as may be settled by arbitration, or as may be fixed and determined by the Bill; and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, and animals, and other traffic from, to, or over the said Portpatrick Railway and the Railway authorised by the special Act and the said intended railways, or any one or more of them, or part thereof, and to enable the Company and the Portpatrick Railway Company to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic, and to alter or vary the tolls, rates, and duties which the Portpatrick Railway Company are now authorised to demand and take in respect thereof; and to confer exemptions from tolls, rates, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To take compulsorily, or by agreement, any part of the lands to be scheduled for the said intended Railways, for the purpose of constructing Passengers' and Goods' Stations, Warehouses, and other Works, and conveniences, at East Challock and Stranraer, for the purposes of the Company, and also to take Lands by agreement for extraordinary purposes.

To confirm any agreement which may have been entered into, or which may be entered into, previous to the passing of the Bill between the Company and the other Companies before-named or referred to, or any one or more of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Act.

To vary or extinguish all rights and privileges which would impede or interfere with any of the objects and purposes of the Bill, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To enable the Company to raise, by the issue of new shares or new stock, either ordinary or

guaranteed or preferential, and by borrowing on mortgage, or bond, or otherwise, such additional capital as may be necessary for the purposes hereinbefore mentioned, or any of them, and for the other purposes of the Company, and to fund or issue debenture stock in lieu of the capital raised, or authorized to be raised, on mortgage or bond, and also to regulate and define the stock and share capital of the Company, and if need be, to cancel a part or portion of their authorized or existing stock or share capital.

To incorporate with the Bill all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Powers Act, 1864;" "The Railway Companies (Scotland) Act, 1867;" "The Railway Companies Act, 1867;" and "The Regulation of Railways Act, 1868;" and of any other Acts which it may be necessary to incorporate therewith, and to insert in the Bill all other powers and provisions necessary for effecting all or any of the objects of this notice which may be comprised in the Bill.

To alter, amend, enlarge, or repeal, so far as necessary for the purposes of the Bill, the special Act, and also the Girvan and Portpatrick Junction Railway Act, 1870, and the following local and personal Acts of Parliament, or some of them—that is to say, the following Acts relating to the Glasgow and South-Western Railway Company, viz.:—1 Vic., cap. 117; 3 Vic., cap. 53; 5 Vic., Sess. 2, cap. 29; 8 and 9 Vic., cap. 95; 9 Vic., cap. 60; "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to and held in lease by them passed in the Sessions of Parliament held respectively in the 19th and 20th, 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, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company; also the following Acts relating to the Caledonian Railway Company, viz.: "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the 9th and 10th, the 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, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty, and any other Acts relating to the Caledonian Railway Company; also, the following Acts relating to the Portpatrick Railway Company, viz.:—"The Portpatrick Railway Act, 1857;" "The Portpatrick Railway Act (No. 1), 1864;" and "The Portpatrick Railway (Steamboats) Act, 1864;" also, the following Acts relating to the Maybole and

Girvan Railway Company, viz.:—"The Maybole and Girvan Railway Act, 1856;" "The Maybole and Girvan Railway (Amendment) Act, 1859;" and also the following Act relating to the Ayr and Maybole Junction Railway, viz.:—"The Ayr and Maybole Junction Railway Act, 1854," "The Glasgow and South-Western and Ayr and Maybole Railways Act, 1863," and "the Glasgow and South-Western (abandonment of junction and acquirement of the Ayr and Maybole Junction) Railway Act, 1871;" also, any other local and personal or public Act or Acts of Parliament which may in any way interfere with the objects and purpose aforesaid.

Duplicate plans and sections describing the lines and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with Books of Reference to such Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also an ordnance map with the lines of the proposed railways delineated thereon, and a copy of this Notice as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November, 1871, in the office of the principal sheriff-clerk for the county of Wigtown, at Wigtown, and a copy of so much of the said plans, sections, and books of reference as relates to each of the said several parishes, and to the royal burgh of Stranraer, together with a copy of the said Gazette notice, will, on or before the 30th day of November, 1871, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of such parishes respectively, at the place of abode of such schoolmaster or session-clerk, and also with the town or city clerk of said royal burgh at his office therein.

On or before the 21st December next, 1871, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1871.

Baxter, Rose, Norton, & Co.,

6, Victoria Street, Westminster.

Millar, Allardice, & Robson,
Edinburgh.

H. & R. Lamond,
Glasgow.

Solicitors
for
the Bill.

In Parliament—Session 1872.

Wolverhampton, Walsall, and Midland Junction Railway.

(Railway from the Wolverhampton and Walsall Railway at Walsall to the Tame Valley Line of the Midland Railway near Water Orton; Branches to South Staffordshire Railway; Diversion of Roads; Contribution by and Traffic Arrangements with Midland Railway Company; Use of the Wolverhampton and Walsall Railway, and parts of the South Staffordshire and Midland Railways).

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:—

1. 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, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively; that is to say:—

(a.) Main Line (No. 1.)

A railway commencing by a junction with the authorized line of the Wolverhampton and Walsall Railway, now in course of

construction, in a piece of land, part of a field, No. 44 in the plans referred to in "The Wolverhampton and Walsall Railway Act, 1867," in the parish of Walsall Foreign, otherwise Walsall, in the county of Stafford, passing thence through or into the following parishes or places, or some of them (that is to say):—Walsall Foreign, Bloxwich, Rycroft, Rushall, Walsall, the Butts, Dawend, Pool Green, Aldridge, Shenstone, Aston, Hardwicke, Bourne Vale, Bourne Pool, Barr, Barr Common, Little Aston, Sutton Park, Sutton Coldfield, in the county of Stafford, and Shenstone Aldridge, Little Aston, Sutton Park, Sutton Coldfield, Eachelhurst, Warmley, Pens Mill, Minworth, Curdworth, Water Orton, in the county of Warwick, and terminating by a junction with the Tame Valley Branch of the Midland Railway, at a certain point in the hamlet of Castle Bromwich, in the parish of Aston-juxta-Birmingham, in the county of Warwick, 500 yards or thereabouts east of the bridge which carries the said railway over the Fordruff from Park Hall to Park Lane.

(b.) Railway (No. 2), commencing by a junction with the proposed main line of Railway (No. 1), in a certain field on the Rycroft Farm, belonging to Mr. Adams, and occupied by Samuel Stackhouse, and numbered 112 on the Tithe Commutation Map for the parish of Rushall aforesaid, and terminating in the same parish by a junction with the South Staffordshire Railway at the Cart Bridge Level crossing over that railway.

(c.) Railway (No. 3) commencing by a junction with the proposed main line of Railway No. 1, in a certain field belonging to Sir George Mellish and others, and occupied by Miss Stokes, and numbered 459 on the Tithe Commutation Map for the same parish of Rushall, and terminating in the said parish by a junction with the South Staffordshire Railway, 100 yards or thereabouts north of the pointsman's box abutting on the level crossing of the public highway known as North-street.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, 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 to any extent 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 and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To stop up and divert the roads known respectively, as Mill-lane, the Butts, in the parish of Rushall, and Coles-lane, in the parish of Sutton Coldfield.

4. To authorise the Midland Railway Company to contribute towards the cost of constructing the intended railways and 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 authorised capitals, and 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.

5. To enable the Company and the Midland Railway Company from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accomodation, 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.

6. To enable the Company and all Companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, the Wolverhampton and Walsall Railway, so much of the South Staffordshire Railway as lies between the point of junction therewith of the intended Railway No. 3 and the Walsall Station of the South Staffordshire Railway, together with the use of the same station, and so much of the Midland Railway as lies between the junction therewith of the intended railway and the Nether Whitacre Station on the main line of the Midland Railway together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said railway, and portions of railway respectively.

7. 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 Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845, and 1863," and it will amend and enlarge the powers and provisions of the 7th and 8th Vic., caps. 18 and 57, and any other Acts relating to the Midland Railway Company.

8. Duplicate plans and sections, describing the lines, 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, also an Ordnance Map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; 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 immediately adjoining such extra-parochial place, at his place of abode.

9. 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 14th day of November, 1871.

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|--------------------------------------|----------------------------------|
| <i>Baxter, Rose, Norton and Co.,</i> | } Solicitors for the Bill. |
| Westminster, | |
| <i>Corser and Fowler,</i> | |
| Wolverhampton, | |
| <i>H. and J. E. Underhill,</i> | |
| Wolverhampton, | |
| <i>Sadler and Eddowes,</i> | |
| Sutton Coldfield, | |

In Parliament—Session 1872.

Portsmouth Waterside Extension Railway and Pier.

(Incorporation of Company; Power to construct Railway, Pier, and other Works; Compulsory purchase of Lands, Buildings, and other erections and Albert Pier; Arrangements with War Department and Admiralty; Tolls, Working and other Agreements and Traffic Facilities and Arrangements with the London Brighton and South Coast and London and South Western Railway Companies; Contributions by, and Sale and Lease of the undertaking to, or amalgamation with, those Companies; Amendment of Acts relating to those Companies; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the following, or some of the following purposes, that is to say:—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower such Company to make and maintain the railway, pier, and other works hereinafter mentioned, or some part or parts thereof respectively, with all necessary stations, landing stages, sheds, approaches, works and conveniences for or incident thereto, that is to say:—

A short waterside branch or extension railway situate wholly in the borough of Portsmouth, in the county of Southampton, commencing in the parish of Portsea, by a junction with the existing railway belonging to the London Brighton and South Coast and the London and South Western Railway Companies jointly, near the Portsmouth terminus thereof, at a point about twenty-five yards east of the footbridge over the said railway, at or near the north end of Blackfriars-road, in the said parish of Portsea, passing thence through or over the glacis and the old fortifications in the said parish of Portsea and the adjoining parish of Portsmouth, and between or over the Old and New Gun Wharves of Her Majesty's War Department, and thence—by means of a pier or jetty—across the foreshore and the Albert Pier, respectively lying between the said Old Gun Wharf and the Watering Island of Her Majesty's Dockyard, and terminating at the south-western corner of the said Watering Island in the said parish of Portsea.

The said proposed railway, pier, and works hereinbefore described, will pass or be made from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say:—Portsea and Portsmouth and the

borough of Portsmouth, all in the said county of Southampton.

To empower the Company to cross, alter, divert or stop up, either temporarily or permanently, any streets, roads, railways, tramways, piers, bridges, rivers, streams, canals, docks, basins, watercourses, drains, sewers, pipes, &c., so far as may be necessary for the construction and maintenance and use of the said railway, pier, and works; to deviate from the lines of the said intended railway, pier, and works, both vertically and horizontally; to purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the said intended railway, pier, and works; and to vary and extinguish all rights and privileges in any manner connected therewith.

To purchase, either compulsorily or by agreement, the whole or some portion of the said Albert Pier in the said parish of Portsea, and to enlarge, widen, or pull down and reconstruct the same, wholly or in part.

To construct and maintain all such new piers, jetties, landing-places, stages, sheds, buildings, and other works as may be necessary for the comfort and security of passengers, and for the safe landing and delivery of goods, animals, and minerals.

To levy tolls, rates, and charges for the use of the said railway, piers, and other works, and for the conveyance and transmission of traffic thereon, and otherwise in respect thereof; and to exercise other rights and privileges.

To raise capital by shares and by loans.

To enable the Company and Her Majesty's Principal Secretary of State for War, and the Lords Commissioners of the Admiralty for the time being respectively, to enter into contracts and agreements with respect to the construction, maintenance, working and use of the proposed railway, pier, and other works or any part thereof, along or across lands, buildings, erections, roads and other property belonging to, or vested in Her Majesty, or the War Department, or the Admiralty, or which are under the control or supervision of those bodies respectively.

To enable the Company, on the one hand, and the London Brighton and South Coast and the London and South Western Railway Companies, together or separately, on the other hand, from time to time, to enter into agreements for all or any of the following purposes, that is to say:—

The construction, maintenance, working, use, and management of the said intended railway, piers, and other works, or either of them respectively.

The supply of rolling stock and machinery, with officers, clerks and servants for the conduct of the traffic thereon.

The interchange, accommodation and conveyance of traffic coming from or going on to the respective undertakings of the contracting Companies.

The division of the revenue arising from such traffic, and the payments to be made for the construction, maintenance, working, use, and management, or for the supply of rolling stock, machinery, with officers, clerks and servants, &c., as aforesaid.

The appointment of a Joint Committee by the several contracting Companies, to carry into effect any such agreements or arrangements as aforesaid.

To require the London Brighton and South Coast and the London and South Western Railway Companies, respectively, to receive, book through, forward and deliver to the Company, all traffic of whatever description, arising on their

respective undertakings and destined for the undertaking of the Company, and in like manner to take over, forward, and deliver, all traffic arising on the undertaking of the Company, and destined for the undertaking of the two Companies respectively, upon such terms and conditions as may be agreed upon, or failing such agreement, as may be settled by arbitration, and for this purpose to alter the tolls and charges which the said London Brighton and South Coast and London and South Western Railway Companies are authorised to receive and take upon their undertakings, and to confer exemptions from such tolls and charges.

To enable the London Brighton and South Coast and London and South Western Railway Companies, either or both, to contribute and subscribe funds towards the making of the said intended railway, piers, and other works, and take and hold shares in the undertaking of the Company, and to guarantee interest or dividend on the capital or some part of the capital of the Company; and in certain events to appoint some of the directors of the Company, or to take charge of the said intended Act during its passage through Parliament, and become the promoters thereof.

To authorise the Company to sell or lease their undertaking, either in whole or part, with all their lands, property, rights, powers, privileges, &c., to, or to amalgamate the same with the undertakings of, the said London Brighton and South Coast Railway or the London and South Western Railway Companies, or either of them, and either before or after the completion of the intended works, and to confer upon and vest in the said two Companies or either of them, or the amalgamated Companies, as the case may be, all the powers, rights, privileges, duties, liabilities, and obligations vested in the Company for the purposes of the proposed undertaking, whether in respect of the purchase of the lands, the construction of works, the levying of tolls, rates, and charges, or any other matter or thing, at such times and upon such terms and conditions, pecuniary and otherwise, as may be agreed upon; and to authorise the said two Companies, or either of them, to purchase or take on lease, or to amalgamate with the undertaking of the Company as aforesaid, and to exercise, enjoy, perform, and fulfil all the powers, rights, privileges, duties, liabilities, and obligations of and belonging to the Company as aforesaid.

The Bill will so far as may be necessary vary and extinguish all existing rights and privileges, and alter and amend the several local and personal Acts of Parliament following, viz:—The 5 and 6 Will. IV., cap. 10; 7 Will. IV. and 1 Vic., cap. 119; 7 and 8 Vic., cap. 67; 8 and 9 Vic., cap. 199; 9 and 10 Vic., cap. 283; 10 and 11 Vic., cap. 244; and the 29 and 30 Vic., cap. 281, and all other Acts relating to the London Brighton and South Coast Railway Company, and the 4 and 5, Will. IV., cap. 88, the 10 and 11 Vic., cap. 244, and all other Acts relating to the London and South Western Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property, in or through which the said works are intended to 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 (ordnance) 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 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 Southampton, at his office at Winchester; and on or before the same day, a copy of so much of the said plan, sections, and book of reference as relates to each parish in or through which the intended railway and 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 immediately adjoining thereto, at his place of abode.

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

Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster Abbey, S.W., Solicitors for the Bill.

In Parliament—Session 1872.

Liverpool Docks Railway, from the Brunswick Station to Huskisson Dock.

(Incorporation of Company for making Railway in Liverpool from the Garston and Liverpool Railway to Huskisson Dock; Powers to Great Northern, Manchester Sheffield and Lincolnshire, and Midland Railway Companies).

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 railway hereinafter mentioned or some part thereof with all needful works, stations, approaches, and conveniences connected therewith, (that is to say)—

A railway to commence in the extra-parochial place of Toxteth Park, in the town of Liverpool, by a junction with the passenger lines of the Garston and Liverpool Railway in the Brunswick Station Yard, at a point 140 yards or thereabouts southward of the bridge which carries Park-street over the said Garston and Liverpool Railway, to pass thence from, in, through, or into the parishes, townships, and extra-parochial and other places following, that is to say, the extra-parochial place of Toxteth Park, Liverpool, Kirkdale, Walton-on-the-hill, and Walton, some or one of them, and to terminate in the township of Kirkdale, in the parish of Walton, at a point about 20 yards to the north of Sandhill-lane, and 160 yards to the eastward of Regent-road, all in county of Lancaster.

To enable the Company to form junctions and communications where necessary with the rails of the Garston and Liverpool Railway, and to deviate from the line and levels of the railway to such an extent as may be necessary or expedient in executing any of the proposed works; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works, and particularly to stop up and appropriate the sites of Charlotte-place, Salthouse-lane, Orford-street, and Runcorn-street, all in the parish of Liverpool aforesaid.

To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to acquire easements in, over, or under any such lands, and to levy tolls, rates, and charges in respect of the said railway and works, and to exercise other rights and privileges.

To enable the Company on the one hand, and the Great Northern, Manchester Sheffield and Lincolnshire, 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 railway and works, or any part thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; 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 division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreements 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.

And it is proposed by the intended Act to authorise the Great Northern, the Manchester Sheffield and Lincolnshire, and the Midland Railway Companies, or any or either of them, to subscribe funds towards and own shares in the proposed undertaking, and to guarantee interest or dividends on all or any of the moneys to be expended thereon, whether raised by the creation of shares or stock or by loan.

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 Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 12 and 13 Vict., cap. 81, and of the several other Acts relating to "The Manchester Sheffield and Lincolnshire Railway Company," also of the 9 and 10 Vict., cap. 71, and of the several other Acts relating to "The Great Northern Railway Company," also of "The Liverpool Central Railway Station Act, 1864," and also of the 7 and 10 Vict., cap. 18, and of the several other Acts relating to "The Midland Railway Company," and of all such other Acts as may be necessary for any of the purposes of the Bill.

Duplicate plans and sections describing the lines, 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, also an ordnance 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 Lancaster, at his office, at Preston, and with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool, 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 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 Toxteth Park, the documents relating thereto will be deposited with the clerk of St. Michael's Church, in Toxteth Park aforesaid, at his place of abode, and with the parish clerk of Liverpool; and in case of any other extra-parochial place, with the parish clerk of an adjoining 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 18th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1872.

International Communication.

(Steam Vessels between England and the Continent; New Sea Wall Pier or Breakwater, Wharf, Walls, and Jetties at Dover; Railways and Stations at Dover; Traffic Arrangements with London, Chatham, and Dover and South Eastern Railway Companies; Exemption from Harbour Rates, &c.)

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 for the purpose of facilitating the communication between England and the Continent by the establishment of steam vessels of great power, speed, and burden, to ply between Dover and the Continent.

The Bill will enable the Company to be so incorporated, or a Company to be formed and incorporated under the "Companies Act, 1862," with limited liability (and which Company, or Limited Company, are hereinafter referred to as "the Company") to make and maintain at Dover the works hereinafter mentioned, or some of them, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:—

1st. A pier or breakwater, commencing at the southern end of the Esplanade, at Dover, at a point situate 233 yards, or thereabouts, northward of the landward end of the north pier, and 43 yards to the eastward of the north-eastern angle of the Tidal Harbour, and extending seaward in an easterly direction, for a distance of 487 yards, or thereabouts; thence in a south-easterly direction for a distance of 433 yards, or thereabouts, and thence in a south-south-westerly direction for a distance of 270 yards, or thereabouts.

2nd. A pier or breakwater, commencing at the extreme eastern end of the Admiralty pier now in progress of construction, and extending seaward in an east-north-easterly direction for a distance of 150 yards, or thereabouts.

3rd. A harbour and water station, with all needful buildings, wharves, jetties, ap-

proaches, lifts, apparatus, and conveniences within the proposed piers, and the appropriation of such station and appurtenances to the uses of the Company, such water station being formed by jetties, quays, and other works situated partly on the foreshore between the landward end of the Admiralty Pier, and the southern side of the entrance to the present tidal harbour, and partly on the site of the present reservoir, and adjoining lands opposite the Lord Warden Hotel, and the south-east corner of the present Tidal Harbour, and extending seaward in a south-easterly direction a distance of 200 yards, or thereabouts, beyond the extreme or seaward end of the south side of the entrance to the Tidal Harbour.

4th. Dredging, deepening, and improving the bed of the sea in front of the proposed water station lastly described.

5th. A Railway (A), commencing on the southern quay of the tidal harbour, at or near to a point situated 30 yards or thereabouts to the southward of the south-western angle of the said tidal harbour, and terminating by a junction with the London, Chatham, and Dover Railway, within the Dover Harbour Station, at or near to a point situate at about 40 yards to the northward of the southern end of the up passenger platform.

6th. A Railway (B) commencing at the point before described as the commencement of the proposed Railway (A), and terminating by a junction with the South Eastern Railway at or near to a point situate 330 yards or thereabouts, to the westward of the western entrance to the tunnel which passes under Archcliffe Fort at Dover.

7th. A Roadway forming an approach to the proposed station commencing in Strand-street opposite the north-western angle of the Dover Custom House, and terminating in Clarence-place at or near to a point 13 yards northward from the eastern end of Seven Star-street.

The said works will be situated in the parishes of St. Mary the Virgin and St. James the Apostle, Dover, and Hougham, all in the county of Kent.

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 cross, divert, alter, or stop up, whether temporarily or permanently, the following streets in Dover: Limekiln-street, Bulwark-hill, Bulwark-street, Bulwark-lane, Oxendon-street, Round Tower-street, Round Tower-lane, Council House-street, Seven Star-street, Clarence-place, Strand-street, Strond-lane, Limekiln-lane, Elizabeth-lane, Oxendon-lane, Hawkesbury-street, Cross-wall, and Paradise-street, and also any sewers or drains in or near the said streets which it may be necessary to interfere with in constructing or maintaining the said intended railways and works. To purchase lands, houses, and other property compulsorily for the purposes of the said intended pier, breakwater, harbour, station, railways, and works; and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To exempt the vessels of the Company, and the passengers and goods using the same, from all dues and other payments leviable for or in respect of the Harbour of Dover, or of any works connected therewith, and to alter and amend the provisions of the Acts 9 Geo. IV, c. 31; 6 and

7 Wm. IV, c. 125; and 11 and 12 Vict. c. 11, and 97, and the 34 and 35 Vict., c. 166.

To enable the Company on the one hand, and the London Chatham and Dover and the South Eastern Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; 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.

To authorise the Company to accept from the Government of France, and from the Compagnie des Chemins de Fer du Nord, or from any other foreign Government or Company, guarantees and subsidies, or contributions towards their capital, either for the general purposes of their undertaking or for specific purposes thereof, upon such conditions as may from time to time be agreed on between the Company and the contributors.

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 Harbours, Docks, and Piers Clauses Act, 1847," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," "The Railways Clauses Consolidation Acts, 1845, 1863 and 1869;" and it will amend and enlarge the powers and provisions of the Act 17 & 18 Vict., c. 132, and any other Acts relating to the London Chatham and Dover Railway Company, and also the Act 6 Wm. IV., c. 75, and of other Acts relating to the South Eastern Railway Company.

Duplicate plans and sections describing the lines, situations, 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; also a published map, with the lines of railway delineated thereon, so far 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 Kent, at his office at Maidstone; and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice will be deposited with the parish clerks of the said parishes at their residences.

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 18th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1872.

Great Western Railway.

(Compensation to Owners of Branch Railways and of Rolling Stock, and to others for loss sustained during and in consequence of change of Gauge.)

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:—

1. To enable and require the Great Western Railway Company (who are hereinafter referred to as "The Company") to make compensation, as the occasion shall arise, to the following persons (in which term are included Companies, Corporate Bodies, and Partnerships) for any loss which such persons shall have sustained, or may sustain, by reason of the conversion of the railways of the Company, or any part of those railways, from the broad gauge into the narrow gauge, and by reason of the fact that the Company has ceased to use upon their undertaking, or upon any part thereof, the broad gauge. The persons so entitled to compensation under the provisions of the Bill are:—

(a) All persons having railways, branch railways or sidings, or other works connected with and used for the purpose of communication with the Great Western Railway for the purpose of interchange or transmission of traffic.

(b) All persons having engines, carriages, waggons, or other rolling stock, used on the Great Western broad gauge so converted to narrow gauge, or used on such railways or branches and sidings communicating with the Great Western lines, which engines, carriages, waggons, or rolling stock will be rendered valueless, or be depreciated in value, or can no longer be used for the purposes of a broad gauge railway.

2. To enable the Company themselves, at their own expense, to make on the railways or sidings and works of the persons so claiming compensation, the necessary alterations for adapting such railways, sidings, and works to the narrow gauge, and for that purpose to confer on the Company the necessary powers of entering upon the lands and railways of the said person.

3. To provide that the liability of the Company to the payment of such compensation, and the amount of such compensation shall, if not agreed upon between the Company and the persons claiming the same, be determined by arbitration, or by such other means as the Bill shall define, and that in like manner, the right of the Company themselves to make the necessary alterations contemplated in the last preceding paragraph, and the fitness and adequacy of such alterations when made by the Company shall, if disputed by the persons claiming compensation, be determined by arbitration, or in such other manner as the Bill may define.

4. To enable the Company from time to time to pay such compensation, and to pay the expenses of such alterations and incidental thereto out of any moneys in their hands, or under their control, or, if need be, to enable the Company to raise additional capital by shares, or by stock, with or without preferential dividends, or other advantages, or by borrowing for the purpose of paying such compensation and expenses. And the Bill will, with that view, incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869."

5. To amend and extend, so far as may be necessary for the above purposes, the several Acts relating to the Great Western Railway Company,

and among them "The Great Western Railway (Further Powers) Act, 1866," and the Acts subsequently passed, with relation to the Company, and bearing its name, especially the provisions of those Acts which relate to the capital of the Company.

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 18th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster,

*Davies, Campbell, and Reeves, 17, Warwick-street, Regent-street,
Solicitors for the Bill.*

Pneumatic Despatch Company.

(Power to lay down Tubes to Great Northern, Midland, Great Western, and Great Eastern Railway Stations, and to Central Stations near St. Martin's-le-Grand and Oxford Street, and other District Stations; Amendment of Acts.)

THE Pneumatic Despatch Company (Limited) (hereinafter referred to as "The Company") intend 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 powers and purposes.

(1.) To enable the Company to lay down, construct, and maintain, in or under any of the streets in the parishes hereinafter mentioned the following tubes or pipes with the necessary apparatus and works, namely:

(a) From their station in or near Holborn, in the parish of Saint George, Bloomsbury, to a central station in or near the Regent's Circus, in Oxford Street; the said tube and works will be in the parishes of Saint George, Bloomsbury, Saint Giles-in-the-Fields, Saint Anne Soho, Saint James's, Westminster, Marylebone, and Saint George, Hanover Square.

(b) From the Company's tube at the north end of Tottenham Court Road, in the parish of Saint Pancras, so as to connect the said tube with the stations of the Midland and Great Northern Railway Companies in the same parish, and with the station of the Great Western Railway Company in the parish of Paddington; the said tube will also pass through the parish of Marylebone. The foregoing works will be in the county of Middlesex.

(c) From their tube in Newgate Street or their station in Saint Martin's-le-Grand to the authorized station of the Great Eastern Railway Company, in Liverpool Street; and also to a Central Station in or near Saint Martin's-le-Grand, Gresham Street, Cheap-side, or Newgate Street; the said tubes or pipes and apparatus will be constructed in the parishes of Saint Vedast Foster Lane, Saint Leonard Foster Lane, Saint Ann and Saint Agnes Aldersgate, Saint Olave Silver Street, Saint Michael Wood Street, Saint Alban Wood Street, Saint Mary Magdalen Milk Street, Saint Mary Staining, Saint Mary Aldermanbury, Saint Michael Bassishaw, Saint Stephen Coleman Street, Saint Alphage Sion College, All Hallows London Wall, Saint Margaret Lothbury, and Saint Peter le Poer, or some of them.

(2.) To enable the Company to purchase, by agreement, lands, houses, and other property in any of the said parishes, for the purposes of

stations or depôts, and to enable persons under disability to convey to the Company such lands, houses, and property.

(3.) To enable the Company to open and break up streets and roads in the parishes aforesaid for the purpose of laying down, maintaining, and repairing the said tubes, and other works, and for the same purposes to remove temporarily or permanently, and otherwise interfere with gas, water, and telegraph pipes and apparatus, and to use or otherwise interfere with any cellars or vaults underneath the said streets or roads; and the Bill will exempt the Company from the liability created by the 92nd section of the "Lands Clauses Consolidation Act, 1845."

(4.) To enable the Company and the Railway Companies hereinbefore mentioned to contract together with respect to the construction, maintenance, and use of the said tubes, pipes, and apparatus, and with respect to the grant of land by the said Railway Companies to the Company, either permanently or temporarily, and in consideration of gross sums, or of annual rents, or otherwise, for the purpose of laying down and maintaining the tubes and works of the Company, and of establishing stations, and with respect also to the payments to be made by the contracting companies with relation to any of the matters aforesaid.

(5.) To amend the Pneumatic Despatch Company's Limited Acts, 1859 and 1864, and especially to repeal or amend section 16 of the last mentioned Act restricting the interference with the Euston-road.

(6.) 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 18th day of November, 1871.

Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster.

Solicitors for the Bill.

In Parliament.—Session 1872.

Doncaster Waterworks.

(Incorporation of Company for Supplying Doncaster and the Neighbourhood with Water; Purchase of Waterworks of Corporation.)

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:—

(1.) To incorporate a Company (herein referred to as "The Company,") and to enable them to make and maintain the waterworks hereinafter mentioned, or some part or parts thereof, with all needful works, connected therewith, for the purpose of supplying the town of Doncaster and the neighbourhood thereof with water.

(2.) The works so proposed to be authorised are:—

(a.) A storage reservoir to be situate partly in the parish of Ravenfield and partly in the parish of Conisborough, in the valleys on the east side of Ravenfield-park, including the Fish Ponds, and extending from a point 6 chains below the low large Fish Pond, at or about which point an embankment will be formed across the valley of the Hooton Brook, and the said reservoir will extend up the said valley in a south-easterly direction towards Firsby, in the parish of Conisborough.

(b.) A conduit of line of pipes commencing in the parish of Ravenfield, at the north-west corner of the proposed storage reservoir,

thence passing in, through, or into the parishes of Ravenfield and Thrybergh, and terminating by a junction with the Silverwood stream at the point in the parishes of Ravenfield and Thrybergh, 4 chains above the place where the Ravenfield and Thrybergh public road or highway crosses such stream.

(c.) A conduit or line of pipes commencing in the said parish of Conisborough at the eastern extremity of the said storage reservoir, a little to the north of Firsby Farm House, thence passing in and through the said parish in Conisborough and terminating in the said parish of Conisborough, by a junction with the Den Brook, at a point 8 chains east of where that brook crosses a public road or highway leading from Clifton to Conisborough and called Denbrook-lane.

(d.) A conduit or line of pipes commencing in the parish of Conisborough, at the north end of the said storage reservoir, at a point there in Burcliff Wood, and passing thence, in, through, and into the parishes of Hooton Roberts, Mexbrough, Conisborough, Warmsworth, and Doncaster, and communicating with the service reservoir in the parish of Warmsworth hereinafter described, and terminating in the said parish of Doncaster, at a street there called Hall-gate, near to Hall Cross House.

(e.) A service-reservoir in connection with the lastly described line of pipes, situate in the parish of Warmsworth, on the south side of the bridle-road, called Tenter-lane, and the east side of the bridle-road, called Calf's Head-lane.

All the above works will be situate in the West Riding of Yorkshire.

(3.) The limits within which the Bill will give to the Company power to supply water are, Hooton Roberts, Conisborough, Warmsworth, Balby with Hexthorpe, and Doncaster.

(4.) To construct, maintain, lay down, repair, and renew filtering beds, dams, sluices, weirs, gauges, engines, wells, drains, cuts, mains, pipes, culverts, shafts, and bywashes, and other requisite works within the aforesaid parishes and places; and for the purposes of the Act to divert, alter, stop up, temporarily or permanently, break open, and to lay down pipes, and other works, in, under, or over any roads, ways, streets, bridges, public places, railways, canals, towing-paths, sewers, drains, and watercourses, in or near to the parishes and places aforesaid, and to divert the road called Arbours-lane, leading from Ravenfield to Firsby, in the parishes of Ravenfield and Conisborough aforesaid.

(5.) To purchase, take, and hold, compulsorily or by agreement, lands, houses, waters, and other property, for the purposes of their undertaking, and also to take and acquire easements in and over the same, and to vary or extinguish all rights and privileges connected with any such lands, houses, waters, and hereditaments, and all other rights and privileges inconsistent with the objects and purposes of the said Act.

(6.) To collect and divert into the intended reservoirs, conduits, and other works the waters of the Den Brook and a brook known as "The Brook" or Clifton Brook, the Conisborough Park Brook, the Hooton Brook, the Ravenfield Brook, the Silverwood stream, and of any wells, brooks, and streams in the line of the intended works, or within the limits of deviation defined on the plans hereinafter mentioned. The waters of the Ravenfield Brook and the Silverwood Stream flow into the Hooton Brook, and the waters of

all the said streams or brooks discharge themselves into the River Don.

(7.) To levy rents and charges for the supply of water, to confer, vary, or extinguish exemptions from the payment thereof, to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

(8.) The Bill will enable the Company and the corporation of Doncaster, and all local boards of health, town commissioners, trustees, surveyors, and other bodies, within the limits of the Bill, to contract and agree with respect to supply of water, in bulk or otherwise, for any purpose whatsoever, and will enable such corporation, local boards of health, town commissioners, trustees, surveyors, and other bodies and persons, to appropriate and apply funds, and to raise additional funds, by rates or otherwise for such purposes.

(9.) To enable the Company to purchase from the mayor, aldermen, and burgesses of the borough of Doncaster (who are hereinafter called the Corporation) whether in their corporate capacity or as local boards of health, and to enable the Corporation to sell and convey to the Company all or such parts as the Bill may prescribe or as may be agreed on, of their existing waterworks, machinery, mains, and pipes, and all rights, property, powers, and easements connected with the said waterworks, the said purchase being in consideration of a gross sum or of a rent or other payment, such consideration being either defined in the Bill, or settled by arbitration, or to be agreed on between the Corporation and the Company.

(10.) The Bill will incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Acts, 1845 and 1863;" and such parts "The Railways Clauses Consolidation Act, 1845," as relates to roads, the temporary occupation of lands, and such other matters as may be deemed expedient.

(11.) Duplicate plans and sections, describing the lines, 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 West Riding of Yorkshire, at his office at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to 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 immediately adjoining such extra-parochial place, at his place of abode.

(12.) 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 14th day of November, 1871.

Baxters & Co., Doncaster,
Frederick William Fisher, } Solicitors
Doncaster, } for the
Bill.

In Parliament—Session 1872.

Southampton Street Tramways.

(Tramways from Southampton Common from Portswood and Shirley to Southampton Docks, and Floating Bridge Road; Improvement at Four Posts Hill; Powers to the Corporation of Southampton, Shirley Local Board of Health, and the Trustees of the Romsey and Southampton Turnpike Road; Incorporation of Company).

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 (hereinafter referred to as "the Company"), and to enable them to make and maintain all or some of the main line of tramways and passing places hereinafter described, with all necessary and proper rails, plates, sleepers, works and conveniences connected therewith respectively, that is to say:—

Tramway No. 1.

A main line tramway, commencing in the Avenue on the main upper turnpike road from Southampton to Winchester, at a point 60 yards north of the junction of Alma-road with the said Avenue, passing thence southward along the Avenue, past the Ordnance Survey Office, Bellevue-place, Waterloo-place, East and West Marland Parks, Anglesea-place, and Marland-place, through Above Bar-street, Bargate, and High-street, to Bridge-street, thence south-eastwardly along Bridge-street, Bernard-street, Oxford-street, and Terminus-terrace to and along Canute-road, and terminating in that road at a point opposite the south-eastern corner of the South-Western Hotel.

The said main line tramway will have subsidiary tramways, or passing places, as follows, viz.:—

- (a.) A tramway in the Avenue, commencing on the west side of the commencement of the said main line No. 1, running alongside the same, and terminating by a junction with the main line at about $1\frac{1}{2}$ chains south of that point.
- (b.) A tramway in the Avenue, commencing 142 yards and terminating 200 yards south of the milestone indicating 1 mile from Southampton.
- (c.) A tramway in front of Anglesea-place, commencing 32 yards and terminating 90 yards south of the safety crossing at the east end of Commercial-road.
- (d.) A tramway in Above Bar-street, commencing 116 yards and terminating 1 yard north of Portland-street.
- (e.) A tramway in Above Bar-street, commencing 16 yards north and terminating 56 yards south of Spa-road.
- (f.) A tramway in High-street, commencing 40 yards and terminating 104 yards south of the Bargate.
- (g.) A tramway in High-street, commencing 75 yards and terminating 2 yards north of the junction of Bridge-street and High-street.
- (h.) A tramway in Bernard-street and Oxford-street, commencing 49 yards west and terminating 32 yards south-east of Orchard-lane.
- (i.) A tramway in Terminus-terrace, commencing 46 yards and terminating 90 yards south of the eastern end of Oxford-street.

Tramway No. 2.

A main line tramway, commencing at the terminus of Tramway No. 1 in the Canute-road as

above described, and terminating at or near the junction of Floating Bridge-road with Canute-road.

The said Main Line Tramway No. 2 will have subsidiary tramways or passing places as follows, viz.:—

- (k.) A tramway in Canute-road, commencing 257 yards and terminating 213 yards south-westward of the junction of Floating Bridge-road with Canute-road.
- (l.) A tramway in Canute-road, commencing 33 yards south-west of and terminating at the junction of Floating Bridge-road with Canute-road, 8 feet south-east of the termination of Tramway No. 2.

Tramway No. 3.

A main line tramway, commencing in the lower turnpike-road from Southampton to Winchester, known as the Portswood-road, at the junction of the Highfield-lane, near the Belmont Inn, with that road, passing thence south-westward along the Portswood-road to Bevois-road, thence along Bevois-road to the Avenue, and terminating there by a junction with the Main Line Tramway No. 1, at a point 20 yards south of the junction of Bevois-road with the Avenue.

The said main line tramway will have subsidiary tramways or passing places as follows, viz.:—

- (m.) A tramway in the Portswood-road, commencing 300 yards and terminating 344 yards from the commencement of Tramway No. 3, as before described.
- (n.) A tramway in Bevois-road, near Earls-road, commencing 222 yards and terminating 266 yards west of the junction of Bevois-road with Portswood-road and Bevois-hill.

Tramway No. 4.

A main line tramway, commencing in Shirley at the junction of Park-street with High-street, passing thence south-eastwardly along High-street, Shirley-road, and Romsey-lane, Four Posts-hill, Commercial-road, and the street in front of Anglesea-place, and terminating in that street by a junction with the Main Line Tramway No. 1, 32 yards south of the safety crossing at the east end of Commercial-road.

The said main line tramway will have subsidiary tramways or passing places as follows, viz.:—

- (o.) A tramway in High-street, Shirley, commencing 8 feet on the east side of the commencement above described of the Main Line Tramway No. 4, and terminating by a junction with the said main line 33 yards south-east of the commencement.
- (p.) A tramway in Shirley-road, commencing 310 yards and terminating 266 yards north-west of the junction of Victoria-road with Shirley-road.
- (q.) A tramway in Shirley-road, commencing 15 yards and terminating 59 yards south-east of the junction of Naseby-road with Shirley-road.
- (r.) A tramway at the junction of Romsey-lane with Four Posts-hill, commencing 136 yards and terminating 92 yards west of the junction of Hill-lane with Four Posts-hill.

It is intended to authorise the Company for the purposes of Tramway No. 4 to alter the level and widen so much of the roads along which the said tramway is intended to pass as lie between a point on the Shirley-road, otherwise Romsey-lane, in the parish of Millbrook, 215 yards north-west of the junction of that road or lane with Four Posts-

hill, and a point in the Commercial-road, in the parish of All Saints, in the town and county of the town of Southampton, at or near the northern end of Mount-place, and the Bill will confer on the Mayor, Aldermen, and Burgesses of the borough of Southampton, and on the Shirley Local Board of Health, and on the Trustees of the Romsey and Southampton Turnpike-road, and on any one or more of those bodies, power to effect or to contribute towards effecting the works mentioned in this paragraph, and to apply their respective funds to such purpose, or to raise the necessary funds by borough or district rates, or by borrowing or otherwise.

Each tramway described in this notice is intended to consist of a single pair of rails of the gauge of 4 feet 8½ inches.

The Main Line Tramways Nos. 1, 2, 3, 4, will be laid along the centre of the several roads and streets through which they are intended to pass, excepting between each two points hereinbefore described as the commencement and termination of each of the several passing places, *b* to *h* inclusive, where Tramway No. 1 will from each such commencement gradually diverge to the left hand (proceeding from the commencement towards the termination of Tramway 1) of the centre line of the road or street, until in a length of 18 yards from such commencement it attains, in each case, the respective maximum distance from the centre of the street hereinafter mentioned, viz., opposite passing place, *b* and *c*, 4 feet; *d*, 8 feet; *e*, 7 feet 6 inches; *f* and *g*, 8 feet; and *h*, 7 feet 6 inches; and Tramway No. 1 will from each such point continue parallel to the centre line of the road or street to within 18 yards of the respective termination of each of the said passing places, from which last-mentioned point it will in each case gradually converge to rejoin the centre of the road at such termination.

And the subsidiary tramways, *b* to *h* inclusive, will also diverge from and rejoin the centre of the road at the same points as the Main Line Tramway No. 1, but will be laid on the right hand side of the centre of the street or road at a distance exactly corresponding in every place with that of the main line.

Tramways *i*, *h*, *m*, *n*, *p*, *q*, and *r*, will commence and terminate on the centre line of the street or road, and will gradually diverge for half a chain to the maximum distance of 8 feet from such centre on the side hereinafter specified, namely:—

| | |
|--|--|
| Tramway <i>i</i> to west, | |
| " <i>h</i> to south-east, | |
| " <i>m</i> to north-west, | |
| " <i>n</i> to north, | |
| " <i>p</i> and <i>q</i> to north-east, | |
| " <i>r</i> to south, | |

and then continue parallel to such centre to within half a chain from their respective termination, to which they will gradually converge.

Tramways *a* and *o* will respectively commence 8 feet west and north-east of the centre of the road, and after continuing each one chain parallel to the centre, will converge for half a chain to and terminate on the centre.

Tramway *l* will commence upon the centre and diverge to the south-east for half a chain till it reaches the distance of 8 feet from the centre of the road and will then continue parallel to such centre to its termination.

The distances hereinbefore stated are intended to refer to the centre of each tramway.

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: Southampton Common (extra-parochial), South Stoneham, St. Mary's, All Saints, St. Lawrence, Holy Rood, and St. Michael's, in the town and county of the town of Southampton, and Shirley and Millbrook, in the county of Southampton.

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 Bill, and among those purposes for the street improvement hereinbefore described, and to erect on lands so to be acquired offices, stables, and buildings, and other conveniences, and to dispose by way of sale, letting, or otherwise, of any lands and hereditaments acquired or erected by them.

To authorise the temporary occupation by the Company of lands and buildings for the purposes of the Bill, 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 Bill.

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 tramways, 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 prescribed in the Bill.

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 confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

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 Bill, and to vary and extinguish all existing powers, rights, and privileges which would in

any manner impede or interfere with any of such objects.

The Bill will incorporate with itself section 9 and parts 2 and 3 of "The Tramways Act, 1870," the necessary provisions of "The Lands Causes Consolidation Acts, 1845, 1860, and 1869," and "The Companies Clauses Acts, 1845, 1863, and 1869."

And notice is hereby further given, that on or before the 30th day of November, 1871, plans and sections of the said intended tramways, with a book of reference to such plans, and a copy of this notice, will be deposited for public inspection 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, at his office at Winchester; and that 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 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 this notice, will be deposited 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 parish immediately adjoining thereto, at his residence.

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 13th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster;

Ashurst, Morris, and Co., 6, Old Jewry;

Sharp, Harrison, and Picoock, Southampton;
Solicitors for the Bill.

Portsea Island Gas Light Company.

(Application to the Board of Trade for a Provisional Order; For power to raise Additional Capital; To purchase or take on lease additional Lands by Agreement, and for other purposes.)

NOTICE is hereby given, that the Portsea Island Gas Light Company intend to apply to the Board of Trade for a Provisional Order under the "Gas and Water Facilities Act, 1870," to be confirmed by Parliament in the ensuing session, to enable the Company—

- (1.) To raise additional capital by shares or stock, and by borrowing, with leave to issue such shares or stock, with or without a preference dividend, and upon such terms and conditions as may be prescribed in the said order.
- (2.) To purchase by agreement or take on lease additional lands for the general purposes of the Company, and subject to such regulations as shall be defined by the said order.
- (3.) To vary and extinguish all existing rights and privileges that would interfere with the powers aforesaid.
- (4.) To amend the "Portsea Island Gas Light Company's Act, 1821," "The Portsea Island Gas Company's Act, 1852," and "The Portsea Island Gas Act, 1861," and to incorporate in the said Order the provisions or some of the provisions of "The Companies Clauses Act, 1863," and "The Gas Works Clauses Act Amendment Act, 1871," respectively.

And notice is hereby also given, that a copy of this advertisement will, on or before the 30th

instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Southampton, at his office at Winchester, and copies will also be deposited at the office of the Board of Trade, Whitehall, London.

That on or before the 23rd day of December next printed copies of the Draft Provisional Order will be deposited with the Board of Trade, and after the said 23rd day of December next, copies may be obtained at the office of Messrs. Baxter, Rose, Norton and Co., Solicitors, No. 6, Victoria-street, Westminster, on payment of one shilling for each copy.

That all persons desirous of bringing before the Board of Trade any objection respecting this application, must send in their objections by letter, addressed to the Assistant-Secretary of the Railway Department of the said Board, on or before the 15th day of January next, and at the same time send copies thereof to the solicitors or agents of the Company, as undersigned.

That after the Board of Trade has settled the said Provisional Order, printed copies of the Order as settled, may be obtained at the before-mentioned office of Messrs. Baxter, Rose, Norton and Co., at a charge of one shilling for each copy, or such other sum as the Board of Trade may direct.

Dated this 18th day of November, 1871.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster Abbey, S.W., Parliamentary Agents.

The West-London Tramways.

(Renewal of Application for Provisional Order).

NOTICE is hereby given, that the West London Tramways Company (Limited), the promoters of a Provisional Order made by the Board of Trade under the authority of "The Tramways Act, 1870," intitled, "Order empowering the West London Tramways Company (Limited) to construct Tramways in and beyond the Western Districts of the Metropolis" (which said Order was not confirmed by Parliament in the last session thereof), intend to apply to the Board of Trade, in pursuance of the provisions of "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," for confirmation of the said Order by Act of Parliament in the next session thereof.

Dated this day of November, 1871.

Baxter, Rose, Norton, and Co., Westminster, Solicitors to the Company.

The South-Western Suburban Tramway.

(Renewal of Application for Provisional Order).

NOTICE is hereby given, that the South-Western and Suburban Tramways Company (Limited), the promoters of a Provisional Order made by the Board of Trade under the authority of "The Tramways Act, 1870," intitled, "Order authorising the construction of Tramways in the South-Western District of the Metropolis" (which said Order was not confirmed by Parliament in the last session thereof), intend to apply to the Board of Trade, in pursuance of the provisions of "The Metropolitan Tramways Provisional Orders Suspension Act, 1871," for confirmation of the said Order by Act of Parliament in the next session thereof.

Dated this day of November, 1871.

Baxter, Rose, Norton, and Co., Solicitors to the Company.

Lynmouth Pier.

(Application for Provisional Order for Powers to Erect a Pier, &c., and to Levy Tolls.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December, 1871, by Robert Lock Roe, Esquire, of Lynmouth, in the county of Devon, Lord of the Manor of Lynton, in the said county (hereinafter called "the Promoter"), to make a Provisional Order, pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for all or some of the following powers, that is to say—

To construct a Wharf, Pier or Landing Stage (No. 1), with all necessary works and conveniences connected therewith, commencing at the foot of the cliffs at or about high-water mark, at a point in the parish of Lynton, distant 600 yards or thereabouts in a north-westerly direction from the Tower, on the small ruined wharf or pier at or near the mouth of the River Lynn, extending seaward in a north-easterly direction for a distance of 240 yards or thereabouts, and there terminating at a point distant 40 yards or thereabouts outside low-water mark of spring tides.

A Wharf, Pier or Landing Stage (No. 2), with all necessary works and conveniences connected therewith, commencing by a junction with the Wharf or Pier (No. 1) aforesaid, on its eastern side, at a point distant 85 yards or thereabouts from its commencement aforesaid, extending 50 yards or thereabouts in an easterly direction, and there terminating at a point distant 80 yards or thereabouts outside high-water mark of spring tides.

An approach road to said wharves or piers aforesaid, commencing by a junction with the existing pier, at or adjoining the Tower aforesaid, at the north end of the public road leading from Lynmouth to the sea-shore, extending in a north-westerly direction along the strand or foreshore at the foot of the cliffs, and terminating by a junction with the Wharf or Pier (No. 1) aforesaid, at a point distant 44 yards or thereabouts from its commencement aforesaid.

To purchase, take on lease, or otherwise acquire, any lands and hereditaments necessary for the construction of the said work and the approaches thereto.

To deviate the said works laterally within the limits of deviation to be defined upon the plans hereinafter mentioned.

To erect upon the said pier and works refreshment and other rooms, and to demise the same for any term or terms of years, and also to demise the tolls, rates and duties to be taken under the Provisional Order for the use of the said intended pier.

To borrow on mortgage, bond, or debenture any monies which may be required for the purposes of the said Provisional Order.

To levy tolls, rates, and duties upon or in respect of the said pier and works, and to alter existing tolls, rates, or duties, 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.

The said Provisional Order will incorporate the whole or so much as may be deemed necessary or expedient of the following Acts or some of them, namely, "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment

Act, 1860 and 1869," and "The Companies Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November, 1871, proper plans and sections of the proposed piers and approaches, 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 Devon, at his office at Exeter, in the said county, at the Custom House, at Barnstaple, in the said county, and at the office 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 Draft Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, by the Solicitor and Parliamentary Agent for the Promoter, at their respective offices, as under.

Dated this 10th day of November, 1871.

Riccard and Son, Southmolton, Devon,
Solicitors.

R. M. Muggidge, 13, Little Queen-
street, Westminster, Parliamentary
Agent.

In Parliament.—Session 1872.

Witney Railway.

(Powers to extend the Term of Working Agreement with the Great Western Railway Company and the Witney Railway Company, and to enter into and confirm Working Agreements between those Companies, and between Witney Railway Company and the East Gloucestershire Railway Company; to enable the Great Western Company to Guarantee and Apply their Funds in Payment of Interest on Borrowed Capital of the Witney Railway Company, and to enable last-mentioned Company to Raise further Moneys by Borrowing; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all, or some of the purposes following, that is to say:

1. To enlarge the powers of the Witney Railway Company (hereafter called "the Company"), and of the Great Western Railway Company, with reference to the working, use, management, and maintenance of the Witney Railway by the Great Western Railway Company; to extend the authorised term during which any agreement for the above purposes may be made; and to authorise the Great Western Railway Company to enter into agreements with the Company for, and to work, use, manage, and maintain the Witney Railway, either for a long term of years or in perpetuity; 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.

2. To enable the Company, and the East Gloucestershire Railway Company, from time to time to enter into agreements for a term of years, or in perpetuity, with respect to the working, use, and maintenance of the Witney Railway, and of the East Gloucestershire Railway, or either of them, and the works connected therewith, or any part or parts thereof, and the conduct of the traffic of the said railways, or either of them, and the payments to be made, and the conditions to be performed, with respect to such working, use, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the said respective railways, and the division and appropriation of the revenue arising from that traffic; and to authorise the appoint-

ment of joint Committees for carrying into effect any such agreement, 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.

3. To enable the Company to raise further moneys by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means.

4. To authorise and empower the Great Western Railway Company to guarantee for a term of years, or in perpetuity, and to appropriate or apply their funds and revenue in and towards the payment of interest or dividends on the borrowed capital from time to time existing of the Company.

5. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

6. To repeal, vary, or amend all or some of the provisions of the following Acts, local and personal, that is to say:—22 and 23 Vict. cap. 46; 24 Vict., cap. 22; 27 and 28 Vict., cap. 101; and all other Acts relating to the Witney Railway Company; the 27 and 28 Vict., cap. 285; the 29 and 30 Vict., cap. 214; the 30 and 31 Vict., cap. 143; and all other Acts relating to the East Gloucestershire Railway Company; the 5 and 6 William IV, cap. 107; 8 and 9 Vict., cap. 184; 23 Vict., cap. 81; 26 and 27 Vict., cap. 198; 28 and 29 Vict., cap. 299; 29 and 30 Vict., cap. 307; the Great Western Railway (Various Powers) Act, 1867; the Great Western Railway Acts, 1868, 1869, and 1870, and all other Acts relating to the Great Western Railway Company.

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 13th November, 1871.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, Victoria-street, S.W., Solicitors and Parliamentary Agents.

In Parliament.—Session 1872.

Canterbury and Herne Bay Railway.
(Incorporation of Company; Construction of Railways from Canterbury to Herne Bay; Working and Traffic Arrangements with the South Eastern and London Chatham and Dover Railway Companies; Compulsory Powers to run over and use Station and Railways of South Eastern Railway Company at Canterbury, and the Station and Railways of London Chatham and Dover Railway Company at Herne Bay; Levying Tolls; Compulsory Purchase of Land; Repeal or Amendment of Acts.)

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:—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to enable the Company to make and maintain the railways hereinafter mentioned, or some, or one of them, with all necessary works, stations, approaches, and conveniences, that is to say:

2. A Railway (No. 1), commencing in the parish of Saint Dunstan, in the county of the city and borough of Canterbury, and county of Kent, at or near a point on the North Western side of the road leading in a north-easterly direc-

tion from Saint Dunstan's-street, in the city of Canterbury, called Hanover-place, which point is situate between a garden in the ownership of Francis Bundock, and the occupation of Thomas Harnett Gifford, and a garden in the ownership of John Coverlid Field, and the occupation of John Nutting, at the junction of the intermediate boundary wall thereof, with the fence on the north-western side of the said road, and measuring 1380 links, or thereabouts, along the said road from the north-eastern side of the said Saint Dunstan's-street, and passing thence into and terminating in the parish of Saint Stephen (otherwise Hackington), in the county of Kent, at or near a point in a pasture field situate on the south-western side of the Canterbury and Whitstable Branch of the South Eastern Railway, in the ownership and occupation of William de Chair Baker, and marked No. 110 on the tithe map of the last named parish, the said field abutting on the said branch railway, at from 11½ chains to 17 chains from the footpath bridge under the said branch railway, near the Canterbury Station, and the said point is situate 673 links, or thereabouts, from the north-eastern corner, and 430 links, or thereabouts, from the south eastern corner of the said field.]

A Railway (No. 2) commencing in the said parish of Saint Stephen (otherwise Hackington), by a junction with the proposed Railway (No. 1), at its hereinbefore described point of termination, and passing thence through and into the parishes or places of Sturry, Chislett, Herne, and Herne Bay, all in the county of Kent, and terminating in Herne Bay, in the parish of Herne aforesaid, at or near a point situated midway between the streets called respectively Brunswick-street and John-street, at and on the southern side of the street called High-street, and opposite to and measuring 60 links, or thereabouts, from the south wall of the stable yard at the back of the Pier Hotel.

A Railway (No. 3), commencing in the parish of Holy Cross, Westgate Without, in the county of the city and borough of Canterbury, and county of Kent, by a junction with the line of rails on the north-western side of the down platform of the South Eastern Railway Station at Canterbury, at or near a point situate 170 links, or thereabouts, from the north-eastern end of the said platform, measured in a south-westerly direction, along the said line of rails, and passing thence through and into the parish of Saint Stephen, otherwise Hackington, in the county of the city and borough of Canterbury, and county of Kent, and thence through and into and terminating in the parish of Saint Stephen (otherwise Hackington), in the county of Kent, by a junction with the proposed Railway (No. 2), at its hereinbefore described point of commencement.

A Railway (No. 4), wholly in the aforesaid parish of Saint Stephen (otherwise Hackington), commencing by a junction with the Canterbury and Whitstable Branch of the South Eastern Railway, at or near a point situate 850 links, or thereabouts, from the before-described footpath bridge, measured in a north-westerly direction along the said branch railway, and terminating by a junction with the proposed Railway (No. 2), at or near a point in a field on the north-eastern side of the said branch railway in the ownership and occupation of William de Chair Baker, the said field abutting on the said branch railway, at from about 15½ chains to about 24 chains in a north-westerly direction from the before-described footpath-bridge, and which point is situate 450 links, or thereabouts, from the south-western

corner of the said field, measured in a north-easterly direction, and 350 links, or thereabouts, from the centre of the line of rails of the said branch railway, measuring at right angles thereto in a north-easterly direction.

A Railway (No 5), wholly in the parish of Herne, in the county of Kent, commencing by a junction with the proposed Railway (No. 2), at or near a point abutting on the northern side of the public road leading eastwards from the farm called Greenhill, and which road is nearly parallel to and on the south side of the London Chatham and Dover Railway, near Herne Bay Station, and which point is situate 565 links, or thereabouts, from the junction of the said road with two others close to the said farm, and terminating by a junction with the siding of the said London Chatham and Dover Railway, situate on the southern side of the main line at the said station, at or near a point situate 180 links, or thereabouts, from the lamp post at the western end of the up platform, measuring in a westerly direction therefrom.

A Railway (No. 6) wholly in the aforesaid parish of Herne, commencing by a junction with the proposed Railway (No. 5), at or near a point situate directly opposite to the centre of the southernmost arch or opening of the nearest bridge to Herne Bay Station, over the London, Chatham, and Dover Railway, and at a distance therefrom of 1 chain or thereabouts from the western face of the said bridge, measuring in a westerly direction, and terminating by a junction with the up-line of rails of the said railway, at or near a point situate 5 chains or thereabouts from the western face of the said bridge, measuring along the said line of rails in a westerly direction.

3. To empower the 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 railway station at Canterbury, belonging to the South Eastern Railway Company, and so much and such portions of the South Eastern Railway, as is situate and lies between the said several junctions therewith of the said intended railways and such railway station; and the railway station of the London, Chatham, and Dover Railway Company at Herne Bay, and so much and such portion of the London, Chatham, and Dover Railway as is situate and lies between the said several junctions of the intended railways with the London, Chatham, and Dover Railway and the said Herne Bay Railway Station, together with the sidings, offices, buildings, approaches, water supplies, telegraphs, signals, machinery, and works connected or used with the said stations and portions of railways respectively, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed on between the Companies, or 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 South Eastern Railway Company and the London, Chatham, and Dover Railway Company to afford all requisite facilities for the above purposes, and to enable the Company to levy and receive tolls, rates, and charges, in respect of persons, animals, and things conveyed by them into and over the above-mentioned stations and portions of railways respectively.

4. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, highways, tramways, drains,

bridges, sewers, pipes, railways, navigations, rivers, streams, and watercourses, and so far as may be necessary in constructing or maintaining the said intended railways and works, to deviate from the lines of railway to any extent within the limits of deviation, to be shown on the deposited plans; to raise capital by way of shares and by loan; 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 confer and exercise and to vary and extinguish other rights and privileges.

5. To enable the Company, on the one hand, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or either of them, 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 and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working and 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 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 matters aforesaid.

6. 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 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," and it will amend and enlarge for the foregoing purposes the powers and provisions of the following Acts, or some of them, that is to say—6 William IV., cap. 75; 26 and 27 Victoria, cap. 115; 27 and 28 Victoria, caps. 98, 99, 192, and 311; 28 and 29 Victoria, caps. 227, 235, and 318; 30 and 31 Victoria, cap. 8; 31 and 32 Victoria, caps. 123 and 172; 33 and 34 Victoria, cap. 147; and all other Acts relating to the South Eastern Railway Company; 20 and 21 Victoria, cap. 152; 22 and 23 Victoria, cap. 116; 24 and 25 Victoria, caps. 234, 239, and 241; 25 and 26 Victoria, cap. 197; 27 and 28 Victoria, cap. 93; 34 and 35 Victoria, cap. 185, and all other Acts relating to the Kent Coast Railway Company; 16 and 17 Victoria, cap. 132; 18 and 19 Victoria, cap. 187; 24 and 25 Victoria, cap. 234; 30 and 31 Victoria, cap. 209; 32 and 33 Victoria, cap. 116, and all other Acts relating to the London, Chatham, and Dover Railway Company; and the 3rd and 4th William IV., cap. 105.

7. Duplicate plans and sections describing the lines, 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; 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 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; with the Clerk of the Peace of the county of the city of Canterbury, at his office at Canterbury; and on or before the same day a copy of the said plans, sections, and books of reference, and a copy of this notice will be deposited with the parish clerk of each parish in or through which the proposed works are to be made, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish.

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 11th November, 1871.

Sankey, Son, and Flint, Canterbury, Solicitors for the Bill.

Mariott, Jordan, and Cooper, 3, Westminster Chambers, Victoria-street, S.W., Parliamentary Agents.

In Parliament.—Session 1872.

Aberystwyth Improvement and Water, &c.

(Powers to construct additional Waterworks; Purchase of Gas Works; Purchase or Lease of Slaughter-houses; Compulsory Purchase of Lands, Springs, and Easements; Purchase or Lease of Lands for Markets, &c.; to Establish Markets; to supply Water and Gas; Levy Rates, &c.; Extension of District; Power to Corporation to Sell or Lease Lands and Slaughter-houses, and to appropriate Purchase-money; to restrain the Levying of Turnpike Tolls and Highway Rates within Extended District; Powers to Commissioners to make Bye Laws; to Borrow 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 next session for leave to bring in a Bill and to pass an Act (hereinafter called the intended Act) to effect the objects and purposes, and to confer the powers and privileges following, or some of them, that is to say:—

1.—To empower the Commissioners acting under the Aberystwyth Improvement Act, 1835 (hereinafter called the Commissioners, who are also acting as the Local Board for the district of Aberystwyth, hereinafter called the Local Board), and the Local Board, or one of them, to exercise the powers and carry into effect the objects and purposes amongst others hereinafter stated, or some of them (that is to say):—

2.—To construct, lay down, and maintain all, or some of the following works in the county of Cardigan.

Work (No. 1).—An underground receiving reservoir, well, or shaft, 10 yards long, and 5 yards wide, or thereabouts, respectively, and pumping station, with pumping engine, and suitable works and conveniences, to be situated in the parish of Llanbadarn-fawr and the town, borough, and liberties of Aberystwyth, or one of them, upon lands known as Plascrug, and commencing at a point 2 chains or thereabouts north-west of the old stone bridge carrying Plascrug footpath over the old mill leet, now partly occupied by buildings and sheds belonging to William Thomas Rowland Powell, Esquire, and his trustees, or one of them, and in the occupation of David Jones.

Work (No. 2).—An aqueduct or line of pipes,

commencing at a spring or well known as Ffynnon-y-gors well, belonging to William Thomas Rowland Powell, Esquire, and his trustees, or one of them, in the occupation of the Commissioners, situate in the township of Issayndre, in the parish of Llanbadarn-fawr, and passing thence through the said township of Issayndre and the said town, borough, and liberties of Aberystwyth, and terminating in the said parish of Llanbadarn-fawr and the said town, borough, and liberties of Aberystwyth, or one of them, at or on the east side of the said Work No. 1.

Work (No. 3).—An aqueduct or line of pipes, commencing at a spring or well called or known as Ffynnon Simon well, belonging to William Thomas Rowland Powell, Esquire, and his trustees, or one of them, and situate on or near an occupation road leading from the Cambrian Railway to the village of Llanbadarn-fawr, on lands adjoining such road, in the occupation of Evan Killin and Thomas Jenkins, or one of them, in the township of Issayndre, in the parish of Llanbadarn-fawr, and passing thence through the said township of Issayndre and the said parish of Llanbadarn-fawr, and the said town, borough, and liberties of Aberystwyth, or one of them, and terminating in the said parish of Llanbadarn-fawr, and the said town, borough, and liberties of Aberystwyth, or one of them, at or on the east side of the said Work No. 1.

Work (No. 4).—An aqueduct or line of pipes, commencing at a spring or well called or known as Ffynnon Cae Francis, belonging to William Thomas Rowland Powell, Esquire, and his trustees, or one of them, and in the occupation of the Commissioners and Robert Roberts, or one of them, situate in the said township of Issayndre and parish of Llanbadarn-fawr, and passing thence through the said township of Issayndre and the said parish of Llanbadarn-fawr, and the said town, borough, and liberties of Aberystwyth, or one of them, and terminating by a junction with the Work No. 3, at a point situate 20 chains or thereabouts eastward of the Work No. 1.

Work (No. 5).—A reservoir, 100 yards long, and 44 yards wide, or thereabouts, respectively, situate wholly in the township of Vainor Issa, in the said parish of Llanbadarn-fawr, in or near Craiglais, otherwise Cwmgais dingle, and commencing $4\frac{1}{2}$ chains or thereabouts eastward of the existing reservoir of the Commissioners, and upon lands belonging to Alexander Richardes, Esquire, and the Reverend James Hughes, clerk, and in the several occupations of William Jenkins, and the said James Hughes, and John Barton Balcombe, or one of them.

Work (No. 6).—An aqueduct or line of pipes, commencing in the said parish of Llanbadarn-fawr, and the town, borough, and liberties of Aberystwyth, or one of them, at and on the west side of the Work No. 1, and passing thence through the said parish of Llanbadarn-fawr, and the said town, borough, and liberties of Aberystwyth, and the township of Vainor Issa, and the said parish of Llanbadarn-fawr, or some or one of them, and terminating in the said township of Vainor Issa, in the said parish of Llanbadarn-fawr, at the south-west side of the Work No. 5.

Work (No. 7) an aqueduct or line of pipes, situate wholly in the said township of Vainor Issa, commencing at and on the south-west side of the Work No. 5, and terminating by a junction with the existing main service pipe of the Commissioners on the road leading from Aberystwyth to Bryn-y-môr, at the junction of such road with the road leading to the existing reservoir.

3.—To deviate in the construction of the several before-mentioned works laterally and vertically

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 suitable and convenient sluices, embankments, cuttings, tunnels, excavations, shafts, wells, gauge weirs, waste weirs, overfalls, bridges, aqueducts, junctions, pumping stations, buildings, filtering beds, steam engines, pipes, drains, roads, approaches, and other works and conveniences in connection with the before-mentioned works, or any of them, or for the purpose of diverting, intercepting, conducting, raising, cleansing, storing up, purifying, and distributing the waters intended to be taken, stored, distributed, and used.

4.—To purchase and take compulsorily or otherwise, and to intercept, collect, impound, appropriate, and use the waters of the several wells, springs, streams, or brooks known as Ffynnon-y-gors well or spring, Ffynnon Cae Francis well or spring, and Ffynnon Simon well or spring hereinbefore severally mentioned, and all other streams and springs of water flowing directly or derivatively into any of the above-named wells, springs, streams, or brooks, or which may be found in, upon, or under any of the lands for the time being, belonging to the Commissioners and the local board, or either of them, or which may be intercepted or taken by the intended works.

5.—To supply with water in bulk or otherwise for domestic, trading, manufacturing, sanitary, and other purposes, by agreement or otherwise, all persons and corporations within the limits to be stated in the intended Act, and as well within as beyond the extended district hereinafter referred to.

6.—To make provision for preventing the waste, illegal use, abstraction, misuse, and wrongful use of the waters supplied, and for preventing the fouling and pollution of the waters of the Commissioners and the local board, or either of them, or which they may be authorised to take or appropriate.

7.—To enable the Commissioners and the local board, or either of them, to purchase and hold, and the Aberystwyth Gas and Coke Company or Association (hereinafter called "the Company") to sell and transfer to the Commissioners and the local board, or either of them, upon such terms as may be agreed on, or as may be determined by the intended Act, the undertaking, 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 local board, or either of them, and the Company, all necessary powers for the purposes aforesaid, and for winding up the affairs of, and dissolving the Company, and to enable the Commissioners and the local board, or either of them, to maintain, renew, enlarge, and improve the said gas works and premises, which gas works, buildings, and premises are situate upon lands leased to the Company or their trustees, and belonging to Sir Pryse Pryse, Bart., and the Mayor and burgesses of Aberystwyth, or one of them, situate in the town, borough, and liberties of Aberystwyth, and the parish of Llanbadarn-fawr, or one of them, and bounded on the north by houses and premises fronting to Mill-lane, on the south by the public open sewer, on the east by the road leading from Lewis-terrace to the new slaughterhouse, and on the west by the Tannery and premises belonging to Richard James.

8.—To authorise the Commissioners and the local board, or one of them, to manufacture and store gas upon the last-mentioned lands, and to supply gas for public and private lighting, and

to sell and supply meters and fittings, and to convert, manufacture, store, and sell all or any products evolved in the manufacture of gas within or beyond the limits of the extended district, or any part thereof, as defined in the intended Act, and to have, hold, use, enjoy and exercise all other powers, rights, authorities, and privileges usually conferred upon Commissioners or local boards with respect to the manufacture, distribution, or supply of gas, and the residuary products thereof, or which may be useful or convenient for those purposes.

9.—To levy, collect, and recover rates, rents, charges, and remunerations, as well for, or incidental to the supply of gas and water, or either of them, and for the other purposes and objects of the intended Act within the extended district, or within the limits to be stated in the intended Act, and to confer exemptions from the payment thereof.

10.—To lay down and maintain within the extended district, or within the limits to be defined in the intended Act, main pipes, culverts, and other works and conveniences necessary or suitable for the distribution and supply of water or gas in, under, over, and across, and to break up, alter, divert, alter the levels, or stop up either temporarily or permanently roads, highways, footpaths, streets, public places, bridges, railways, sewers, drains, streams, brooks, and watercourses in the parish, townships, town, borough, and liberties, and places herein mentioned, or some of them.

11.—To vary or extinguish all existing rights and privileges connected with any lands, works, buildings, springs, streams, or waters to be purchased, taken, used, or interfered with under any of the powers, or for any of the purposes and objects of the intended Act, or which might in any way prevent or interfere with the carrying into effect of any of such purposes and objects, and to confer other rights and privileges.

12.—To authorise and empower the Mayor and burgesses of the borough of Aberystwyth (hereinafter called the Corporation) to sell, transfer, or lease, and to authorise the Commissioners and the Local Board, or either of them, to purchase by agreement or to take on lease any lands within the district situate in the parish of Llanbadarn-fawr and the town, borough, and liberties of Aberystwyth, or one of them, and to provide, construct, maintain, and regulate upon such lands, and to establish and hold markets for the sale and display of provisions of every kind, fruit, corn, grain, seeds, commodities, merchandize, property, and all other things, and to provide suitable market buildings, erections, weighing machines, and conveniences, and to execute all needful works for the sewerage and drainage thereof respectively, and to provide all necessary and convenient roads and approaches thereto.

13.—To levy, collect, and take tolls, rents, rates, stallages, and other dues and charges in respect thereof, and to confer, vary, or extinguish exemptions from the payment thereof, and to have, use, exercise, and enjoy all such other powers, rights and privileges within the extended district as are usually or may be conveniently conferred by Parliament upon the holders of markets, including power to make and alter bye-laws for the regulation and use thereof, and of the persons using or frequenting the same respectively, and the provisions, fruit, corn, grain, seeds, commodities, merchandize, property, matters and things to be brought to or exhibited at the markets.

14.—To prevent the holding of any unauthorised or abolished market, and the hawking, &c.

play, or sale of any provisions, commodities, merchandize, or things in the streets or public places, or elsewhere, than in the authorised market place, or the dwelling place or shop of the owner, and to impose such penalties and other restrictions in that behalf as will be defined in the Bill.

15.—To enable the Corporation and all other persons (if any) interested therein to sell, transfer, or lease, and to empower the Commissioners and the Local Board, or either of them, to purchase and take by agreement, and to lease, hold, maintain, regulate, and use the slaughter-houses, knackers' yards, and the buildings and appurtenances connected or used therewith, situate at Morfa Mawr, in the parish of Llanbadarn-fawr, and the town, borough, and liberties of Aberystwyth, or one of them, and all the property, powers, rights, and privileges of the Corporation, and all other persons, if any, therein; and to authorise the Commissioners and the Local Board, or either of them, from time to time to add to, enlarge, alter, and improve such slaughter-houses, knackers' yards, and other buildings, and to levy, collect, and take tolls, rents, and other dues and charges in respect thereof, and to have, use, exercise, and enjoy all such other powers, rights, and provisions within the extended district as are usually or may conveniently be conferred by Parliament upon the holders of slaughter-houses and knackers' yards, including powers to make bye-laws for the regulation and use thereof, and of the persons using or frequenting the same, and the animals brought thereto or being thereon, and to restrict, if need be, the use of such slaughter-houses and knackers' yards.

16.—To empower the Commissioners and the Local Board, or either of them, to regulate, prohibit, or restrict the use of any private slaughter-houses and knackers' yards, now existing, or hereafter established within the extended district, and to restrict the slaughter of animals elsewhere than in the public slaughter-houses and knackers' yards of the Commissioners, and to levy and impose penalties in respect thereof.

17.—To empower the Commissioners and the Local Board, or either of them, to let on lease or otherwise all or any markets and market places, stands, stalls, shops, weighing machines, slaughter-houses, and knackers' yards for the time being belonging to them, and the tolls, rents, stallages, and other duties, charges, and profits arising therefrom.

18.—To declare that all moneys to be paid to the Corporation in respect of the purchase or lease under the intended Act of the aforesaid land for markets, and of the slaughter-houses and knackers' yards and appurtenances, shall be paid into and form part of the borough fund of the borough of Aberystwyth, and be applied as part thereof.

19.—To extend the present limits or district of the Commissioners and of the Local Board, or either of them, as such district is at present defined and limited by the said Act of 5 and 6 William IV, cap. 46, or any other Act or Provisional Order, and which present limits are in this notice called "the District," by adding thereto and incorporating therewith the whole of those parts (if any) of the Parliamentary borough of Aberystwyth, in the county of Cardigan, which are not now within the district, and to make the boundaries or limits of such Parliamentary borough as they now exist and are described in and defined by schedule O to the Public General Act, 2nd William IV, cap. 64, the boundaries or

limits of the extended district (in this notice called "the extended district"), and to make the whole area included within those boundaries, or limits, the extended district of the Commissioners and the Local Board, or either of them, and to extend to, confer on, and vest in the Commissioners and the Local Board, or either of them, with respect to the whole of such area, all the powers and authorities conferred upon them with respect to the district by the said Act of 5 and 6 William IV, cap. 46, and by the Public Health Act, 1848, the Local Government Act, 1858, the Local Government Act (1858) Amendment Act, 1861, or any other Act or Acts.

20.—To grant to the owners, lessees, and occupiers of property in the area to be added to the district exemptions from payment of highway and other rates, and to restrain the Highway Board Trustees of turnpike roads, vestries, and other bodies or authorities within such area, from collecting any toll or levying any rate within such area, and to compel the removal of all toll-gates within such area, and to alter, repeal, and extinguish the right to take toll and levy rates and charges within such area, and to repeal, alter, and amend some of the powers and provisions of the Act 7 and 8 Vict., cap. 91, intitled, "An Act to Consolidate and Amend the Laws relating to Turnpike Trusts in South Wales, and any other Acts relating to turnpike roads."

21.—To make all other provisions and regulations, and to confer all other powers and authorities necessary or expedient for effecting the proposed extension of the district.

22.—To enable the Commissioners and the Local Board, or either of them, to construct new sewers and drains, with reservoirs, sluices, engines, and works for cleansing the sewers and drains, and to make further provision with respect to the acquisition and the use and occupation of lands, whether within or without the extended district, for purposes connected with the sewerage of the extended district, or with the utilization of the sewage thereof.

23.—To make effectual provision for the paving, improving, and maintaining of the streets within the extended district, and to vest in the Commissioners and the Local Board, or either of them, all existing and future roads, streets, footpaths, courts, ways, and public places, and the materials thereof, and to enable the Commissioners and the Local Board, or either of them, to stop up, divert, or otherwise alter streets and roads; to provide that all existing and future roads, streets, footpaths, courts, ways, and public places, whether dedicated to the public or not, or whether highways or not, shall be sewered, drained, levelled, paved, flagged, channelled, metalled, or otherwise made good; and to provide for the laying out, making or forming of footpaths, walks, rides, and drives, as well beyond as within the extended district, by agreement with the owners, lessees, and occupiers of the lands through which the same may be made, or adjoining thereto, and to provide seats and other conveniences, and to defray the expenses and costs to be incurred in respect thereof out of the rates and funds of the Commissioners and the Local Board, or either of them, and to charge such expense and costs upon property within the extended district, and upon owners, lessees, and occupiers, or any of them, respectively, and to provide for the more easy recovery thereof.

24.—To regulate the laying out of streets within the extended district, and to prescribe the level of any such street, and the line, length, and width thereof, and the lines of frontage, and the heights and elevations of houses or buildings in

such streets, or abutting thereon, or near thereto.

25.—To empower the Commissioners and the Local Board, or either of them, to purchase and take compulsorily and by agreement, and to hold and use lands, houses, and buildings in the several parishes, townships, town, borough, liberties, and places aforesaid, for all or any of the works, purposes, and objects of the intended Act; or for the better performance and exercise of any duty or power imposed or conferred on or vested in the Commissioners and the Local Board, or either of them, under the intended Act, and easements, rights, and privileges, in, through, over, and upon any such lands and buildings.

26.—To vary or extinguish all existing rights and privileges connected with any lands, houses, or buildings to be purchased or taken for any of the purposes and objects of the intended Act, and all other rights and privileges which would in any manner impede or interfere with such purposes and objects, or any of them, and to confer other rights and privileges.

27.—To enable the Commissioners and the Local Board, or either of them, to exercise all or any of the powers, rights, and authorities under the intended Act, as well beyond as within the extended district, in the manner, to the extent, and for the purposes to be specified in the intended Act.

28.—To enable the Commissioners and the Local Board, or either of them, for all or any of the purposes of the intended Act, to levy and take any rates they are now authorised to levy, and to levy new and other district, improvement, lighting, water, sewer, general, or other rates, assessments, and charges upon the owners, lessees, and occupiers, or any of them, respectively, of houses, lands, tenements, and hereditaments, within the extended district, and to compel payment of such rates and assessments, and to continue, alter, and vary rates and assessments which they are now authorised to take, and to continue, confer, vary, or extinguish exemptions from the payment of rates and assessments.

29.—To empower the Commissioners and the Local Board, or either of them, to apply to all or any of the purposes authorised by the intended Act any funds, revenue, rates, or moneys from whatsoever sources derived under their or either of their power or control, or which they may acquire or have power, or be empowered to levy and raise by rates or otherwise.

30.—To empower the Commissioners and the Local Board, or either of them, to borrow and raise additional funds for all or any of the purposes authorised by the intended Act, or any other Act applicable to them, on the credit of the lands, hereditaments, works, and property of the Commissioners and of the Local Board, or either of them, and of the district, improvement, lighting, water, sewer, general, and other rates, rents, assessments, and revenue to be levied, raised, taken, or received under the intended Act, or under the existing powers of the Commissioners and the Local Board, or either of them, or of any or either or any part or parts of those lands, works, properties, rates, tolls, rents, and charges, and to increase the present borrowing powers of the Commissioners and of the Local Board, or either of them, and to provide for the payment and discharge of the mortgage and other debts and liabilities of the Commissioners or of the Local Board existing at the passing of the intended Act, with interest and costs, and for extending the time for the repayment of all or

any of such debts and liabilities, and to make provision for the payment of the expenses incurred and to be incurred in the application to Parliament for the intended Act, and incident and preparatory thereto.

31.—To alter, vary, rescind, and make void, either wholly or partially, all past resolutions of the Commissioners, adopting the whole or any parts of the Public Health Act, 1848, the Local Government Act, 1858, the Local Government Act (1858) Amendment Act, 1861, or any Act amending or altering those Acts, or any of them, or otherwise to discontinue the operation thereof, or of parts thereof, within the extended district; and to alter, amend, enlarge, or repeal the local and personal Act 5 and 6 William IV., cap. 46, or any part thereof, and to grant other and further powers instead thereof; and to alter, amend, or repeal all or some of the provisions of the local and personal Acts following; or some of them, that is to say,—24 and 25 Vict., cap. 181, and any other Acts relating to the Aberystwyth and Welsh Coast Railway Company, and the 28 and 29 Vict., cap. 291, and any other Acts relating to the Cambrian Railway Company.

32. The Bill will incorporate with itself the necessary provisions of the "Public Health Act, 1848," the "Local Government Act, 1858," the "Local Government Act (1858) Amendment Act, 1861," and all other Acts extending or amending those Acts, "The Act 5 and 6 William IV., cap. 46," the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," the "Waterworks Clauses Acts, 1847 and 1863," the "Markets and Fairs Clauses Act, 1847," the "Gas Works Clauses Acts, 1847 and 1871," the "Commissioners Clauses Act, 1847," the "Towns Improvement Clauses Act, 1847," or some of them; and also such parts of the "Railways Clauses Consolidation Act, 1845," relating to roads, and the temporary occupation of lands, and to other matters as may be found expedient.

And notice is hereby also given, that a plan and section in duplicate, describing the situation, lines, and levels of the intended reservoirs, 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 intended Act, 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 county of Cardigan, at his office at Aberystwyth, and that a copy of the said plan, section, and book of reference will be deposited with the parish clerk of the said parish of Llanbadarn-fawr, at his residence, and that another copy of the said plan, section, and book of reference will be deposited with the parish clerk of Saint Michael's district parish Church, in the said town, borough, and liberties of Aberystwyth, 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, as published in the London Gazette, and that printed copies of the intended Act will, on or before the 21st day December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1871.

W. H. Thomas, Aberystwyth, Solicitor for the Bill.

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

In Parliament.—Session 1872.

Bideford, Westward Ho! and Northam Railway and Dock.

(Incorporation of Company; Construction of Railways from Bideford to Northam, Dock at Appledore, and Channel to the River Torridge; Acquisition of Northam Pier; Transfer of Powers of Pier Company; Traffic Arrangements with the London and South Western Railway Company; Compulsory Powers to use present and proposed Bideford Railway Stations of that Company, and run over portions of that Company's Railway; Levying Tolls, Rates, and Duties for Railway, Docks, and Pier; Compulsory Purchase of Land; Repeal or Amendment of Acts.)

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:—

1. To incorporate a Company (hereinafter referred to as "The Company"), and to enable the Company to make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing in the parish of Westleigh, in the county of Devon, by a junction with the Bideford Extension of the London and South-Western Railway at a point 64 chains or thereabouts distant from the east corner of the Departure Platform of the Bideford Railway Station, measured along the line of railway in a northerly direction, and passing through and into the parishes or places of Bideford, Westleigh, Appledore, Westward Ho! East Appledore, West Appledore, Northam Ridge, and Northam, or some of them, all in the county of Devon; and terminating in the said parish or township of Northam, in a pasture-field owned by the Northam Burrows Hotel and Villas Company, Limited, the south-eastern angle of which field abuts on the place where the Nelson-road joins the Youngaton-road, at a point about 64 yards north-west of and distant from such south-eastern angle.

2. To enable the Company to construct and maintain on and adjacent to the River Torridge, and at or near Appledore aforesaid, and in the said township and parish of Northam, a dock or basin, with all necessary wharves, lay-byes, buildings, approaches, sluices, gates, embankments, works, and apparatus at or near a place called Boat Hyde, and upon pasture land and an embankment, the property of William Yeo, Esq., and upon a portion of the bed of the River Torridge, all in the said parish or township of Northam, which pasture land and embankment are bounded on the south partly by the road leading to Boat Hyde, and partly by a plot of ground at Boat Hyde owned by James Rooker and Mark Shephard, on the east by the bed of the River Torridge, and on the north and west by fields owned by the said William Yeo, and to divert the waters of the said River Torridge into such dock or basin, and to construct and maintain an entrance or channel to such dock or basin, wholly situate in the said parish and township of Northam, commencing at a point 270 yards north of the northern boundary of the said plot of ground at Boat Hyde, and 11 yards west of the centre line of the embankment on the west side of the said River Torridge, and extending from such point in an easterly direction 54 yards into and terminating in the bed of the said river; and to divert the waters of the said River Torridge into such entrance or channel.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or per-

manently, roads, highways, tramways, drains, bridges, sewers, pipes, railways, navigations, rivers, streams, and watercourses, and so far as may be necessary in constructing or maintaining the said intended railway, dock, or basin channel, and works, to deviate from the lines of railway, or of the dock or basin and channel to any extent, within the limits of deviation to be shown on the deposited plans; to raise capital by way of shares, and by loan; to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway, dock or basin, channel, and works; to levy tolls, rates, dues, duties, and charges in respect thereof, and to confer and exercise and to vary and extinguish other rights and privileges.

4. To enable the Company on the one hand, and the London and South Western 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 railway, dock or basin, channel, and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railway, dock or basin, and channel, 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 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.

5. To empower the Company and all other Companies and persons lawfully using the intended railway 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 existing railway station at Bideford of the London and South Western Railway Company, and also their proposed station at Bideford on the Torrington Extension Railway, and so much and such portions of the Bideford Extension Railway and of the Torrington Extension Railway as lies between the said point of junction of the intended railway with the said Bideford Extension Railway, and a point 100 chains distant therefrom, and measured along the said Bideford Extension Railway in a southerly direction, together with the sidings, offices, buildings, approaches, water supplies, telegraphs, signals, machinery, and works connected and used with the said stations and portions of railways respectively, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed on between the said Companies, or 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 London and South Western Railway Company to afford all requisite facilities for the above purposes, and to enable the Company to levy and receive tolls, rates, and charges in respect of persons, animals, and things conveyed by them into and over the before mentioned stations and portion of railways respectively.

6. To enable the Company to purchase and acquire by agreement the undertaking of the Northam Pier Company, Limited (hereinafter

called the Limited Company), and to raise moneys for that purpose, and to enable the Limited Company to sell and transfer their under taking to the Company, and to vest in the Company the pier, lands, houses, buildings, approaches, rights, powers, obligations, privileges, and authorities now vested in or affecting the Limited Company, and to dissolve the Limited Company, and to confer on the Company and on the Limited Company, or either of them, all necessary powers for winding up the affairs of the Limited Company, and for extinguishing the share capital and incidental to the dissolution of the Limited Company, and to enable the Company to maintain the Northam Pier and works, and to levy tolls, rates, and duties in respect thereof, and to exercise all the powers in respect thereof now vested in the Limited Company.

7. 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 Acts, 1863 and 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, or in part repeal, for the foregoing purposes, the powers and provisions of the following Acts, or some of them, that is to say, local and personal, 9 Vic., cap. 107; 10 and 11 Vic., cap. 273; 17 Vic., cap. 140; 18 and 19 Vic., cap. 188; 23 and 24 Vic., caps. 103 and 185; 28 Vic., cap. 104; 28 and 29 Vic., cap. 304; and all other Acts relating to the London and South Western Railway Company, also the public Act, 28 and 29 Vic., cap. 58, and the Act local and personal 34 and 35 Vic., cap. 58, relating to the Northam Pier.

8. Duplicate plans and sections describing the lines, situation, and levels of the proposed railway, dock, basin, channel, and 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; also an Ordnance 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 Devon, at his office at Exeter; and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice will be deposited with the parish clerk of each parish, in or through which the proposed works are to be made; and in the case of an extra-parochial place, with the parish clerk of some adjoining parish.

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, 1871.

Mark Shephard, 27, College-
street, College-hill, E.C., } Solicitors
Booker & Bazeley, Bideford, } for
the Bill.

Marriott, Jordan, & Cooper, 3, Westminster-
chambers, Victoria-street, S.W., Par-
liamentary Agents.

In Parliament—Session 1872.

Southend and Maldon Railway.

(Incorporation of Company; Construction of Railways from Southend to Maldon and Langford; Powers of Working and making Traffic Arrangements with Great Eastern, London, Tilbury, and Southend and their Lessees, North London, and London and North Western Railway Companies; Powers to use Southend Station and portions of London, Tilbury, and Southend Railway, and the Langford and Maldon Stations, and portion of the Maldon Branch of the Great Eastern Railway; Compulsory facilities for the above purposes; Compulsory purchase of Lands; Levying Tolls; Repeal or Amendment of Acts.)

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:—

1. To incorporate a Company (hereinafter referred to as "the Company,") and to enable the Company to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all necessary works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

Railway No. 1, commencing by a junction with the London, Tilbury, and Southend Railway, at a point on the line of said railway 14 chains 75 links distant from the 41st mile post on that railway, measured along the line of railway in an easterly direction, and situate in the hamlet of Milton, otherwise Middleton, in the parish of Prittlewell, in the county of Essex, and passing into or through the parishes, townships, or places following, or some of them (that is to say): Southend, Milton, otherwise Middleton, Prittlewell, Sutton, Eastwood, Rochford, Little Stambbridge, Ashingdon, Canewdon, South Fambridge, Crouch River, North Fambridge, Stow Maries, otherwise Stow Saint Mary, Cold Norton, Purleigh, Latchingdon, Snoreham, Mundon, Hazeleigh, Maldon Borough, Saint Mary Maldon, Saint Peter Maldon, and All Saint's Maldon, all in the county of Essex, and terminating in the said parish of Saint Peter's Maldon, on the south-eastern side of the highway called the Spital Road, abutting on a field or allotment garden owned by Mary Wedd, and occupied by John Gower, at a point 59 links eastward of the south-eastern angle of the house owned by Mrs. Macdonagh, and occupied by Miss Hance.

Railway No. 2, commencing at the point of termination of Railway No. 1, and passing into or through the parishes, townships, or places following or some of them (that is to say):—Maldon Borough, Saint Mary's Maldon, Saint Peter Maldon, All Saints Maldon, Beeleigh, Blackwater River, Heybridge and Langford, all in the county of Essex, and terminating in the said parish of Langford by a junction with the Maldon Branch of the Great Eastern Railway, at a point on the line of such branch distant 1 chain 18 links measured in a southerly direction from the south-east corner of the south end of the platform of the Langford Station of the Great Eastern Railway.

2. To empower the Company and all other Companies and persons lawfully using the in-

tended railways or any part thereof to run into, 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 railway station at Southend, and so much and such portion of the London Tilbury and Southend Railway as lies between the 41st mile post on such railway and the east end of the said Southend Railway Station, which railway station and portion of railway is situate in Southend, Milton, otherwise Middleton and Prittlewell aforesaid, or one of them, and also the railway stations at Langford and Maldon, and so much and such portion of the Maldon Branch of the Great Eastern Railway as lies between a point 300 yards north-west of the point of junction of the said intended railway No. 2 with the said Maldon Branch, and the south-east end of the said railway station at Maldon, together with the sidings, offices, buildings, approaches, water supplies, telegraphs, signals, machinery, and works connected and used with the said stations and portions of railways respectively, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed on between the Companies, or 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 Great Eastern Railway Company and the London Tilbury and Southend Railway Company and their lessees to afford all requisite facilities for the above purposes, and to enable the Company to levy and receive tolls, rates, and charges in respect of persons, animals, and things conveyed by them into and over the before-mentioned stations and portions of railways respectively.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, highways, tramways, drains, bridges, sewers, pipes, railways, navigations, rivers, streams, and watercourses, and, so far as may be necessary, in constructing or maintaining the said intended railways and works, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to raise capital by way of shares and by loan; 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 alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties, and to confer and exercise and to vary and extinguish other rights and privileges.

4. To enable the Company on the one hand, and the Great Eastern Railway Company, the London Tilbury and Southend Railway Company, and their lessees, the London and North Western Railway Company, and the North London Railway Company, or any or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies or persons, 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.

5. 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 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;" and it will amend and enlarge for the foregoing purposes the powers and provisions of the following Acts, or some of them (that is to say): Local and personal Acts 6 and 7 William IV, cap. 106; 9 and 10 Vic., cap. 52; 25 and 26 Vic., cap. 223; 28 Vic., cap. 100; and all other Acts relating to the Great Eastern Railway Company; the 6 and 7 William IV, cap. 123; 18 and 19 Vic., cap. 90; 28 Vic., cap. 100; and all other Acts relating to the London and Blackwall Railway Company; 15 Vic., cap. 84; 19 Vic., cap. 15; 19 and 20 Vic., cap. 76; 25 Vic., cap. 8; and 25 and 26 Vic., cap. 69; and all other Acts relating to the London Tilbury and Southend Railway Company, 28 and 29 Vic., cap. 121; 29 and 30 Vic., cap. 280, and all other Acts relating to the Metropolis Sewage and Essex Reclamation Company; the 9th and 10th Vic., cap. 306; 17 Vic., cap. 97; 23 Vic., cap. 14, and all other Acts relating to the North London Railway Company; 28 and 29 Vic., cap. 344; 29 and 30 Vic. cap. 340, and all other Acts relating to the South Essex Railway Company; the 9th and 10th Vic., cap. 204; 8 and 9 Vic., cap. 198; 28 Vic., cap. 100, and all other Acts relating to the London and North Western Railway Company.

6. Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and 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, also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice 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 Essex, at his office at Chelmsford; 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 proposed railways and works are intended to be made; and a copy of this notice will be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish.

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, 1871.

Digby and Son, Maldon, } Solicitors for
Gregson and Son, Rochford, } the Bill.

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

In Parliament—Session 1872.

Birstal Local Board.

(Purchase of Gas Works and Confirmation of Agreement.—Transfer to the Local Board of powers of Birstal Gas Company.—Dissolution of Company.—Power to Local Board to maintain Gas Works and to construct additional Works.—Purchase of land by agreement for Gas Works purposes.—To manufacture and supply Gas, &c., for public and private consumption.—To break up streets, &c.—Compulsory purchase of Lands and construction of Works for Sewage purposes.—Utilization of Sewage, &c.—Compulsory purchase of lands for and erection of Slaughter Houses, regulations of Slaughter Houses and restrictions as to Slaughtering.—To provide and regulate Town Hall Public Offices and other buildings, Baths and Wash-houses, &c.—Power to make New Roads.—Compulsory Purchase of Lands for New Roads.—To sell lease and let Lands and Buildings.—Powers to Trustees of Leeds and Ealand (otherwise Elland) Turnpike Road to contribute towards expense of New Road, and to borrow money for that purpose, and to authorise arrangements between the Local Board and such Trustees.—To establish and regulate Markets.—Provisions as to Bye-laws, &c.—To levy and alter rates, tolls, and charges.—To repeal Sect. 76 of the Public Health Act, 1848.—Provisions in lieu thereof.—To separate the District of Birstal from the Township of Gomersal for Poor Law purposes and to make such last-mentioned Township into two separate and distinct Townships for Poor Law purposes.—Regulations respecting the Formation and Construction of Streets, Erection of Buildings, &c.—Provisions as to Bye-laws, Penalties, &c.—Appointment of Committees.—Purchase and Lease of Lands by agreement.—Power to borrow Moneys.—Extension of time for Repayment of Moneys borrowed.—Incorporation; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Local Board for the district of Birstal in the West Riding of the county of York (which Local Board is hereinafter called "the Local Board" and which district is hereinafter called "the District") for leave to bring in a Bill for all or some of the following among other purposes, that is to say,

1. To authorise and empower the Local Board to purchase by agreement the undertaking of the Birstal Gas Light Company (hereinafter called the Company) including all or any part of the Gas Works, lands, estate mains, pipes, plant apparatus and other works and property (all of which are hereinafter included in the term "undertaking") now belonging to or held by the Company or which the Company are authorised to purchase, hold, construct, or use, or which may be vested in or held by the Company under or by virtue of the Birstal Gas Act, 1865, or any other Act of Parliament or otherwise.

2. To authorise and empower the Company to sell and transfer to the Local Board the said undertaking, rights, powers, privileges or authorities now belonging to, vested in, or exercised and enjoyed by the Company, or which the Company are entitled to have, exercise, or enjoy, and to prescribe the mode of settling by arbitration or otherwise the purchase money or compensation where not already settled, and to vest the said undertaking in the Local Board, and to enable the Local Board to hold, exercise, use, and enjoy, all or any of the rights, powers, privileges, and authorities which now are or at any time may be

vested in, held, used, and enjoyed by the Company, or which are incident to their undertaking, and on completion of the purchase to provide for the dissolution and winding-up of the Company, and for the distribution of their assets.

3. To authorise agreements between the Local Board and the Company for such purchase, and to confirm any agreement or agreements already made, or which previously to the passing of the intended Act may be made touching such purchase, or any of the objects of the intended Act relating to the said undertaking or incident to such objects, and the Bill will contain all necessary and suitable provisions and powers for or incident to the carrying out of such agreements, the payment of the purchase-money and otherwise for giving effect to such agreements.

4. To enable the Local Board from time to time to maintain, improve, alter, extend, and renew the gas works, buildings, mains, pipes, and apparatus to be purchased as aforesaid, or any part thereof, and at such works to manufacture and store gas, and the several matters and things producible from residual products arising or resulting from the manufacture of gas and to sell the same, and generally to carry on all such business operations and works which are usually carried on by Local Boards or Companies who manufacture and supply gas for public and private lighting:

5. To authorise the Local Board to purchase by agreement for gas works and gas purposes, and to hold the piece of land, buildings, and hereditaments next hereinafter described (that is to say): All that piece of land with the four cottages or dwelling-houses, workshops, and buildings now being thereon, and the vacant land, garden, hereditaments, and premises thereto belonging and situate at or near to Smithies, in the township and parish of Batley, in the West Riding of the county of York, belonging to Mr. Rueben Wade, bounded on or towards the north by the Birstal branch of the London and North Western Railway, on or towards the south by the Gomersal and Dewsbury turnpike-road, and on or towards the east and west respectively by land buildings and gas works belonging to and in the occupation of the Birstal Gas Light Company, and to authorise the Local Board on such land, hereditaments, and premises, or any part thereof, to erect and maintain gas works, gasometers, retorts, machinery, apparatus, buildings, approaches, works, and conveniences, and to manufacture and store gas and the several matters producible from residual products arising or resulting from the manufacture of gas.

6. To authorise the Local Board to supply gas for lighting the public and other streets, thoroughfares, passages, places, and buildings in the district, and in other places to which the powers of the Company extend and within the limits to be defined in the Bill, and to sell and supply gas to the owners and occupiers of property in the district and the said places and limits, 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, with or without previous notice, roads, highways, footpaths, bridges, railways, tramways, sewers, drains, streams, brooks, and watercourses, and to remove and alter telegraph wires within the said district and the aforesaid other places and limits, and to lay down, place, and maintain therein mains, pipes, lamps, pillars, and posts, and to manufacture, purchase, or hire, and to supply, sell, and let gas meters, fittings

and gas apparatus, and to hold and acquire patent and other rights or licenses, to use patent rights in relation to the manufacture and distribution of gas, and the utilisation of the residual products.

7. To enable the Local Board to purchase and acquire by agreement any Gas Works in addition to the undertaking of the Company, now, or at any time hereafter existing within the gas limits to be defined in the said Bill, and any gas plant, mains, pipes, and distributing apparatus, and to use, maintain, enlarge, or discontinue, sell, remove, and dispose of the same for any of the purposes of the said Bill.

8. To define the limits within which the Local Board may sell and supply gas.

9. To empower the Local Board to purchase, and take by compulsion or agreement, and to vary, or extinguish all rights and privileges in the lands next hereinafter described, and to use and employ such lands, and to construct and maintain thereon such works and conveniences as may be considered necessary or useful for sewage, and sewage utilisation purposes, and for the purposes of dealing with, receiving, collecting, storing, defecating, disinfecting, deodorising, distributing, utilising, and applying to purposes of agriculture, irrigation, or fertilisation, or other like purposes, and in such manner as they may deem fit, the whole for 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 Local Board, and to use and employ such sewage on and to cultivate such land, which land so to be taken by compulsion, is situate at or near to the Ridings in the township of Gomersal, in the parish of Birstal aforesaid, and belongs to Joshua Appleyard, John Fisher, and Richard Aked, or some or one of them, as trustees under the will and codicils of John Appleyard deceased, and is now in the occupation of George Bywater, William Crossley, and Alfred West, or one of them, and is bounded on or towards the north-east and east by other property of the said Joshua Appleyard, John Fisher, and Richard Aked, or some or one of them as such trustees as aforesaid, and by the old road leading from Birstal to Huddersfield, south-east, south and south-west by other land; and property belonging to the said Joshua Appleyard, John Fisher, and Richard Aked, or some or one of them as such trustees as aforesaid, and on or towards the north-west by the new road, leading from Birstal to Huddersfield, and it is intended to erect, maintain, and use on the last mentioned land, or some part thereof, slaughter houses and knacker's yards, with all suitable buildings, approaches, and conveniences connected therewith.

10. To enable the Local Board to make, construct, and maintain all necessary and proper sewers, drains, channels, and junctions with sewers, and all necessary sluices, cuts, pipes, filtering, or disinfecting beds, machinery, waste gates, gauges, regulating basins, reservoirs, approaches, and conveniences connected with the before mentioned sewage works, slaughter houses, and knacker's yards, in the district in the said township of Gomersal, and parish of Birstal aforesaid.

11. The Bill will contain all necessary provisions and powers with reference to the manufacture, sale, supply, and disposal of sewage, and sewage matter for irrigation and other purposes, and will impose penalties for using sewage without agreement with the Local Board.

12. To empower the Local Board to regulate slaughter houses and knacker's yards, and to

license or regulate, prohibit, or restrict the use of any private slaughter houses and knacker's yards now existing, or hereafter to be established, and to make regulations as to animals therein, and to restrict the slaughter of animals elsewhere than in public or licensed slaughter houses and knacker's yards.

13. To empower the local board to let on lease or otherwise all or any knacker's yards and slaughter-houses for the time being belonging to them, and the tolls, rents, and other duties and profits arising therefrom.

14. To enable the Local Board to purchase and hold by agreement or to take or lease lands situate in the district in the township of Gomersal and the parish of Birstal aforesaid, and to erect and maintain thereon a town hall and such other buildings, offices, and conveniences as they may deem requisite or proper, and also to erect and maintain thereon public baths and wash-houses, and public bathing places, buildings, and conveniences, and to make all necessary approaches thereto respectively, and to enable the Local Board from time to time to sell or let on lease or otherwise appropriate, use, or dispose of such of the said land and buildings as may not be required or may not be immediately required for any of the purposes aforesaid, and to make provision for the maintenance, management, appropriation, and use of all or any such land or buildings as may be acquired or erected by them.

15. To empower the Local Board to purchase or establish and to erect, maintain, and regulate public baths and washhouses and public bathing places and public drying grounds for the use and accommodation of the inhabitants of the district and others.

16. To empower the Local Board to make and maintain a new road or street to be situate wholly in the township of Gomersal, in the parish of Birstal, in the county of York, and in the district commencing at or near the junction of Low-lane, Chapel-lane, and Smithies-lane, and terminating by a junction with the Leeds and Ealand (otherwise Elland) turnpike road, at or near the Black Bull Inn, known as the Further Black Bull Inn.

17. To authorise the Local Board to make junctions and communications with any existing roads or streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended road or street, and to alter the line or levels of any existing roads, streets, footpaths, or ways, public or private, and to stop up, divert, alter, and appropriate all or any part of the roads, streets, footpaths, passages, and places in the line of the said intended road or street, and also any roads, streets, footpaths, passages, ways, and places, sewers, drains, and pipes within the limits of lateral deviation to be described on the plans hereinafter mentioned, and to deviate from the lines and levels of the intended road or street, and to construct all such sewers, drains, and works as may be necessary or incident to the said intended road or street and works.

18. To purchase, by compulsion and agreement, all such lands, houses, and other property as may be required for the purposes of or in connection with the intended road or street and works and as will be included within the limits of deviation to be described on the said plans.

19. To sell, lease, or appropriate for building or other purposes, any lands to be acquired under the intended Act, and not required for the purposes thereof, and to do and execute all such works, and exercise all such powers as may be incidental or necessary to any of the objects of the Bill.

20. To enable the trustees of the Leeds and Ealand (otherwise Elland) turnpike road to contribute and subscribe towards the cost and expense of making any intended street or road out of any funds in their hands or under their control, or to raise for that purpose any sums by borrowing or otherwise, as may be provided by the said Bill, and to enable the Local Board and such trustees to make and enter into and carry out arrangements respecting any such contribution or subscription, and to give all necessary powers and authorities for these purposes.

21. To purchase or lease and hold lands within the said township of Gomersal and parish of Birstal, for and to provide, construct, maintain, and regulate upon such lands, and to establish and hold markets for the sale and display of provisions of every kind, fruit, corn, grain, seeds, commodities, merchandize, property, and all other things, and to provide suitable market buildings, erections, weighing machines, and conveniences, and to execute all needful works for the paving, sewerage, and drainage thereof respectively, and to provide all necessary and convenient roads and approaches thereto.

22. To prevent the holding of any unauthorised or abolished market, and the hawking, display, or sale of any provisions, commodities, merchandise, or things in the streets or public places, or elsewhere than in the authorised market-place, or the dwelling-place or shop of the owner, and to impose such penalties and other restrictions in that behalf as will be defined in the Bill.

23. To levy, collect, and take tolls, rents, rates, stallages, and other dues and charges in respect thereof, and to confer, vary, or extinguish exemptions from the payment thereof, and to have, use, exercise, and enjoy all such other powers, rights, and privileges within the district as are usually or may be conveniently conferred by Parliament upon the holders of markets, including power to make and alter bye-laws for the regulation and use thereof, and of the persons using or frequenting the same respectively, and the provisions, fruit, corn, grain, seeds, commodities, merchandise, property, matters and things to be brought to or exhibited at the markets.

24. To repeal, alter, vary, or amend the 76th section of the Public Health Act, 1848, and any other provisions of that or any other Act relating to a compulsory purchase or supply of water from or by the Local Board at a fixed rate or rent, and to extend the powers of the Local Board with reference to a compulsory purchase or supply of water to any house at a rate or rent not exceeding 4*d.* per week, or such rate or rent, as may be provided by the said Bill, and to make all necessary provisions for the recovery in a summary manner of such rate or rent, and of other rates or rents, as well from the landlord, owner, or lessee of such, and other houses to be specified in the Bill, as from the tenants or occupiers thereof, with all necessary costs and expenses incurred by the Local Board in furnishing such supply, or doing any needful works and things incidental to such supply or otherwise.

25. To divide the township of Gomersal, in the parish of Birstal aforesaid, for all poor law purposes into two separate and distinct townships, and to create and constitute the district one of such or a separate and distinct township, to be called the township of Birstal, and to constitute the remaining portion of the said township of Gomersal the other of such or a separate and distinct township to be called the township of Gomersal, and to make such two new, separate, and distinct townships part of the Dews-

bury Poor Law Union or of the Dewsbury Board of Guardians, and to enable the ratepayers of and owners of property in the intended township of Birstal to elect two guardians as a part of the said Dewsbury Union Board of Guardians, and to enable the ratepayers of and owners of property in the intended township of Gomersal to elect other two guardians; and to enable the inhabitants of the intended township of Birstal to elect two overseers of the poor and two churchwardens for the said township, and its own assistant-overseer, collector, and other proper officers. And to enable the said overseers and churchwardens (with the assistant-overseer) to make, assess, levy, and recover rates and assessments on all property in the said intended township of Birstal now liable to be rated to the poor, and to authorise and provide for the carrying of such objects and purposes into effect and to confer on the said intended township of Birstal, and its guardians, overseers, and other officers all requisite powers, rights, privileges, and authorities necessary for or conducive to the attainment of such objects and purposes, or any of them.

26. To authorise the Local Board to frame, and in manner to be provided by the Bill, enforce a code of building regulations for the district and to enable the Local Board to regulate the laying out of new streets in the district, and the widths, levels, and directions thereof, the height and structure of new buildings in the district, the securing of space about buildings and the ventilation thereof, the regulation of the drainage of buildings and providing conveniences, the closing of unhealthy dwellings, the giving of notices and deposit of plans for any of such works, the inspection of such works and the enforcement of penalties for breach of any such regulations.

27. To repeal, alter, or amend, or to empower the Local Board to repeal, alter, or amend any existing bye-laws, rules, and regulations, and to empower the Local Board to make and alter bye-laws, rules, and regulations for or applicable to all or any of the purposes and objects of the Bill and otherwise, and to impose or authorise the imposition of penalties for breach or non-observance of such bye-laws, rules, and regulations, and to provide for the recovery and application of such penalties.

28. To attach penalties to all acts and things done, omitted, or suffered in contravention of the provisions of the said Bill.

29. To authorise and empower the Local Board from time to time to appoint a Committee or Committees consisting of such five or more members of the Local Board, as the Local Board may from time to time think fit, for the purpose of carrying into effect any of the purposes or objects of the said Bill, or for exercising any of the powers, rights, privileges, and authorities which may be exercised by the Local Board, and to delegate and confer on such committee or committees, such rights, powers, duties, privileges, and authorities, as may be necessary in that behalf, and to confer on such committee or committees under the restrictions to be defined in the Bill the right to sign or execute any document or proceeding and to use the common seal of the Local Board.

30. To authorise the Local Board to levy gas works purchase rates, and other rates, rents, or charges for the purchase and maintenance of the said gas works and undertaking and for the lighting of the streets and other public and private thoroughfares, passages, places, and buildings within the district and places afore-

said, and for the gas to be supplied to the inhabitants and occupiers of property in the district, and such other places and limits as aforesaid, and for meter hire, hire of fittings and other things, and from time to time to alter such rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

31. To vary, alter, increase, or reduce any rates, rents, charges, duties, stallages, or other payments now or hereafter authorised to be levied by the Local Board, and to authorise the Local Board 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, vary, and extinguish other exemptions, rights and privileges.

32. To authorise the Local Board to raise money for all or any of the purposes of the intended Act, or any other Act, or order under which they may be acting for the time being by mortgage or otherwise of the works, lands, and property possessed by them, or to be acquired under the intended Act, or any Act or Acts of Parliament under which they are now, or may hereafter be acting, and of their rates and assessments of every kind, market tolls, stallages gas rents, revenues, rates, and charges, slaughter house tolls, and charges, baths and washhouses charges, sewage receipts, and revenues of every kind, levied, raised, or taken under the said Bill, or any other Act or Order, or any, or either of those lands, works, property, funds, rates, tolls, charges, and revenues, and to make the special provisions to be defined in the said Bill with regard to the time and mode of repaying of the said borrowed moneys, and to extend the time allowed for the repayment of all or any moneys already borrowed or authorised to be borrowed by the Local Board, and for that purpose to defer or postpone the commencement of the formation of the sinking fund, and the time for repayment of the moneys so already borrowed, and to authorise, alter, amend, and enlarge the powers and duties of the Local Board with respect to the borrowing and repayment of moneys, and to make provisions for and to relieve the Local Board from the consequences of any neglect or default (if any) committed by them in the repayment of moneys already borrowed by them for the purpose of water supply, lighting, or otherwise, and so far as may be necessary for any of the purposes aforesaid to repeal, revoke, annul, alter, or amend any order or sanction, or orders or sanctions, of the Secretary of State relating to the borrowing of moneys by the Local Board, and to apply to all or any of the purposes of the said Bill all or any part or parts of the funds or revenues of the Local Board for the time being, and the payment or repayment thereof of any costs and expenses incurred or to be incurred by the Local Board with respect to any Parliamentary proceeding brought, commenced, or instituted by them, or authorised or sanctioned by resolution passed at any public meeting of the ratepayers of the district.

33. To vary and extinguish all existing rights and privileges connected with any lands, houses, and buildings to be purchased or taken for any of the purposes of the Bill, and all other rights and privileges which would in any manner impede or interfere with such purposes and objects or any of them, and to confer other rights and privileges, and to confer on the Local Board all rights, powers, and privileges necessary and

convenient for or conducive to the carrying out effectually all or any of the objects of the said Bill or incidental thereto.

34. The intended Act will incorporate with itself, or extend and make applicable to its purposes, or may repeal, alter, amend, and vary all or some of the existing powers, indemnities, and authorities of the Local Board, and all or some of the provisions of the following general Acts or some of them, that is to say, 43 Eliz. c. 2, 4th and 5th William 4th, cap. 76, and any other Acts relating to the relief of the poor, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Towns Improvement Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," the Public Acts 9 and 10 Vic. cap. 74, and 10 and 11 Vic. cap. 61, "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Sewage Utilisation Act, 1865," the Sanitary Acts 1866 and 1863, and "The Sewage Utilisation Act, 1867," and all other Acts amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively, and the intended Act will also include, alter, amend, extend, or repeal all or some of the provisions of the Leeds and Ealand-road Act, 1861, and any other Acts relating to the last-mentioned road, and the Birstal Gas Act, 1865.

35. Duplicate plans and sections describing the situation lines and levels of the intended road, and the lands, houses, and other property, which will or may be taken compulsorily 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, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November, 1871, with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, and on or before the same day a copy of the said plan, section, and book of reference and Gazette notice will be deposited with the parish clerk of the parish of Birstal at his residence.

35. 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, 1871.

Dated this 8th day of November, 1871.

John Smith, Birstal, near Leeds, Solicitor for the Bill.

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

Caledonian and North British Railway Companies. (Amalgamation of Caledonian and North British, or of Caledonian, North British, and Glasgow and South-Western Railway Companies; Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to amalgamate, or to authorise and provide for the amalgamation from and after such period, and upon such terms and conditions as may have been or may be agreed on, or as may be fixed by the said intended Act of the Caledonian Railway Company and the North British Railway Company (hereinafter called, "The Two Companies") and of their respective undertakings, and to effect such amalgamation by the dissolution of the two Companies and the incorporation of a new Company

(hereinafter called "The Company"), under such name as may be fixed by the said intended Act, and the vesting in the Company of the undertakings, lands, buildings, property, powers, rights, privileges, liabilities, and obligations of the two Companies (whether with respect to their own respective undertakings or to the undertakings of any other companies, and whether with reference to the management, maintenance, working, or use of such undertakings, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, subscribing to, or holding shares in or debts affecting other railways, stations, works, canals, ferries, or roads, or the providing of plant, or otherwise), subject to the provisions of the said intended Act; and for the vesting in the Company of the undertaking or undertakings of any other company or companies which may be amalgamated with or otherwise acquired by either of the two Companies, and for the exercise and enjoyment by the Company of all or any powers, rights, or privileges, which may be conferred upon either of the two Companies, separately or jointly with any other company or companies, by any other Act or Acts to be passed in the next session of Parliament.

Or (if it should be so desired by the Glasgow and South-Western Railway Company, and agreed to by the two Companies) to amalgamate, or to authorise and provide for the amalgamation, from and after such period, and upon such terms and conditions as may be agreed on, or as may be fixed by the said intended Act of the Caledonian Railway Company, the North British Railway Company, and the Glasgow and South-Western Railway Company (hereinafter called "The Three Companies") and of their respective undertakings, and to effect such amalgamation by the dissolution of the three Companies, and the incorporation, under such name as may be fixed by the said intended Act, of a new Company, which if, and as so constituted and incorporated, is included in the expression "The Company," as hereinafter used, and by the vesting in the Company of the undertakings, lands, buildings, property, powers, rights, privileges, liabilities, and obligations of the three Companies (whether with respect to their own respective undertakings or to the undertakings of any other companies or otherwise, as aforesaid) subject to the provisions of the said intended Act; and for the vesting in the Company of the undertaking or undertakings of any other company or companies which may be amalgamated with, or otherwise acquired by, any of the three Companies, and for the exercise and enjoyment by the Company of all or any powers, rights, or privileges which may be conferred upon any of the three Companies separately or jointly with any other company or companies, by any other Act or Acts to be passed in the next session of Parliament.

And it is proposed by the said intended Act to provide that the tolls, rates, and charges, and other revenue and income of the Company, after deduction of all expenses and charges incurred in relation to the working, management, and maintenance of the undertaking of the Company, including the undertakings of other companies held in lease or worked by them, and such annual and other burdens and charges as have been or may be agreed on between the two Companies or the three Companies, as the case may be, or as may be provided by the said intended Act to be paid out of the gross receipts, shall, in such proportions as have been or may be agreed on between the

Companies to be amalgamated, as aforesaid, or as may be fixed by the said intended Act, be allocated in two or in three separate portions, as the case may be, for division among the holders of the shares and stock in the Company, representing the shares and stock in the respective Companies to be amalgamated as aforesaid, subject as respects each such portion to the payment, according to their respective priorities, of the rents, annuities, and other guaranteed or preferable payments to other companies, and of the interest on mortgages, bonds, funded debt, and debenture stock, and of the dividends on guaranteed and preference shares and stock, including dividends to shareholders in separate undertakings, payable by the Companies to be amalgamated as aforesaid, respectively.

And it is proposed by the said intended Act to provide for the payment and liquidation of the debts and obligations of the respective Companies amalgamated, and otherwise to provide for and regulate the settlement of all matters relating to, or affecting the separate rights, property, and obligations of the Companies to be amalgamated as aforesaid, or of the holders of shares and stock therein respectively.

And it is proposed by the said intended Act to regulate, fix, and determine the amount of the capital stock and other share capital of the Company, the number and nominal value of the shares and stock, or respective classes of shares and stock therein; the right and scale of voting of the holders of such shares and stock, and the number and qualification of the directors of the Company; and to alter, regulate, and determine the rights, privileges, preferences, and priorities of the several classes of holders of shares and stock of the Companies who may be amalgamated as aforesaid, to and in the capital stock and other share capital of the Company; and also to regulate and fix the amount of mortgage, bond, and funded debt and debenture stock of the Company, and to alter, regulate, and determine the rights, privileges, preferences, and priorities of the holders of mortgage, bond, and funded debt and debenture stock of the Companies to be amalgamated as aforesaid, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the Company; and to authorise the Company to raise money by the creation of guaranteed, preference, ordinary, or debenture shares or stock, and by mortgage, cash, credit, or otherwise.

And it is proposed by the said intended Act, so far as may be necessary or expedient, to alter the tolls, rates, and charges now leviable by the Companies to be amalgamated as aforesaid respectively, and to enable the Company to levy such existing or altered or new tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or any of them, and also to provide for and regulate the interchange of traffic between the railways of the Company, and the railways of any other company or companies.

And it is proposed by the said intended Act to confirm, and to require the Company to carry out any arrangements which may have been or may be made by the directors of the respective Companies to be amalgamated as aforesaid, with respect to the retirement of any of their respective officers, and the payment of gross or annual retiring allowances to such officers; or with respect to the retention of such officers in the service of the Company, and the terms and conditions of such service.

And it is proposed by the said intended Act to authorise the Companies to be amalgamated as aforesaid, to enter into agreements for effecting, or otherwise with respect to the said proposed

amalgamation, and to confirm all or any agreements which may have been entered into prior to the passing of the said intended Act, and to vary or extinguish all rights and privileges which could or might in any way prevent or obstruct the carrying into complete effect the objects and purposes of the said intended Act, and to confer all powers, rights, and privileges necessary or convenient for effecting the said objects and purposes, or in relation thereto.

And it is also proposed by the said intended Act to alter, amend, or cancel all powers, rights, privileges, preferences, and advantages conferred in or constituted by any Acts, or any agreements or arrangements between any or either of the Companies to be amalgamated as aforesaid, on the one hand, and any companies whose undertakings form part of the respective undertakings of the Companies to be amalgamated as aforesaid, or are held in lease or worked by those Companies respectively, or any other companies, bodies, or persons, on the other hand, containing any enactment, covenant, or undertaking opposed to or inconsistent with the proposed amalgamation, or any of the provisions connected therewith, or which it may be convenient or necessary to alter, amend, or cancel for any of the purposes thereof.

And it is proposed by the said intended Act to alter and amend or to repeal the provisions, or some of them, of all or some of the several local and personal Acts following, that is to say: "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company and other companies whose undertakings are vested in, amalgamated with, or held in lease, or worked, or used by the Caledonian Railway Company, passed in the sessions of Parliament held respectively in the 10th, the 30th, the 53rd, the 55th, and the 59th years of King George the Third; the 7th, the 7th and 8th, the 10th, and the 11th years of King George the Fourth; the 11th year of King George the Fourth and 1st year of King William the Fourth; the 1st and 2nd, the 4th, the 5th and 6th, and the 6th and 7th years of King William the Fourth; the 7th year of King William the Fourth and 1st year of Her present Majesty; the 1st and 2nd, the 2nd and 3rd, the 3rd, the 3rd and 4th, the 4th, the 4th and 5th, the 5th, the 5th and 6th, the 6th and 7th, the 7th and 8th, the 8th, the 8th and 9th, the 9th, 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 15th, the 15th and 16th, the 16th and 17th, the 17th and 18th, the 18th, the 18th and 19th, the 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 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 Her present Majesty. As also "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts relating to the North British Railway Company, and other companies whose undertakings are vested in, amalgamated with, or held in lease or worked or used by the North British Railway Company, passed in the sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of King George the Fourth; the 11th year of King George the Fourth and 1st year of King William the Fourth; the 1st, the 3rd and 4th, the 5th, the 5th and 6th, the 6th

and 7th, and the 7th years of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 8th and 9th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, 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, the 33rd and 34th, and the 34th and 35th years of Her present Majesty; as also "The Glasgow and South Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South Western Railway Company, and other companies whose undertakings are vested in, amalgamated with, or held in lease, or worked, or used by the Glasgow and South Western Railway Company, passed in the sessions of Parliament held respectively in the 19th and 20th, 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, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of Her present Majesty; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned companies, bodies, or persons, or their undertakings or works, or any other company, body, or person, who, or whose property or interests, may be affected by any of the powers or provisions of the said intended Act.

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

Dated the 15th day of November, 1871.

James Kerr, Glasgow.

Adam Johnstone, Edinburgh.

Grahames and Wardlaw, Westminster.

Sherwood, Grubbe, Pritt, and Cameron, Westminster.

Carlisle Citadel Station.

(Construction by the London and North-Western and Caledonian Railway Companies, or the Citadel Station Committee, of New Lines of Railway and connecting Lines, and of a Street and other Works in and near the Citadel Station at Carlisle; Acquisition of Lands for purposes thereof, and for Station purposes; Enlargement of Citadel Station; Shutting up, Discontinuance, Alteration, and Appropriation of certain existing Roads, Streets, Lanes, Courts, Passages, Bridges, and portions of Railway; Relinquishment of certain authorised portions of North British Railway; Transference of certain of proposed Lines to North-Eastern, and Maryport and Carlisle Railway Companies respectively; Alteration of Rights and Interests of the several Companies and Committee above-named, and of the Midland, North British, Glasgow and South-Western, and Lancaster and Carlisle Railway Companies, in the several Passenger and Goods Stations at Carlisle, and Lines, Works, and Accommodation connected therewith; Provisions for Payment of Cost of proposed Works, or part thereof, or of interest thereon, or other consideration in respect thereof, by the several

Companies above-named respectively; Arrangements and Agreements between those Companies and the said Committee, or some of them; Additional Capital; Powers to levy Tolls, Rates, and Charges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the purposes following, or some of them (that is to say):—

To empower the London and North-Western Railway Company and the Caledonian Railway Company (hereinafter called "the two Companies"), or the Citadel Station Committee (hereinafter called "the Committee"), to make and maintain the several Railways and other works hereinafter described, or some of them, or some portions thereof, and all proper works and conveniences in connection therewith respectively (that is to say):—

(1.) A Railway, hereinafter called Railway No. 1, commencing by a junction with the main line of the Lancaster and Carlisle Railway at or near the signal house at Upperby Junction, near Carlisle, and terminating in the Citadel Station at Carlisle, at a point on the existing main line of railway passing through that station, opposite, or nearly opposite, to the book-stall on the platform of the said station.

(2.) A Railway, hereinafter called Railway No. 2, commencing by a junction with the main line of the Caledonian Railway, near the southern end of the bridge, by which that railway is carried over the River Caldew, and terminating at the point hereinbefore described as the termination of Railway No. 1.

(3.) A Railway, hereinafter called Railway No. 3, commencing by a junction with the main line of the Caledonian Railway, at the point hereinbefore described as the commencement of Railway No. 2, and terminating at a point about 175 yards, measuring in a south-easterly direction along the line of the Port-Carlisle Canal Branch of the North-Eastern Railway, from the centre of the bridge by which that branch is carried over the River Caldew.

(4.) A Railway, hereinafter called Railway No. 4, commencing by a junction with the said Port-Carlisle Canal Branch at a point about 130 yards, measuring in a westerly direction along that branch from the centre of the bridge by which the London Road is carried over the said branch, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(5.) A Railway, hereinafter called Railway No. 5, commencing by a junction with the main line of the Lancaster and Carlisle Railway, at the point hereinbefore described as the commencement of Railway No. 1, and terminating by a junction with Railway No. 4, at a point about 35 yards southward from St. Nicholas Level Crossing, being the place where the Lancaster and Carlisle Railway crosses the said Port-Carlisle Canal Branch on the level.

(6.) A Railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 4 at a point about 17 yards, measuring in a southerly direction along St. Nicholas-road or street, from the centre of the bridge, by which that road or street is carried over the said Port-Carlisle Canal Branch, and terminating by a junction with Railway No. 1, at or near the southern side of the bridge by which the Lancaster and Carlisle Railway is carried over Crown-street in Carlisle.

(7.) A Railway, hereinafter called Railway No. 7, commencing by a junction with Railway

No. 1 at a point about 20 yards to the southward of the centre of the bridge by which St. Nicholas-road or street is carried over the Lancaster and Carlisle Railway, and terminating at or near the southern end of the local goods shed of the London and North-Western Railway Company, near Crown-street in Carlisle.

(8.) A Railway, hereinafter called Railway No. 8, commencing by a junction with the Maryport and Carlisle Railway at a point about 120 yards, measuring in a southerly direction along that railway, from the mile-post thereon indicating a distance of 27 miles from Maryport, and terminating by a junction with Railway No. 1 at the point hereinbefore described as the termination of Railway No. 6.

(9.) A Railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8 at a point about 50 yards north-westward from the place hereinbefore described as St. Nicholas Level Crossing, and terminating at or near the south-eastern corner of the goods shed of the Maryport and Carlisle Railway Company, near Crown-street in Carlisle.

(10.) A Railway, hereinafter called Railway No. 10, commencing by a junction with the Maryport and Carlisle Railway, at the point hereinbefore described as the commencement of Railway No. 8, and terminating by a junction with Railway No. 4 at a point about 50 yards westward from the western end of the Maryport and Carlisle Railway Company's engine shed at Carlisle.

(11.) A Railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10 at a point about 105 yards, measuring in a north-easterly direction along the Maryport and Carlisle Railway, from the post thereon indicating a distance of $27\frac{1}{2}$ miles from Maryport, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(12.) A Railway, hereinafter called Railway No. 12, commencing by a junction with the said Port-Carlisle Canal Branch, at or near the eastern side of the bridge, by which the said Port-Carlisle Canal Branch is carried over Denton-street, in Carlisle, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(13.) A Street, commencing by a junction with Mill-street, in Carlisle, at a point about 55 yards, measuring in a north-easterly direction along Mill-street, from the chimney in the centre of that street at its junction with James-street, in Carlisle, and terminating by a junction with Water-street, in Carlisle, at the point where that street is joined by Robert-street, in Carlisle.

As also to empower the two Companies, or the Committee, to acquire, compulsorily or otherwise, lands, houses, streets, and other property, for the purposes of the several railways, street, and other works hereinbefore mentioned; and also to acquire, compulsorily or otherwise, for station purposes, lands, houses, streets, and other property, in the city of Carlisle, within the limits herein-after described, viz.:— Within an imaginary line commencing near the western end of the street called English Dam Side, and proceeding along that street to Borough-street, thence along Borough-street and Court Square Brow to Court Square, thence along Collier-lane, to a point about 30 feet northward from the northern side of Crown-street, thence in a direction parallel with that street to the street called Botchergate, thence in a southerly direction along that street for a distance of about 70 feet, thence in a direction parallel to and about 30 feet southward from the southern side of Crown-street to Lancaster-street, thence along Lancaster-street to or near to its junction with King-street, thence in a

westerly direction, and at or nearly at right angles to Lancaster-street, to a point about 250 feet distant from that street, thence to the junction of Robert-street with Crown-street, thence along Robert-street to its junction with Water-street, thence to a point in Mill-street, about 180 feet, measuring in a north-easterly direction along that street, from the chimney in the centre of that street at its junction with James-street, thence to a point near the north-eastern corner of the Caledonian Railway Company's goods shed on the western side of their main line, and thence to the point above described, near the western end of English Dam Side.

To empower the two Companies, or the Committee, to widen the railway bridge, called Borough-street Bridge, at or near the north-western extremity of the passenger shed of the said Citadel Station, and the railway bridge, called Crown-street Bridge, near the southern extremity of the said passenger shed, and thereby to cover over further portions of Borough-street, Mill-street, and Water-street, or some of them, and of Crown-street.

To empower the two Companies, or the Committee, to shut up and appropriate all streets, lanes, courts, passages, and thoroughfares lying between Mill-street on the north, Crown-street on the south, the portion of the imaginary line hereinbefore mentioned, extending from the junction of Robert-street with Crown-street to the point in Mill-street hereinbefore described, as about 180 feet from the chimney in that street on the west, and the goods or relief lines on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861, on the east; as also to shut up and appropriate that part of Collier-lane which extends from its junction with Court-square to a point about 200 feet, measuring along that lane, from the said junction.

To empower the two Companies, or the Committee, to shut up and discontinue the following portions of railway, and to appropriate the same and the sites thereof, viz. :—

(1.) That portion of the main line of the Lancaster and Carlisle Railway which extends from the point hereinbefore described as the commencement of Railway No. 1, to the termination of the said main line in the said Citadel Station.

(2.) That portion of the main line of the Caledonian Railway which extends from the point hereinbefore described as the commencement of Railway No. 2, to the termination of the said main line in the said Citadel Station.

(3.) The Goods or Relief Lines, on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861.

(4.) That portion of the Port Carlisle Canal Branch of the North-Eastern Railway which extends from the commencement of Railway No. 4, to the commencement of Railway No. 12.

(5.) The connecting branch railway leading from the Port-Carlisle Canal branch of the North-Eastern Railway to the Lancaster and Carlisle Railway, near the place hereinbefore described as St. Nicholas Level Crossing.

(6.) That portion of the existing railway belonging to, or used by, the Maryport and Carlisle Railway Company, which extends from the point hereinbefore described as the commencement of Railway No. 8, to the point of junction of the said existing railway with the Lancaster and Carlisle Railway, near the southern end of the said Citadel Station.

(7.) That portion of the existing railway belonging to, or used by, the Maryport and Carlisle Railway Company, which extends from near the

point hereinbefore described as the commencement of Railway No. 11, to the point of junction of the said existing railway with the Port-Carlisle Canal Branch of the North-Eastern Railway, near the place hereinbefore described as St. Nicholas Level Crossing.

To require the North British Railway Company to relinquish the formation of the following railways (that is to say) :—The railways authorised by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. 17, and Railway No. 111.; the railways authorised by "The North British Railway (Financial Arrangements) Act, 1867," and therein called Railway No. 1 and Railway No. 2, so far as not already required to be abandoned by "The North British Railway (General Powers) Act, 1868;" and the railway authorised by the last-mentioned Act, and therein called Railway (C); and to release the North British Railway Company from any obligation to construct the said several railways above described as to be relinquished; and to repeal all provisions of Acts so far as relating to the railways so to be relinquished.

Which several railways, street, and other works to be made as aforesaid, and the lands, houses, streets, and other property which may be acquired for the purposes thereof, and for station purposes, and the streets, roads, lanes, courts, passages, thoroughfares, and portions of existing and authorised railways to be shut up, discontinued, appropriated, and relinquished as aforesaid, are all situate within the city of Carlisle, the borough of Carlisle, the townships of St. Mary's Within, St. Mary's Without, Kickergate, Caldewgate, St. Cuthbert's Within, St. Cuthbert's Without, Botchergate, Upperby, and Low Blackwell or Low Blackhall, the parishes of St. Mary, Carlisle, St. Cuthbert, Carlisle, and Eaglesfield Abbey, and the extra-parochial place of Abbey Within, or some of them, and county of Cumberland.

To empower the two Companies, or the Committee, to deviate in the construction of the said several railways, street, and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to such an extent as will be defined thereon or provided by the said Bill; and to provide for the maintenance of the said proposed street by the Mayor, Aldermen, and Citizens of Carlisle: as also to cross, stop up, appropriate, alter, and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, gas and water pipes, and telegraphic apparatus in the aforesaid city, borough, parishes, extra-parochial place, and townships, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said railways, street, and other works.

To empower the two Companies, or the Committee, for the several purposes aforesaid, to acquire, compulsorily or by agreement, lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid or any parts thereof, without being obliged to purchase the whole of any house, building, or manufactory; and to vary the provisions contained in section 92 of the Lands Clauses Consolidation Act, 1845, with respect to the liability of the promoters of undertakings to take the whole of a house, building, or manufactory, if they take any part thereof; and the provisions contained in the Railways Clauses Consolidation Act, 1845, with respect to the limits of lateral and vertical deviation, and the substitution of roads for roads interfered with.

To provide that so much of the proposed Rail-

way No. 1 as will be situate to the south-eastward of the imaginary line defined in the Carlisle Citadel Station Act, 1861, as the boundary between the Lancaster and Carlisle Railway and the Caledonian Railway shall, for all purposes of tolls, fares, rates, and charges, and for all other purposes whatsoever, be vested exclusively in the Lancaster and Carlisle Railway Company as part of their undertaking, railway, works, and property, and in the London and North-Western Railway Company as their lessees: and that so much of the said Railway No. 1 as will be situate to the north-westward of the said imaginary line, and the whole of the proposed Railway No. 2, shall, for all the purposes aforesaid, be vested exclusively in the Caledonian Railway Company: and to enable the said Companies respectively, according to their respective rights and interests, to levy and recover tolls, rates, and charges, for the use of the railways and portions of railways so vested in them respectively, and the conveyance of traffic thereon: and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges; but subject, as respects certain parts of the said Railway No. 1 and Railway No. 2, and the traffic thereon, to the regulation and management of the Committee.

To transfer, or to empower the two Companies or the Committee to enter into agreements with the North-Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, for the transfer to these Companies respectively of the proposed railways and portions of railway hereinafter mentioned, or such of them, or such parts thereof, as may be fixed by agreement, or arbitration, or under the provisions of the said Bill, when such railways and portions of railway are constructed, or at such other time or times, and at such price or consideration as may be fixed as aforesaid (that is to say):—As respects such transfer to the North-Eastern Railway Company—Railway No. 12, and a portion of Railway No. 4: and as respects such transfer to the Maryport and Carlisle Railway Company—Railway No. 9, Railway No. 10, Railway No. 11, and a portion of Railway No. 8: and to authorise such transfers and the acceptance thereof by the said Railway Companies respectively; and to provide that the railways and portions of railway so transferred shall form portions of the undertaking of the Company to whom the same are transferred; and to enable the said Companies respectively to levy and recover tolls, rates, and charges for the use of the railways and portions of railway so transferred to them respectively, and for the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To authorise the Committee to levy and recover tolls, rates, and charges for the use of the railways to be authorised by the Bill, and the conveyance of traffic thereon, except such portions thereof as may be transferred to the North-Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, and except also Railway No. 1 and Railway No. 2: and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the two Companies, and the Committee, to enter into and carry into effect agreements with each other with respect to the construction, maintenance, and use of all or any of the railways and works proposed to be authorised by the Bill; and to the enlargement of the boundaries of the Citadel Station over any lands within or adjoining the city and borough of Carlisle, now belonging, or which may hereafter

be acquired, by the two Companies, or either of them.

To enable the two Companies respectively to raise further share and loan capital in their respective undertakings by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in the Company raising such capital, and subject, as regards preference shares or stock, to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing on mortgage or bond or cash credit, and to issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; and to apply towards the construction and other purposes of the said proposed railways and other works hereinbefore mentioned, and the other purposes of the Bill, any capital or funds belonging to or authorised to be raised by the two Companies respectively, and which may not be required for the purposes for which the same were authorised to be raised.

To alter the accommodation enjoyed by and the rights and interests of the Committee, and the several Companies hereinbefore named, and the Midland Railway Company, and the Glasgow and South-Western Railway Company respectively, in the several Passenger and Goods Stations at Carlisle, and lines, works, and accommodations connected therewith; and to alter the tolls, rates, rents, and other payments exigible in respect thereof, and to confer, vary, and extinguish exemptions from such tolls, rates, rents, and other payments.

To make provision for and to require the payment of the cost of the proposed railways and other works, and other purposes of the Bill, or of some part thereof, or of interest on, or other consideration in respect of such cost, by the several Companies above named respectively; and to sanction arrangements and agreements between those Companies respectively and the Committee, or some of them, with respect to their several rights and interests in the said Stations at Carlisle, and the use thereof.

To vary or extinguish all existing rights and privileges connected with the lands, houses, buildings, manufactories, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, gas and water pipes, telegraphic apparatus, and other property, and any other rights and privileges which might in any manner interfere with any of the objects hereinbefore stated; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and, so far as necessary for any of the purposes aforesaid to repeal, the powers and provisions of the several Acts hereinafter mentioned, viz.:—“The Carlisle Citadel Station Act, 1861;” “The North Eastern and Carlisle Railways Amalgamation Act, 1862;” “The North British Railway (Carlisle Citadel Station Branches) Act, 1865;” “The North British Railway (New Works) Act, 1866;” “The North British Railway (Camps, &c., Branches) Act, 1866;” “The North British Railway (Financial Arrangements) Act, 1867;” “The North British Railway (General Powers) Act, 1863;” “The North British Railway (General Powers) Act, 1870;” “The North British Railway Act, 1871;” “The Midland Railway (Settle to Carlisle) Act, 1866;” “The Caledonian and Scottish Central Railways Amalgamation Act, 1865;” and all other Acts relating to or affecting the Citadel Station and other Stations at Carlisle, and lines of railway and

other works connected therewith; the Act 9 and 10 Victoria, chapter 204, intituled, "An Act for consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and all other Acts relating to or affecting the London and North-Western Railway Company; the Act 7 and 8 Victoria, chapter 37, intituled, "An Act for making a Railway from the Lancaster and Preston Junction Railway at Lancaster to or near to the City of Carlisle," and all other Acts relating to or affecting the Lancaster and Carlisle Railway Company; "The Caledonian Railway Act, 1845," and all other Acts relating to or affecting the Caledonian Railway Company; the Act 7 and 8 Victoria, chapter 18, intituled, "An Act for consolidating the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and all other Acts relating to or affecting the Midland Railway Company; "The North Eastern Railway Company's Act, 1854," and all other Acts relating to or affecting the North Eastern Railway Company; the Act 7 William IV. and 1 Victoria, chapter 101, intituled, "An Act for making a Railway from the Town and Port of Maryport to the Borough of Carlisle, to be called the Maryport and Carlisle Railway" and all other Acts relating to or affecting the Maryport and Carlisle Railway Company; "The North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and all other Acts relating to or affecting the North British Railway Company; "The Glasgow and South Western Railway Consolidation Act, 1855," and all other Acts relating to or affecting the Glasgow and South-Western Railway Company.

And notice is further given, that plans and sections describing the lines, situation, and levels of the several works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and plans describing the other lands, houses, and property in respect of which compulsory powers are proposed to be applied for, together with books of reference to the said several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps with the proposed lines of railway delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Carlisle of the Clerk of the Peace for the County of Cumberland; 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 of the parishes and extra-parochial place before mentioned, and also a copy of this notice, will be deposited for public inspection, as respects each parish, with the parish clerk thereof, at his usual place of abode, and as respects the said extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his usual place of abode; and that printed copies of the said 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 13th day of November, 1871.

S. and S. G. Saul, Carlisle.

Grahames and Wardlaw, Westminster.

Manchester Corporation Waterworks and Improvement.

(Power to make New Street and Bridge over Irwell and to acquire additional Lands for Improvement Cemetery and other purposes; Agreements with Corporation of Salford; Extension of Time for exercise of compulsory Powers of taking Lands; further Powers as to Bye-laws with respect to Waterworks, Building, Sanitary, and other purposes; Power to create Consolidated Stock and to raise further Moneys; Superannuation Fund for Fire Brigade; 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 make and maintain a new street or road, to commence at the Junction of Irwell-street with Stanley-street, in the township and borough of Salford, in the parish of Manchester, in the county of Lancaster, crossing the River Irwell by means of an intended bridge, and thence proceeding in a continuous straight line in a southerly direction across Water-street at a point distant 38 yards or thereabouts in a north-easterly direction from the junction of Back Quay-street with Water-street, measuring from the centre line of the last-mentioned Street to the centre line of the intended Street, and thence across Pitt-street and Back Quay-street, and terminating in Quay-street, in the township of Manchester, in the parish of Manchester, opposite the end of Atherton-street, with all proper approaches, works, and conveniences connected with the said Street and Bridge respectively.

To empower the Corporation, and the Mayor, Aldermen, and Burgesses of the Borough of Salford, to enter into and carry into effect agreements with reference to the construction and maintenance of the intended Bridge and the approaches thereto, or any part thereof, and to enable the last-named body to contribute towards the expense thereof, and to provide for the vesting of so much of the said Bridge and approaches as will be situate within the borough of Salford in the Mayor, Aldermen, and Burgesses of that borough, and so far as may be necessary for the purposes aforesaid to amend the Acts following relating to the borough of Salford or some part thereof, namely, "The Salford Improvement Act, 1862," "The Salford Improvement Act, 1867," and "The Salford Improvement Act, 1870."

To enable the Corporation to make and maintain a new Street or Road wholly in the township and parish of Manchester, to commence in Piccadilly at its junction with Port-street, and to terminate in Dale-street, opposite the end of Newton-street.

To empower the Corporation to acquire by compulsion or agreement for the purpose of the said intended new Streets and Bridge, and for purposes connected therewith, and for general improvement purposes and other purposes authorised by "The Manchester Police Act, 1844" (7 and 8 Victoria, cap. 40), and "The Manchester Market Act, 1846" (9 and 10 Victoria, cap. 219), and for the purpose of resale the lands, houses, and buildings following (that is to say): certain lands, houses, and buildings in the township of Salford and parish of Manchester on the easterly side of Irwell-street, and extending 84 feet or thereabouts along Stanley-street, and 75 feet or thereabouts along the towing-path of the River

Irwell. Also certain lands and buildings in the said township of Salford and parish of Manchester on the westerly side of Irwell-street, extending 151 feet or thereabouts along Stanley-street, and 148 feet or thereabouts along the said towing-path. Also certain lands and buildings in the said township and parish of Manchester lying between the River Irwell and Water-street, and fronting into Water-street from a point opposite the end of Pitt-street for a distance of 80 feet or thereabouts in a westerly direction. Also certain other lands, houses, and buildings in the said township and parish of Manchester bounded by Back Quay-street, Water-street, Grindle-street, and the portion of Pitt-street which lies between Grindle-street and Back Quay-street. Also certain other lands, houses, and buildings in the said township and parish of Manchester on the north-easterly side of Back Quay-street, extending 70 feet or thereabouts along each of the streets called Pitt-street and Back Wright-street. Also certain other lands, houses, and buildings in the said township and parish of Manchester lying between Quay-street and Back Quay-street, fronting into Quay-street from a point in that street distant 167 feet or thereabouts from its junction with Water-street, to a point 45 feet or thereabouts from the junction of Young-street with Quay-street, and fronting into Back Quay-street from a point in that street distant 119 feet or thereabouts from its junction with Water-street to a point distant 102 feet or thereabouts from the junction of Back Quay-street with Young-street.

Also certain land, house, and buildings in the said township and parish of Manchester on the north-westerly side of Port-street, and extending from Piccadilly to Back Piccadilly.

Also certain lands, warehouse, and buildings in the said township and parish of Manchester on the north-westerly side of Port-street, and extending along Back Piccadilly 72 feet or thereabouts, and along Nightingale-street 102 feet or thereabouts.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the north-westerly side of Port-street, extending along Nightingale-street 62 feet or thereabouts, and along Dale-street 82 feet or thereabouts.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the north side of Quay-street, and extending 21 feet or thereabouts along Deansgate, and 22 feet or thereabouts along Longworth-street.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the southerly side of Quay-street, extending 16 feet or thereabouts along Deansgate, and 12 feet or thereabouts along Longworth-street.

Also certain lands, houses, and buildings in the said township and parish of Manchester bounded by Cross-street, Moulst-street, Strutt-street, and New Market.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the south-westerly side of Swan-street, at its junction with Eagle-street, and extending 46 feet or thereabouts on the north-westerly side of Eagle-street, and 51 feet or thereabouts in Swan-street.

Also certain other lands, houses, and buildings in the said township and parish of Manchester on the south-easterly side of Little Stable-street, and extending 113 feet or thereabouts along Thomas-street and Edge-street respectively.

Also certain lands, house, and buildings in the said township and parish of Manchester on the south-easterly side of Shudehill-street, extending from a point distant 11 feet or there-

abouts from Copperas-street to a point distant 46 feet or thereabouts from New George-street.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the west side of New Shumbles, and extending 76 feet or thereabouts along Bridge-street and Back Bridge-street respectively.

Also certain lands and buildings in the said township and parish of Manchester on the south side of Fairfield-street, extending from a point in that street distant 164 feet or thereabouts from the corner of Neild-street, measuring in an easterly direction, to a point 197 feet or thereabouts from such corner, measuring in the same direction.

Also certain lands, houses, and buildings in the said township and parish of Manchester on the west side of Hulme Hall-lane, extending along such lane 80 feet or thereabouts, and along the occupation-road adjoining the River Medlock 138 feet or thereabouts.

Also a certain strip of land in the township of Bradford and parish of Manchester lying to the south of the lands lastly described.

Also certain lands, houses, and buildings in the township of Ardwick and parish of Manchester on the south side of Ogden-street, between Chancery-lane and a point 138 feet or thereabouts west thereof.

To empower the Corporation, as the Burial Board for the city of Manchester, to acquire by compulsion or agreement, for the purpose of being added to their existing Philips Park Cemetery, the field or parcel of land in the township of Newton, in the parish of Manchester, lying to the east of and adjoining to the said Cemetery, and bounded partially on the south side by the river Medlock, and extending for a distance of 567 feet or thereabouts from the east boundary wall of the said Cemetery, measuring in an easterly direction, and extending for a distance of 290 feet or thereabouts from the River Medlock in a northerly direction.

To enable the Corporation as such Burial Board to acquire by compulsion or agreement certain lands, houses, and buildings in the township of Withington, in the said parish of Manchester, bounded on the south side by the centre line of the Chorlton Brook, otherwise called Platt Brook, from Hough End Bridge proceeding in an easterly direction to the bridge carrying the lane leading from Hough End Hall to Dog-house Farm, on the south-easterly side by the last-mentioned lane for a distance of 857 feet or thereabouts, measuring from the last-mentioned bridge and thence by a footpath leading to Old Dog-house, for a distance of 830 feet or thereabouts, on the north-easterly side by a fir plantation for a distance of 485 feet or thereabouts, on the northerly side for a distance of 564 feet or thereabouts, by a hedge-row extending in a westerly direction from the north-westerly extremity of the said fir plantation to the last-mentioned lane, and for a distance of 1860 feet or thereabouts by a road leading from the last mentioned lane in a westerly direction past Moss Farm, and bounded on the west side by the road leading from the westerly extremity of the last-mentioned road past Park Brow Farm to Hough End Bridge aforesaid.

And to enable the Corporation to obtain access to such last-mentioned lands by means of the existing roads, and to make and maintain upon such last-mentioned lands or some part thereof a Cemetery, with suitable approaches, means of drainage, and other works and conveniences.

To provide for the resale by the Corporation of any lands to be acquired by them under the powers of the intended Act.

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 other rights and privileges.

To stop up, alter, or interfere with, either temporarily or permanently, such streets, roads, lanes, and ways as may be requisite for the purposes of the intended Act.

To vest in the Corporation the sites of all streets, courts, roads, lanes, ways, paths, and passages comprised within the limits of the lands to be acquired under the said Act.

To extend the period for the compulsory purchase and taking of the lands, houses, and buildings in the city and parish of Manchester which by the Manchester Corporation Waterworks and Improvement Act, 1869, the Corporation were authorised to acquire for the purposes therein mentioned.

To make more effectual provision for the protection of water-meters and to empower the Corporation to make and enforce bye-laws with respect to their Waterworks undertaking, and the prevention of trespass thereupon and injury thereto, and for enforcing special regulations during periods of drought, and for preventing the abstraction, waste, misuse, or undue use of water and improper or unauthorized alterations in the pipes, fittings, and meters in connection with the supply of water.

To make further provision with respect to the construction of dwelling-houses within the said city, and to extend the powers of the Corporation with respect to bye-laws as to buildings under their existing Acts, and to enable them to make further bye-laws with reference thereto.

To provide that all breaches of the Acts of Parliament or bye-laws for the time being in force within the said city with respect to streets and obstructions therein, and to buildings and to privies and ashpits, shall be deemed continuing offences, and that no information or complaint in relation thereto shall be dismissed on the ground that more than six months have elapsed since the original commission of the offence.

To enable the Corporation to make bye-laws with regard to the conveyance of persons suffering from infectious diseases and of bodies and matters likely to cause infection, and to prevent rubbish being thrown into ashpits, and for other sanitary purposes.

To empower the Corporation to impose and recover penalties for the breach of any bye-law made by them, and for the time being in force.

To extend the existing statutory provisions as to police superannuation to the fire brigade, with such alterations or additions as may be deemed necessary.

To empower the Corporation to raise the whole or any part of the moneys which they are by law entitled to raise under the Acts of Parliament relating to the said City, including the intended Act and the Waterworks Acts, by the creation of Consolidated, Perpetual, or Terminable Stock or Annuities charged indifferently on all the securities mentioned in the said Acts, and to provide for the conversion of existing securities and annuities into such Consolidated Stock or Annuities.

To authorise the investment of trust funds in the Consolidated Stock or Annuities, and other securities of the Corporation.

To exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them.

To declare any Perpetual Annuities granted or

to be granted by the Corporation under their statutory powers to be personal estate.

To provide for the registration, in the name and as the separate property of any woman married or about to be married, of Stock, Annuities, or other securities of the Corporation.

To empower the Corporation to raise further sums of money for the purposes of the intended Act 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 of the Corporation, and of the city rate of the said city.

And the said intended 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 Vic. cap. 17; 7 and 8 Vic. caps. 40 and 41; 8 and 9 Vic. cap. 141; 9 and 10 Vic. cap. 219; 10 Vic. cap. 14; 14 and 15 Vic. cap. 119; 16 and 17 Vic. cap. 91; 17 and 18 Vic. cap. 28; 18 and 19 Vic. cap. 44; 20 and 21 Vic. cap. 117; 21 and 22 Vic. cap. 25; 23 and 24 Vic. cap. 48; 28 and 29 Vic. cap. 90; 29 Vic. cap. 29; 30 and 31 Vic. cap. 36; 32 and 33 Vic. cap. 117; and 34 and 35 Vic. cap. 65; and also of the several Acts following or some of them relating to the Manchester Corporation Waterworks (that is to say): Local and Personal, 10 and 11 Vic. cap. 203; 11 and 12 Vic. cap. 101; 14 and 15 Vic. cap. 79; 17 Vic. cap. 38; 21 and 22 Vic. cap. 87; 23 Vic. cap. 93; 26 and 27 Vic. cap. 68; 28 and 29 Vic. cap. 145; 30 and 31 Vic. cap. 36; and 32 and 33 Vic. cap. 117.

And Notice is hereby further given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the said intended works and 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, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and that, on or before the same day, a copy of the said plans, sections, 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 13th day of November, 1871.

Joseph Heron, Town Clerk.

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

Caledonian Railway (Glasgow South Side Junction, &c.).

(Powers to the Caledonian Railway Company to make certain Railways in the City of Glasgow; Relinquishment of Portions of Glasgow and Kilmarnock Joint Line and of City of Glasgow Union Railway; Shutting up of Portion of Langside Road; Running Powers and Facilities over Railways of City of Glasgow Union Railway Company, and Alteration of Tolls thereon; Transference of certain of proposed works to that Company, and to the Owners of the said Joint Line respectively, reserving rights of user thereof; Increase of Capital; Tolls; 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):—

To enable the Caledonian Railway Company (hereinafter called "The Company") to make the following railways, and all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say) :—

A Railway, hereinafter called Railway No. 1, commencing by a junction with the Glasgow and Kilmarnock Joint Line of Railway (hereinafter called "the Joint Line") at a point at or near the eastern side of the bridge which carries Victoria Road over the Joint Line, and terminating at a point near the south-eastern corner of the goods shed at the Glasgow South Side Station ;

A Railway, hereinafter called Railway No. 2, commencing by a junction with the Polloc and Govan Railway, belonging to the Company, at a point about 100 yards, measuring in a south-easterly direction along that railway, from the eastern side of the bridge which carries the Cathcart Road over that railway, and terminating at the point hereinbefore described as the termination of Railway No. 1 ;

A Railway, hereinafter called Railway No. 3, commencing at or near the point hereinbefore described as the termination of Railway No. 1, and terminating by a junction with the City of Glasgow Union Railway at or near the point where that railway crosses Rutherglen Loan ;

A Railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 1 at or near a point about 140 yards, measuring in a north-easterly direction along the Joint Line, from the eastern side of the bridge which carries Victoria Road over the Joint Line, and terminating at a point about 150 yards, measuring in a south-westerly direction, from the southern end of the goods shed at the said South Side Station ;

A Railway, hereinafter called Railway No. 5, commencing by a junction with the said Polloc and Govan Railway at a point about twenty yards, measuring in a north-westerly direction, from the western side of the bridge which carries the Cathcart Road over that railway, and terminating at the point hereinbefore described as the termination of Railway No. 4 ; and

A Railway, hereinafter called Railway No. 6, commencing at the point hereinbefore described as the termination of Railway No. 4, and terminating at a point about 50 yards, measuring in a northerly direction, from the north-eastern corner of the passenger station house at the said South Side Station.

To authorise the relinquishment and shutting up of the portion of the Joint Line situate between the commencement of Railway No. 1 and the termination of the Joint Line at the said South Side Station ; and the relinquishment and shutting up of the said existing South Side Station or part thereof, and the appropriation of the site to the purposes of the railways hereinbefore described and relative works, and to station and other purposes.

To require the City of Glasgow Union Railway Company to relinquish the construction of the railway or branch railway authorised by and described in the fourth place in section 24 of the City of Glasgow Union Railway Act, 1864.

To shut up that portion of the road, called the Langside Road, which extends from its junction with the Pollokshaws Road to the southern end of the bridge by which the said Langside Road is carried over the said Polloc and Govan Railway, without substituting another road therefor ; and to appropriate to the purposes of the said proposed railways, and to station and other purposes, the site of the said portion of road.

The several railways, works, and road proposed

to be made, relinquished, shut up, and appropriated respectively, as aforesaid, and the lands, houses and other property which may be taken for the purposes of the Bill, will be and are situate in the City of Glasgow, the Parishes of Govan and Gorbals, and the County of Lanark. ¶

To enable the Company, in the execution of the railways and works hereinbefore mentioned, to cross, alter, stop up, appropriate, and divert, temporarily or permanently, any roads, streets, passages, bridges, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, in the aforesaid parishes, which it may be necessary or expedient to cross, alter, stop up, appropriate, or divert for the purposes of the several proposed railways, or any of the works connected therewith ; as also to enter upon, take and use, temporarily or permanently, and either compulsorily or by agreement, lands, houses and other property for the purposes of the said railways and works and other purposes of the said Bill ; and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Bill ; as also to deviate in the construction of the said several railways from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon or provided by the said Bill ; as also to levy and recover tolls, rates, and charges in respect of the said proposed railways and works, and the conveyance of traffic thereon ; to alter existing tolls, rates, and charges ; to confer, vary and extinguish exemptions from payment of tolls, rates, and charges ; and to confer all rights and privileges necessary or expedient for effecting the objects of the said Bill or in relation thereto.

To vary the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to alterations of roads and substitution of roads in lieu of altered roads, and with respect to limits of lateral and vertical deviation in the construction of works.

To enable the Company to raise by the issue of new shares or new stock in their undertaking, either ordinary, guaranteed, or preferential, or on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and to issue debenture stock in lieu of the capital raised or authorised to be raised on mortgage or bond, and to apply towards such purposes any capital or funds belonging to or authorised to be raised by them, and which may not be required for the purposes for which the same were authorised to be raised.

To empower the Company to run over and use with engines and carriages, and to use with their clerks, officers, and servants, the several railways of the City of Glasgow Union Railway Company, already constructed and which may be constructed by that Company, and the stations, sidings, watering-places, and other works and conveniences connected with those railways, upon such terms and conditions and on payment of such tolls, rates, rent, or other consideration as may be fixed by agreement or arbitration or under the provisions of the Bill ; and to enable the Company to levy tolls, rates, and charges in respect of traffic carried by them over the said railways and other works, under the powers above-mentioned ; as also to provide facilities for the forwarding of traffic from, to, or over and beyond any of the railways belonging to the Company, or which the Company have power to run over or use, to, from,

or over and beyond any of the said railways of the City of Glasgow Union Railway Company, upon such terms and conditions and on payment of such tolls, rates, and charges as may be fixed by agreement or arbitration, or under the provisions of the Bill; as also, for the several purposes aforesaid, to alter the tolls, rates, and charges leviable by the City of Glasgow Union Railway Company, in respect of the use of their railways and works and the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from payment of such several tolls, rates, and charges, and other rights and privileges in relation to the said several railways and works and the conveyance of traffic thereon; as also to enable the Company and the City of Glasgow Union Railway Company to enter into arrangements and agreements with each other with respect to the several matters aforesaid, and with respect to the interchange, forwarding, working and conducting of traffic, between, over, and upon the undertakings belonging to them respectively, or which they are respectively entitled to run over or use; and to confirm any agreements which may be entered into between the said Companies in relation to the said matters or any of them.

To transfer, or to empower the Company to enter into agreements with the Company and the Glasgow and South-Western Railway Company jointly as owners of the Joint Line, and with the City of Glasgow Union Railway Company respectively, for the transfer to those parties respectively of the proposed railways and other works hereinafter mentioned, or such of them or such parts thereof as may be fixed by agreement or arbitration or under the provisions of the said Bill, when such railways and works are constructed, or at such other time or times, and for such price or consideration as may be fixed as aforesaid, that is to say, as respects such transfer to the said owners of the Joint Line, Railway No. 1, Railway No. 4, and Railway No. 6, and certain station accommodation and other works in connection therewith, and as respects such transfer to the City of Glasgow Union Railway Company, Railway No. 3 and certain station accommodation and other works in connection therewith; and to authorise such transfers and the acceptance thereof by the said parties respectively; and to provide that the railways and station accommodation and other works so transferred to the owners of the Joint Line shall form part of that line, and shall be maintained and managed by the Glasgow and Kilmarnock Joint Line Committee, and that the said owners, or the said Committee on their behalf, may levy and recover tolls, rates, and charges for the use of the same and the conveyance of traffic thereon. And to provide that the railway and station accommodation and other works so transferred to the City of Glasgow Union Railway Company shall form part of the undertaking of that Company, and that such Company may levy and recover tolls, rates, and charges for the use thereof and the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and charges; reserving always to the Company powers to run over and use with engines and carriages, and to use with their clerks, officers, and servants, the railways and station accommodation and other works so transferred, upon such terms and conditions and on payment of such tolls, rates, rent or other consideration (if any) as may be fixed by agreement or arbitration or under the provisions of the Bill, and to levy tolls, rates, and charges in respect of traffic carried by them over

the said railways; as also to provide facilities for the forwarding of traffic from, to, or over and beyond any of the railways belonging to the Company, or which the Company have power to run over or use, to, from or over and beyond the railways so transferred, upon such terms and conditions and on payment of such tolls, rates, and charges (if any) as may be fixed as aforesaid; and to enable the Company, on the one hand, and the owners of the Joint Line and the City of Glasgow Union Railway Company respectively, on the other hand, to enter into agreements with each other with respect to any of the matters aforesaid, or to confirm any such agreements which may have been entered into.

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) :—“The Caledonian Railway Act, 1845,” and the several Acts relating to the Company, and to the undertakings belonging to, or held in lease or worked by them, 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 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; “The Glasgow and South-Western Railway Consolidation Act, 1855,” and the several Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to, or held in lease or worked by that Company, passed respectively in the Sessions of Parliament held in the 19th and 20th, 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, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty; as also the following Acts relating to the Joint Line, viz: “The Caledonian Railway (Glasgow Barrhead and Neilston Direct Railway Lease) Act, 1849,” “The Caledonian Railway (Arrangements) Act, 1851,” “The Caledonian Railway (Crofthead Extension and Amendment) Act, 1853,” “The Caledonian Railway (Barrhead and Paisley Branch, &c.) Act, 1865,” “The Crofthead and Kilmarnock Extension Railway Act, 1865,” “The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865,” “The Crofthead and Kilmarnock Extension Railway (Deviations) Act, 1866,” “The Glasgow and South-Western Railway Act, 1868,” and “The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869;” as also the following Acts relating to the City of Glasgow Union Railway Company, viz:—“The City of Glasgow Union Railway Act, 1864,” “The City of Glasgow Union Railway Act, 1865,” “The City of Glasgow Union Railway Act, 1867,” “The City of Glasgow Union Railway Act, 1869,” and “The City of Glasgow Union Railway Act, 1871;” and all other Acts recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, parties, and undertakings, or any of them.

And notice is hereby given, that plans and sections, describing the lines, situation, and levels of the said proposed railways and other works, and the lands, houses, and other property

which may be taken under the powers of the said Bill, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and also Ordnance or published maps with the lines of the said proposed railways delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will be deposited for public inspection in the office at Glasgow of the principal Sheriff Clerk of the County of Lanark; and that a copy of so much of the said plans, sections and books of reference, as relates to each of the said parishes, together with a like copy of this notice, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster then with the Session Clerk, of such parish, at the usual place of abode of such Schoolmaster or Session Clerk; and that all such deposits will be made on or before the 30th day of November, 1871.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1871.

Dated this 13th day of November, 1871.

James Kerr, Solicitor, 219 Hope Street, Glasgow.

Grahames and Wardlaw, Parliamentary Agents, Westminster.

In Parliament.—Session 1871-2.

Gorsedda Junction and Portmadoc Railways.

Incorporation of Company; Power to make a Railway from Blaen y Pennant in the parish of Llanfihangel y Pennant and county of Carnarvon to the Railway or Tramroad of the Bangor and Portmadoc Slate and Slate Slab Company Limited, in the said parish of Llanfihangel y Pennant, and to purchase last mentioned Railway or Tramroad; compulsory purchase of Lands; Tolls; Traffic, and other arrangements with the Croesor and Portmadoc Railway Company, the Cambrian Railway Company, the Festiniog Railway Company, and the Hafod y Llan Slate Company Limited; Running powers over the Croesor and Portmadoc Railway and the Festiniog Railway; Amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill, and to pass an Act to incorporate a Company by the name of The Gorsedda Junction and Portmadoc Railways Company, for making and maintaining the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, and communications (that is to say):

A railway commencing in Blaen y Pennant, in the parish of Llanfihangel y Pennant, in the county of Carnarvon, in a field called Llainfawr, belonging to George Augustus Huddart, Esq., in the occupation of Morris Williams, Robert Williams, and Richard Williams, at a point twenty-three chains or thereabouts, southward of the south end of the blacksmith's shop belonging to the Cwm Dwyfor Copper and Silver Lead Mines Company, Limited, and terminating in Braichybib, in the said parish of Llanfihangel y Pennant, at a junction with the existing railway or tramroad of the Bangor and Portmadoc Slate and Slate Slab Company Limited, in a field called Gors-uchaf, belonging to John Priestley, Esq., in the occupation of Edward

Griffith, at a point about forty-two chains north of the Weighing-machine House, on the line of such existing railway or tramroad, and which said intended railway will pass through or into the parishes, townships, and extra-parochial places following, or some of them: that is to say,

The said parish of Llanfihangel-y-Pennant, and the parish of Penmorfa, both in the said county of Carnarvon.

And also for the purpose of purchasing of the said Bangor and Portmadoc Slate and Slate Slab Company, Limited, and of the New Prince of Wales Slate Company, Limited, and all other persons having any rights or interests therein, and maintaining the said existing railway or tramroad, with which, the said intended railway is to form a junction, together with all necessary and convenient and incidental works, stations, approaches, bridges, roads, yards, wharves, and communications, and of confirming and carrying into effect any existing agreements with reference or in anywise relating to the purchase of the said railway or tramroad, being a railway or tramroad commencing at or near a certain slate quarry called the Gorsedda Slate Quarry, on the farm of Cefn Bifor, in the said parish of Llanfihangel-y-Pennant, and terminating at a certain slate yard at Portmadoc, in the said county of Carnarvon, now or late belonging to or in the occupation of the said Bangor and Portmadoc Slate and Slate Slab Company, Limited, and the said existing line of railway or tramroad passes through or into the parishes, townships, and extra-parochial places following, or some of them, that is to say:—

The said parish of Llanfihangel-y-Pennant.

The said parish of Penmorfa.

And the parish of Ynyscynhaiarn, all in the said county of Carnarvon.

And it is also proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called the Company) all the 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 and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, 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 and works, or any of them, and the purchase and maintenance of the said existing railway or tramroad and works, or any of them.

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

To purchase, by compulsion or otherwise, any lands over which the said existing railway or tramroad, with its stations, works, yards, wharves, approaches, bridges, roads, and communications now runs or lies, and all legal and equitable estates, reversions, remainders, and interests of any persons in

the same, and to alter, vary, or extinguish all existing rights and privileges connected with the said lands, or which would in any manner interfere with or impede the purchase, maintenance, and use of the said existing railway or tramroad 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 intended railway and works, and the said existing railway or tramroad and works, to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to run over, work, and use the Croesor and Portmadoc Railway, and the Festiniog Railway, and all stations, sidings, roads, works, and conveniences belonging thereto respectively, on such terms and conditions as may be agreed upon, or as in case of difference shall be settled by the Board of Trade, or by arbitration, or defined by the intended Act, and to compel the affording of all reasonable facilities for those purposes, and to enable the Company to levy tolls, rates, and duties for or in respect of traffic carried by them over the Croesor and Portmadoc and Festiniog Railways respectively, and confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges relating to such traffic.

To enable the Company and the Croesor and Portmadoc Railway Company, and also the Company and the Cambrian Railway Company, and also the Company and the Festiniog Railway Company, and also the Company and the Hafodyllan Slate Company, Limited, to enter into agreements for the management, use, working, and maintenance of the intended railway and works, and the said existing railway or tramroad and works, or any part thereof, the supply of any rolling or working stock, and of officers and servants, and the laying down of new rails for the conduct of the traffic on the intended railway and works, and the said existing railway or tramroad 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 railways of the Company and the railways of the said Croesor and Portmadoc Railway Company, the said Cambrian Railway Company, and the said Festiniog Railway Company, and the wharves and yards of the said Hafodyllan Slate Company, Limited, or any railway wharf or yard leased to or worked by them, and the fixing and the division between the said Companies, of the receipts arising from such traffic, and to confirm any existing agreements with reference to any of the objects and purposes aforesaid.

To alter, amend, extend, and enlarge, and if need be to repeal the powers and provisions of the following Acts, relating to the Croesor and Portmadoc Railway Company, and their undertaking, that is to say, local and personal Act, 28 and 29 Victoria, cap. 295, and any other Acts relating to that Company, and also of the following Act relating to the Cambrian Railway Company and their undertaking, that is to say, local and personal Act 31 and 32 Vict., cap. 177, and any

other Acts relating to that Company, and also of the following Acts relating to the Festiniog Railway Company and their undertaking, that is to say, local and personal Acts 2 and 3 William IV, cap. 18, 1 and 2 Victoria, cap. 30 and 32 and 33 Victoria, cap. 141, and any other Acts relating to that Company.

To confer upon the Company and upon landowners of settled estates and other persons having limited interests in lands, or the husbands, guardians, trustees, or committees of such persons, all such powers, rights, and privileges as may be necessary for carrying into complete and full effect the objects and purposes aforesaid, or other the objects and purposes of the Bill.

And notice is hereby further given that duplicate plans and sections of the said intended railway and works and the said existing railway or tramroad and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with the Ordnance map with the line of the intended railway, and the said existing railway or tramroad delineated thereon, and a copy of this notice as published in the London Gazette will be deposited on or before the 30th day of November instant, with the clerk of the peace for the county of Carnarvon, at his office in Carnarvon, in the said county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, and through which the said existing railway or tramroad and works now runs or lies and is intended to be maintained, or in which the lands, houses, and property proposed to be taken are situated, 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 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 8th day of November, 1871.

Thomas Harvey, St. Clement's House,
Clement's-lane, in the city of London,
Solicitor to the Bill.

In Parliament—Session 1872.

Southwark Bridge Company.

(Distribution of remaining Funds—Dissolution of Company—Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session thereof, by the Southwark Bridge Company for leave to bring in a Bill for the following or some of the following, among other purposes.

1. To provide for the distribution or application of unclaimed declared dividends on the preference capital of the Company, and also of any other sums of money balances and funds or undistributed assets of the said Company.

2. To authorise the Directors of the Company to carry into effect the resolutions of any general assemblies of the proprietors of the Company, and especially of the general assemblies held on the 19th day of May, 1868, the 3rd day of May,

1870, 2nd day of May, 1871, and the 25th day of July, 1871, and to provide for the payments thereby, or by any of the said resolutions authorised out of the said undistributed assets of the Company.

3. To dissolve the Company and to provide for the release and indemnity of the Directors thereof, and for the custody or disposal of the books, accounts, and other documents of the Company, or under the control of the Directors.

4. To amend for the foregoing and other purposes the provisions of "The Act 51 George 3, cap. 166, being an Act for erecting a bridge over the River Thames from or near the Three Cranes, in the parishes of Saint James, Garlick Hythe, and Saint Martin Vintry, in the city of London to the opposite bank of the said river, in the parish of Saint Saviour, in the county of Surrey, and for making proper streets and avenues to communicate therewith, and also the provisions of 'The Act 28 and 29 Vic., cap. 196, being an Act authorising the sale or transfer of Southwark Bridge.'

5. 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 17th day of November, 1871.

Horne and Hunter, 6, Lincoln's-inn-Fields,
London, Solicitors for the Bill.

Dyson and Co., 24, Parliament-street
Westminster, Parliamentary Agents.

In Parliament—Session 1872.

Cheltenham Gas.

(Construction of Railway or Tramway; Crossing of the Coach Road; Compulsory Purchase of Lands; Tolls; Stopping up of Alstone-terrace Road; Extension of Limits of Supply; Further Money Powers; Amendment of Act.)

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 following objects, or some of them, that is to say:—

1. To authorise the Cheltenham Gas Light and Coke Company (in this notice called "the Company"), to make and maintain a railway or tramway wholly in the parish of Cheltenham in the county of Gloucester, commencing by a junction with the Midland Railway at or near the point at which the River Chelt passes under the goods' yard at Cheltenham of that railway, and terminating in land belonging to the Company on the south side of the public road known as the Coach Road, at a point about 140 feet from the junction of the Coach Road aforesaid with the Tewkesbury Road.

2. To empower the Company to construct and maintain the said tramway across the said public road or highway called the Coach Road, and the footways on the sides thereof.

3. To authorise and empower the Company to purchase, or take by compulsion and also by agreement, lands and hereditaments for the purposes of the intended railway or tramway, and to vary or extinguish rights and privileges connected with lands and hereditaments.

4. To levy tolls, rates, and duties upon or in respect of the intended railways, and to confer exemptions from the payment of tolls, rates, and duties.

5. To authorise the Company to stop up and discontinue as a highway the road known as Alstone-terrace Road, in the parish of Cheltenham in the county of Gloucester, and to extinguish all rights and easements over or connected with the said road.

6. To extend the limits within which the Company may supply gas, so as to include the parishes of Up Hatherley, Badgworth, Shurdington, and Staverton, all in the county of Gloucester, and to enable the Company within such extended limits to exercise the powers conferred upon them by the Cheltenham Gas Act, 1856, and to be conferred upon them by the Bill.

7. To enable the Company to raise further capital by the creation and issue of new shares or stock, and to borrow money on mortgage bond or otherwise.

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

9. To amend, alter, and repeal, so far as may be requisite or desirable for the purposes of the Bill, the powers and provisions or some of the powers and provisions of "The Cheltenham Gas Act, 1856."

On or before the 30th day of November, 1871, plans and sections of the intended railway or tramway, showing the lines and levels thereof, the plans showing all lands (including the Alstone-terrace Road aforesaid) to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and an ordinance map with the line of the intended railway or tramway 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 Gloucester at his office at Gloucester in that county, and with the parish clerk of the parish of Cheltenham aforesaid at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1871.

Dated this 10th day of November, 1871.

F. and E. Griffiths, Cheltenham, Solicitors
for the Bill.

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

In Parliament—Session 1872.

Sheffield Markets.

(Repeal or alteration of the "Sheffield Markets Act, 1847," and of the Tolls, &c., to be taken thereunder; New Cattle Market and Slaughter Houses; Discontinuance of Existing Cattle Market and Slaughter Houses, and Revesting, Sale, or Disposal of those Sites; Extension of Limits of Act of 1847: Alteration, &c., of Existing Market Buildings; Removal and Alteration of Sites for holding Markets and Fairs; Re-appropriation of Market Sites; Appropriation of parts of Sites of Existing Markets for, or for Improving Public Highways and other purposes; Money Powers; Exemption of Market Limits from Public Health, Local Government, and other Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the purposes, or some of the purposes, hereinafter mentioned, that is to say:

1. To repeal, alter, or amend, or to re-enact, with or without alteration or modifications, the provisions, or some of the provisions, of "The Sheffield Markets Act, 1847" (in this notice called "the Act of 1847"), and the Acts or parts of Acts incorporated therewith; and to repeal, alter, vary, increase, or modify the tolls, rents, duties, pickage, stallage, or moneys by the Act of 1847 authorised to be taken.

2. To authorise and empower the Most Noble Henry, Duke of Norfolk, or the trustees of his settled estates, or other the owner or owners for the time being of the markets referred to in this notice (which said Henry, Duke of Norfolk, trustees, or other owner or owners, are in this notice referred to as, and included in, the expression "the owner or owners for the time being of the markets") to establish and erect a new market and market place for the sale of horses, asses, mules, cattle, sheep, pigs, calves, and other animals and things, and one or more slaughter house or slaughter houses upon all or some, or some part or parts of the lands hereinafter mentioned; and to provide for the appropriation of those lands, or some part or parts thereof, for the purposes aforesaid, or for any of the purposes of the said Act of 1847, or of the proposed Bill (that is to say):—

Firstly. A parcel of ground situate partly in the township of Sheffield and partly in the township of Attercliffe-cum-Darnall, both in the parish of Sheffield, in the west riding of the county of York, and which said parcel of ground is bounded on or towards the north-west by a recently formed road, called or intended to be called Bernard-road; on or towards the north in part by the said road or intended road, called Bernard-road, and in other part by land of the said Duke at present unoccupied, and in other part by other land of the said Duke now or lately held by Mr. James Crossland as lessee thereof; on or towards the south by another recently formed road, called or intended to be called Aston-street; and on or towards the east in part by an occupation road leading from the said leasehold premises of the said James Crossland to a highway called Cricket-road, and in other part by the said leasehold premises of the said James Crossland; which said parcel of ground now being described contains an area of about 5 acres, little more or less.

Secondly. All that parcel of ground in the township of Sheffield aforesaid, bounded towards the south-east by a street or road intended to form a continuation of Victoria-road, and having a frontage towards such street of one hundred yards or thereabouts: towards the north, north-west, and north-east by the River Dun; and towards the south-west by a strip of land 40 feet wide dividing the parcel of ground now being described from the Victoria Station of the Manchester, Sheffield, and Lincolnshire Railway Company; and which parcel of ground now being described contains in the whole seven thousand four hundred superficial square yards, or thereabouts, and is at present unoccupied.

3. To discontinue, abandon, and relinquish the present cattle market and slaughter houses established under the Act of 1847, and to vest in the said Henry, Duke of Norfolk, and to enable him to appropriate for the purposes of the Act of 1847, or of the Bill, or otherwise, or to sell, lease, or otherwise dispose of the sites of existing cattle market and slaughter houses.

4. To extend the limits of the Act of 1847, so as to include the new sites to be appropriated for a new cattle market and slaughter houses as aforesaid.

5. To alter, extend, enlarge, and re-arrange from time to time, the buildings and sites now appropriated or used for markets and fairs or slaughter houses under the Act of 1847, and from time to time to remove and alter the places

for holding such markets and fairs or some of them, and from time to time to re-appropriate such buildings and sites or some part or parts thereof, with or without reservations or restrictions, and to appropriate any buildings to be erected under the powers of the Bill, as and for the future sites and places for holding markets and fairs, or for slaughter houses under the said Act, in such manner as the owner or owners for the time being of the markets shall think fit, and to pull down and remove any part or parts of the buildings used as slaughter houses under the Act of 1847, or in which markets or fairs are now held under that Act.

6. To appropriate any part or parts of the buildings or sites in or on which markets established under the Act of 1847 are now holden, or any adjoining buildings or premises belonging to the owner or owners for the time being of the markets, or any buildings that may be erected on such sites for such public or other purposes in such manner, and to demise the same for such rents and considerations and for such term or terms as he or they shall think fit.

7. To extend and apply to the markets and fairs, when removed, and to the buildings and sites aforesaid when and as from time to time they are altered, extended, enlarged, re-arranged, or re-appropriated, the powers and provisions or some of the powers and provisions of the Act of 1847, and especially of the sections of that Act numbered 22 and 26 to 43 (both inclusive), with or without alterations, additions, and modifications.

8. To authorise and empower the owner or owners for the time being of the markets by agreement with the Mayor, Aldermen, and Burgesses of the Borough of Sheffield from time to time to appropriate as a public highway or as public highways, or for the improvement of existing streets, roads, or highways, any part or parts of the sites of the existing markets and market places, or of the sites of the markets, market places, or slaughter houses to be established under the Bill, and to provide for the dedication to the public and the repair of any such highway or highways, or of any such streets, roads, or highways, when so improved, and to extinguish any public or other rights of way, or other rights in, over, under, or upon any lands of the owner or owners for the time being of the markets now or hereafter used for or in connection with markets and fairs under the Act of 1847 or otherwise.

9. To enable the owner or owners for the time being of the markets to borrow money on the security of any rents, tolls, duties, or other moneys to arise under the Bill.

10. To provide that the following Acts, or some of them, or some of their respective provisions, shall not apply or have force, or shall cease to apply or have force within the limits of the Act of 1847, as extended by the Bill, or within some part or parts of those limits, that is to say:—

"The Public Health Act, 1848;" "The Public Health Supplemental Act, 1849;" "The First Public Health Supplemental Act, 1852;" "The Local Government Act, 1858;" "The 23 and 24 Vict., cap. 64, intituled "An Act to make further provision for the expenses of Local Boards of Health and Improvement Commissioners acting as Burial Boards;" "The Local Government Act (1858) Amendment Act, 1861;" "The Local Government Act Amendment Act, 1863;" "The Sewage Utilization Act, 1865;" "The Sewage Utilization Act, 1867;" and "The Sheffield Improvement Act, 1871."

11. And the Bill will vary or extinguish all rights and privileges which would in any way

interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Markets and Fairs Clauses Act, 1847."

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

Dated this 16th day of November, 1871.

Few and Co., 2, Henrietta-street, Covent-garden.

W. and B. Wake, Sheffield.

Solicitors.

J. Dorrington and Co., 29, Great George-street, Westminster.

Parliamentary Agents.

"The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870."

Widnes Railways.

(Application to Board of Trade—Incorporation of Company—Construction of Railways at or near Widnes—Capital and Loan—Arrangements with and Subscriptions by the Cheshire Lines' Committee and other Companies—Tolls—Other Powers, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made by Sir Edward William Watkin, of Northenden, in the county of Chester, Knight, and William Fenton, of Rochdale, in the county of Lancaster, Esquire, on behalf of themselves and others, and hereinafter called "The Promoters," to the Board of Trade to grant their certificate under the provisions of "The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts 1864, Amendment Act 1870," incorporating a Company to construct and maintain the following railways, with all proper and necessary stations, approaches, junctions, sidings, bridges, conveniences, embankments, and works connected therewith, or incident, or appurtenant thereto, (that is to say):

No. 1. A railway, one mile three furlongs in length, situate wholly in the township of Cuerdley, in the parish of Prescott, in the county of Lancaster, commencing by a junction with the Liverpool Extension Railway of the Cheshire Lines' Committee, at a point there two and a-half chains or thereabouts eastward from the centre of the bridge carrying the public road, called Barrow's Green-lane, over such railway, and terminating in a field belonging to Sir Richard Brooke, Baronet, in the occupation of Mary Brown, in the township of Cuerdley, at a point eleven chains north of the London and North Western Railway.

No. 2. A railway, one mile one furlong and five chains in length, commencing by a junction with the proposed Railway No. 1, on the south side of the private road leading to Johnson's Bridge, in the township of Cuerdley aforesaid, and terminating in a field belonging to John Bibby, Esquire, in the occupation of Elizabeth Hulme, in the township of Widnes, in the parish of Prescott aforesaid, at a point one chain or thereabouts eastward of the brook or watercourse running at the west side of such field, which said intended railway will be situate, partly in the township of Cuerdley, and partly in the parish of Widnes aforesaid.

No. 3. A railway, five furlongs in length, situate wholly in the said township of Widnes, commencing by a junction with the proposed Railway No. 2, in the same field, in which the said Rail-

way No. 2 terminates, at a point five chains eastward of the termination of such railway, and terminating in a field belonging to and in the occupation of the said John Bibby, in the said township of Widnes, at a point five chains southward of the level crossing over the London and North Western Railway south of Appleton Station, which said intended railways will pass from, in, or into the several parishes, townships, extra-parochial, or other places of Prescott, Cuerdley, and Widnes, all in the county of Lancaster.

It is also proposed by the certificate to make provisions for the purposes following, or some of them (that is to say):

To authorise and regulate the proposed junction or junctions with the existing or authorised Liverpool Extension Railway of the Cheshire Lines' Committee, and with and between the several railways proposed to be authorised.

To authorise the Promoters, or the said intended Company, to make lateral and vertical deviations from the lines and levels of the works laid down on the plan and sections thereof deposited, as hereinafter mentioned.

To authorise and empower the Promoters, or said intended Company, to purchase or acquire by agreement, lands and houses, and other property and rights, liberties and easements in and over the same or other properties for the purpose of the said intended railways and works, or some or any or either of them, and also additional lands for the extraordinary purposes specified in "The Railway Clauses Consolidation Act, 1845," and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, properties, rights, and privileges proposed to be purchased, acquired, taken, or used, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and, for the purposes aforesaid, to authorise the breaking up, crossing, alteration, deviation, or stopping up, either permanently or temporarily, as the case may require, of all highways, ways, turnpikes, and other roads, footpaths, railways, tramways, harbours, navigations, tidal waters, reservoirs, goits, canals, aqueducts, towing-paths, sluices, streams, rivers, water-courses, sewers, pipes, and drains within, adjoining, or near to the aforesaid parishes, townships, and extra-parochial or other places, or any of them with which it may be necessary to interfere in the construction, maintenance, and use, or otherwise, for the purposes of the said intended railways, and works, or any or either of them.

To authorise and empower the Promoters, or the said intended Company, and any other Company or Companies lawfully using the said intended railways and works, or any or either of them, either jointly or severally, to levy tolls, rates, and charges for and in respect of the said intended railways and works, or any or either of them, and to grant exemptions from the payment of such tolls, rates, and charges.

To authorise the Promoters, or the said intended Company, to raise or create capital by shares or stock, either ordinary or preferential, and to borrow money on mortgage.

To authorise the Promoters, or the intended Company, and the Cheshire Lines' Committee,

to make, enter into, and carry into effect contracts, arrangements, and agreements for, or with reference to, the construction, maintenance, working, and use by the Committee of the intended railways and works, or any part thereof, the supply and maintenance of rolling stock and other stock and plant for the same, the collection, regulation, management and transmission of traffic passing to or from the same, the fixing, collection, application, division, and appointment of tolls, and the employment of officers and servants.

To empower the Cheshire Lines' Committee, the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland Railway Companies, or any of them (if they think fit), to guarantee interest or dividends on all or any part of the capital and loans of the intended Company, and also to subscribe towards and take shares in the undertaking of the intended Company, and to lend money to the intended Company, and to apply for those purposes any part of the funds or monies of the Cheshire Lines' Committee, or of any of the other before-named Companies which they may legally be enabled to apply for such purposes, and to empower them, or any of them, so subscribing to appoint one or more of the directors of the intended Company.

To authorise the Cheshire Lines' Committee, and the before-mentioned Companies, or any of them, to raise money for the purposes aforesaid by the creation of new shares with or without any preference or priority in payment of interest or dividends, and by borrowing, or by either of these means, or by such other means as shall be provided by the certificate.

It is intended and proposed that the said certificate shall annul, extend, or repeal some of the powers and provisions of the local and personal Acts 30 and 31 Vic., cap. 207; 31 and 32 Vic., cap. 26; 34 and 35 Vic., cap. 39, and any other Act or Acts relating to the Cheshire Lines' Committee, 12 and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company, 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company, and to incorporate with such certificate either wholly or partially "The Companies Clauses Acts," "The Lands Clauses Act," and the Railway Clauses Acts," or some or one of them, or some part or parts thereof respectively.

And notice is hereby given, that duplicate plans and sections of the said intended railways and works, and books of reference thereto, together with a published map, showing the general course and direction of the proposed railways have been deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, in the said county of Lancaster, and that a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes, townships, and extra-parochial and other places in or through which the said intended railways and works, or any or either of them, are proposed to be made have been deposited with the parish clerk of each such parish at his residence; and as regards any township or extra-parochial place (if any), with the parish clerk of some adjoining parish, at his residence, and duplicate plans, sections, books of reference, and published maps, showing as afore-

said, have also been deposited at the office of the Board of Trade.

That on or before the 30th day of November, 1871, a copy of each of the newspapers and Gazettes containing the several advertisements, will be lodged at the office of the Board of Trade, and within the same time a printed copy of this advertisement, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office, as aforesaid, and with each parish clerk or other clerk above-mentioned: at his place of abode.

And notice is hereby further given, that the office of the undersigned, Edward Reddish, at No. 38, Regent-street, Piccadilly, W., is the office in London where copies of the draft certificate will be supplied, under the provisions of the said first-mentioned Act, at sixpence each copy.

And all persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Secretary to the Board of Trade, on or before the first day of January, one thousand eight hundred and seventy-two.

And all Railway and Canal Companies desiring to be heard by counsel, agents, or witnesses against the intended application for the said certificate, must lodge, at the office of the said Board of Trade, a notice in writing to that effect in the manner and form, and within the time provided and prescribed by "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870," and the schedule thereto.

Dated this seventh day of November, one thousand eight hundred and seventy-one.

Edward Reddish, 38, Regent-street, Piccadilly, W.; and Stockport, Solicitor.

In Parliament—Session 1872.

Elstree and Boreham Wood Gas Works.

(Application under the Gas and Water Works Facilities Act, 1870, for powers for Manufacturing and Supplying Gas within the parish of Elstree and surrounding Districts; Power to maintain and improve existing Gas Works; Agreements with Public Bodies and others.)

NOTICE is hereby given, that application will be made to the Board of Trade in this present month of November, 1871, or so soon thereafter as may be practicable and the law may allow under the provisions of the Gas and Water Works Facilities Act, 1870, by Thomas Douglas, of No. 1, Brunswick Villas, Wood-street, in the town and parish of Chipping Barnet, in the county of Herts, gas engineer, Robert Douglas, of Redheugh Hall, in the township of Gateshead-on-Tyne, in the county of Durham, gas engineer, and John McLaren, of Letham House, Huntingtower, near Perth, in the county of Perth, N.B., Esquire, for a Provisional Order, under the terms of the said Act, to confer upon them the powers or some of the powers, and enable them to carry into effect the objects or some of the objects following, that is to say:—

To light with gas the parishes and places following, or some of them, or some part or parts thereof respectively, viz., the parishes of Elstree, Aldenham, Shenley, and Ridge, in the county of Herts, and the parishes of Edgeware and Little Stanmore, in the county of Middlesex.

To authorise the said applicants to maintain, and from time to time alter, enlarge, improve, and renew their existing gas and other works, buildings, apparatus, and meters, for the manufacture, storing, and supply of gas and residual products and other purposes, situate on a piece

of land near the Elstree and Boreham Wood Station of the Midland Railway Company at Boreham Wood, in the parish of Elstree aforesaid, containing 3 roods or thereabouts, and bounded on the south by land in the occupation of Cox, on the east by land in the occupation of the said Cox, and Matthews, and on the north and west by land in the occupation of the said Midland Railway Company.

To define the limits within which the said applicants may supply gas, and to include within such limits the whole of the said parishes of Elstree, Aldenham, Shenley, and Ridge, in the county of Herts, and the said parishes of Edgeware and Little Stanmore, in the county of Middlesex, except such part or parts thereof respectively, if any, within which there is an existing company, corporation, body of commissioners, or person empowered by Act of Parliament to construct gas works and works connected therewith, or to manufacture and supply gas.

To authorise the said applicants to manufacture, store, and distribute, and to sell and to supply and light with gas produced from coal, cannel, or other materials, and to manufacture or convert, store, utilise, and sell and dispose of coal, coke, tar, and other residuum and products arising from the manufacture of gas, and to make or convert tar, pitch, ammoniacal liquors, and any residuum into dye, ware, or other materials, and to sell and deal in the same and other matters and things, and to carry on the business usually carried on by gas manufacturers, and to acquire and hold patent rights, or take licences to use patent rights for the manufacture or distribution of gas, for the realisation or utilisation of the residual products from gas, 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, railways, canals, tramways, and other public passages and places within the said townships and parishes to be so supplied with gas by the applicants, and for that purpose to open, break up, and cross, alter, divert, and interfere with such streets, roads, lanes, bridges, rivers, railways, canals, tramways, and other public passages and places, and also with any sewers, drains, and pipes in, over, or under the same.

To authorise the applicants to purchase additional lands, and from time to time to sell or lease any lands, works, and property vested in, or purchased by them and not required for the purposes of the undertaking.

To authorise the applicants to make and carry into effect contracts and agreements for lighting or supplying with gas any public place, building, or otherwise, with all corporations and public bodies, commissioners, companies, or other local authorities, and all persons whomsoever, upon such terms and conditions as they shall respectively think fit; and, if necessary, to enable such corporations and public bodies, commissioners, companies, or other local authorities, for any of the purposes aforesaid, to appropriate and apply any funds belonging to them respectively or under their control, and to raise moneys by rates and by borrowing upon the credit thereof.

To authorize the applicants to manufacture, purchase, or hire gas meters and gas apparatus, and to sell, let, and fix the same, and to levy and collect rates, rents, and charges for the sale and supply of gas, and the sale and hire of gas meters, apparatus, and fittings, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid, and confer

other rights and privileges necessary for carrying into effect the same.

Copies of the documents required by Part II of Schedule B to the Gas and Water Facilities Act, 1870, to be deposited, viz., a copy of this advertisement and a map showing the land proposed to be used for the manufacture of gas or of residual products arising in the manufacture of gas, will be deposited on or before the 30th day of November instant, at the office of the Clerk of the Peace for the county of Herts and liberty of Saint Alban's, situate at Saint Alban's, in the county of Herts, and at the office of the Clerk of the Peace for the county of Middlesex, situate at Clerkenwell-green, in the parish of Clerkenwell, in the county of Middlesex, and at the office of the Board of Trade, situate at Whitehall-gardens, Westminster, in the county of Middlesex.

Printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, can be obtained at the office of the undersigned Poole and Hughes, Solicitors, 9, New-square, Lincoln's Inn, London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next; and copies of their objections must at the same time be sent to the promoters, the applicants.

Dated this 16th day of November, 1871.

Poole and Hughes, 9, New-square, Lincoln's Inn, London, Solicitors for the said Applicants.

In Parliament—Session, 1872.

All Saints' Church, Cardiff.

(Alteration of site of Church and Erection of New Church 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 for the following purposes, that is to say:—

To enable the Patron and Incumbent, or other the corporations or persons in whom the Church of All Saints, Cardiff, is vested, to sell or otherwise dispose of that church, and the lands and buildings connected therewith, and to enable the Patron and Incumbent, or other corporations, or persons, or trustees to be named in the Bill, to provide by purchase, exchange, or otherwise, a new site for a church within the District Chapelry of All Saints, Cardiff, and with the funds to arise from the sale of the existing church to erect a new church thereon with all necessary buildings and appurtenances. To extinguish all rights of patronage and other rights and privileges attached to the existing church, and to create the same or similar rights and privileges with respect to the new church as now affect the existing church, and to provide that the present Incumbent of the existing church and District Chapelry of All Saints, Cardiff shall be the Incumbent of the new church.

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 8th day of November, 1871.

Luard and Sherley, Cardiff, Solicitors.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1872.

Liverpool and Birkenhead Subway and Railway. (Incorporation of Company; Construction of Subway and Railway; Purchase of Lands; Tolls; Capital; 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 for an Act to incorporate a Company, hereinafter called the Company, and to authorise the Company to make and maintain the subway and railway following, or some part or parts thereof, with all proper stations, sidings, shafts, approaches, and other works and conveniences, that is to say:—

A subway or railway commencing at a point at the corner of James-street, and a street called the Back-goree, situate in the parish of Liverpool, in the county of Lancaster, passing thence through, along, and under the said street called the Back-goree, and through, along, and under a street lying between the George's Dock and the Goree Warehouses, and under the Goree Warehouses, and thence through and under the George's Dock Basin, and thence under the River Mersey to the south-easterly point of the Wharf of the Morpeth Dock, in the township of Birkenhead, in the county of Chester, and thence under the said wharf, and the Morpeth Dock and the wharf adjoining thereto, and the Morpeth Branch Dock and the wharf adjoining thereto, on the south-west side, and thence under land belonging to the Mersey Docks and Harbour Board, and thence crossing under Canning-street, through and under a street in the township of Birkenhead aforesaid called Argyle-street, and terminating at a point in Argyle-street, at a point at the junction of Argyle-street with Queen-street, in the township of Birkenhead, in the extra-parochial chapelry of Birkenhead and county of Chester, and which subway and railway will be made wholly in the townships, parishes, and extra-parochial places following:—the parish and borough of Liverpool in the county palatine of Lancaster; the foreshore and bed of the River Mersey; and the township of Birkenhead, in the extra-parochial chapelry of Birkenhead, in the county of Chester.

To authorise the Company to make and maintain the said subway, railway, and works, to purchase by compulsion or agreement, or take on lease lands, houses, and other hereditaments or rights and easements through, under, or over the same, to vary or extinguish any rights and privileges which would in any way interfere with the objects of the intended Act.

To levy tolls, rates, and duties, to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

To authorise the Company to deviate from the lines and levels of the proposed subway or railway as therein specified, to cross, stop up, take down, alter, or divert, temporarily or permanently roads, streets, railways, tramways, piers, jetties, quays, wharves, and landing places, rivers, streams, canals, reservoirs, navigations, bridges, posts, wires, and pipes, or works of any description, and to interfere with the foreshores, and also with the bed or soil of the River Mersey, so far as may be necessary for the construction of the works thereby authorized.

To authorise the Company to raise the capital necessary for their undertaking by shares or by borrowing; and to attach to any shares such preference or priority of dividend as may be specified in the intended Act.

To incorporate all or some of the powers and 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 Railway Clauses Consolidation Act, 1845; the Railway Clauses Act, 1863; and the Harbours Docks Piers Clauses Act, 1847.

To alter, amend, vary, or repeal all or some of the powers and provisions of the following Acts of Parliament relating to the Corporation of Liverpool, namely, 5 Victoria, chapter 26; 5 and 6 Victoria, chapter 106; 6 and 7 Victoria, chapter 109; 7 and 8 Victoria, chapter 51; 9 and 10 Victoria, chapter 127. (Liverpool Sanitary Act, 1846;) "The Liverpool Library and Museum Act, 1852;" "The Liverpool Sanitary Amendment Act, 1854;" "The Liverpool Improvement Act, 1855;" "The Liverpool Improvement Act, 1858;" "The Liverpool Improvement Act, 1861;" "The Liverpool Improvement Act, 1864;" "The Liverpool Improvement Act, 1865;" "The Liverpool Sanitary Amendment Act, 1864;" "The Liverpool Improvement Act, 1867;" "The Liverpool Corporation Waterworks Act, 1847;" "The Liverpool Corporation Waterworks Amendment Act, 1850;" "The Liverpool Corporation Waterworks Act, 1862;" "The Liverpool Improvement and Water Act, 1871." And also the following Acts of Parliament relating to the Mersey Docks and Harbour Board, namely, 20 and 21 Victoria, chapter 162; 21 and 22 Victoria, chapters 90 and 92; 22 Victoria, chapters 20-23; and 24 Victoria, chapter 150; 24 and 25 Victoria, chapter 188; 26 Victoria, chapter 54; 27 and 28 Victoria, chapter 213; 29 Victoria, chapter 84; 29 and 30 Victoria, chapter 103; and 30 and 31 Victoria, chapter 206; 34 and 35 Victoria chapter 197. And also the following Acts of Parliament relating to the Birkenhead Improvement Commissioners, namely, 3 William IV., chapter 68; 1 and 2 Victoria, chapter 33; 5 Victoria (Session 2)-chapter 5; 6 and 7 Victoria, chapter 13; 7 and 8 Victoria, chapter 32; 9 and 10 Victoria, chapter 28; 13 and 14 Victoria, chapter 3; 21 and 22 Victoria, chapters 85 and 121; 26 and 27 Victoria, chapter 106; and 30 and 31 Victoria, chapter 92. And also the following Acts of Parliament relating to the Mersey Conservancy, namely, 46 George III., chapter 153, 5 and 6 Victoria, chapter 110, relating to or affecting the Conservancy of the Mersey; the Act relating to the Pilotage of the Port of Liverpool, 5 George IV., chapter 73; the Acts relating to or affecting the Mayor, Aldermen, and Burgesses of the borough or town of Liverpool, that is to say, 21 George II., chapter 24; 2 George III., chapter 68; 26 George III., chapter 12; and (local and personal) 42 George III., chapter 71; 59 George III., chapter 9; 1 George IV., chapter 13; 6 George IV., chapter 75; 6 George IV., chapter 187; 7 George IV., chapter 57; 11 George IV. and 1 William IV., chapter 15; 7 William IV. and 1 Victoria, chapters 98 and 115; 2 and 3 Victoria, chapter 92; 3 and 4 Victoria, chapter 89; 5 and 6 Victoria, chapters 26, 44, and 106; 6 and 7 Victoria, chapters 75 and 109; 7 and 8 Victoria, chapter 51; 9 and 10 Victoria, chapter 120; 10 and 11 Victoria, chapter 261; 13 and 14 Victoria, chapter 80; 15 and 16 Victoria, chapter 3; and all other (if any) Acts relating to or affecting the Mayor, Aldermen, and Burgesses, and the River and Estuary of the Mersey, or some of them, or some portions thereof.

Also to repeal, vary, or amend, so far as may be necessary or expedient, the facts following

relating to the docks or harbour of Liverpool, that is to say:—8 Anne, chapter 12; 3 George I., chapter 1; 11 George II., chapter 32; 2 George III., chapter 86; 25 George III., chapter 15; 39 George III., chapter 59; 51 George III., chapter 143; 53 George III., chapter 156; 59 George III., chapter 30; 6 George IV., chapter 187; 9 George IV., chapter 55; 9 George IV., chapter 114; 11 George IV., chapter 14; 4 Victoria, chapter 30; 6 and 7 Victoria, chapter 98; 7 and 8 Victoria, chapter 80; 8 Victoria, chapter 11; 9 and 10 Victoria, chapter 119; 11 Victoria, chapter 10; 14 and 15 Victoria, chapter 64; and 18 and 19 Victoria, chapter 174; or some of them or some portion thereof. And also to repeal, vary, and amend, so far as may be necessary or expedient for the purposes of the said intended Act, the Acts following relating to the Birkenhead Docks, that is to say, local or local and personal 7 and 8 Victoria, chapter 79; 8 Victoria, chapter 4; 10 and 11 Victoria, chapters 264 and 265; 11 and 12 Victoria, chapter 144; 13 and 14 Victoria, chapter 100; 16 and 17 Victoria, chapter 165; 17 and 18 Victoria, chapter 192; 18 and 19 Victoria, chapter 171; 8 and 9 Victoria, chapter 60; 11 and 12 Victoria, chapters 9 and 42; 16 and 17 Victoria, chapter 177; 3 and 4 Victoria, chapter 120; 9 and 10 Victoria, chapter 146; or some of them, or some portions thereof; and the Act 20 and 21 Victoria, chapter 162.

And notice is hereby also given, that a plan and section in duplicate of the intended subway or railway and works, and of the lands to be taken under the compulsory powers of the said intended Act, and a book of reference to the plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and an Ordnance map with the line of railway delineated thereon, showing 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 as follows (that is to say) with the clerk of the peace for the county of Lancaster, at his office at Preston, in the same county; and with the clerk of the peace for the county of Chester, at his offices at Chester, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plan, section, and book of reference as relates to such parish or extra-parochial place in or through which the said works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and printed copies of the said 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 13th day of November, 1871.

Hull, Stone, and Fletcher, Liverpool,
Solicitors.

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

In Parliament.—Session 1872.

Southwark and Vauxhall Water Company.

(Increase of Capital, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Southwark and Vauxhall Water Company (hereinafter called "the Com-

pany"), for an Act to enable the Company to raise additional capital for the general purposes of their undertaking, by the creation and issue of new shares or stock, either with or without a guarantee or other preference or priority in the payment of dividend, or any other special rights or privileges attached thereto, and by borrowing or by either of those means.

And the intended Act will alter, amend, enlarge, or repeal some of the powers and provisions of "The Southwark and Vauxhall Water Act, 1852," "The Southwark and Vauxhall Water Act, 1855," "The Southwark and Vauxhall Water Act, 1864," "The Southwark and Vauxhall Water Act, 1867," and any other Acts so far as the same may be necessary for effecting the objects aforesaid.

And notice is hereby further given, that on or before the 21st day of December, 1871, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1871.

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

In Parliament.—Session 1872.

Sheffield and Buxton Narrow Gauge Railway.

(Incorporation of a Company for making a Railway from Sheffield to Buxton; Compulsory Purchase of Lands; Narrow Gauge; Power to enter into Agreements with London and North-Western Railway Company; Alteration of their Railway; Power to Levy Tolls; Amendment of Acts.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes following, or some of them, namely:

To incorporate a Company (hereinafter referred to as "the Company") to make and maintain the Railway following, with all needful works, station, approaches, and conveniences connected therewith (that is to say):

A Railway commencing in a certain field or close of land abutting on the west side of the Sheffield, Wadsley, and Langsett Road, belonging or reputed to belong to and in the occupation of Ely Darlow, and situate in the township of Nether Hallam, in the parish of Sheffield, in the West Riding of the county of York, and terminating in the township of Fairfield, in the parish of Hope, in the county of Derby, by a junction with the Stockport, Disley, and Whaley Bridge Buxton Extension Railway of the London and North-Western Railway Company, at a point thereon 35 chains or thereabouts south of the Doveholes Station of that railway, which intended Railway will be made, or pass from in, through or into the several townships, parishes, and extra-parochial and other places following, or some of them, namely: Sheffield, Nether Hallam, Upper Hallam, Bradfield, and Ecclesfield, all in the West Riding of the county of York; Hathersage, Outseats, Derwent, Bamford, Hope, Thornhill, Aston, Shotton, Brough, Bradwell, Hazlebadge, Little Hucklow, Great Hucklow, Fairfield, Litton, Tideswell, Wormhill, Wheston, and Peak Forest, all in the county of Derby.

To empower the Company to deviate laterally from the line of proposed works to the extent shown on the plans deposited as hereinafter mentioned, or as may be prescribed by the Bill, and to deviate vertically from the levels of the

works shown on the sections deposited, as herein-after mentioned, to the extent prescribed by the Bill.

To empower the Company to purchase and take by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended Railway and works and other purposes of the undertaking, and to vary and extinguish any rights or privileges, statutory or other, connected with such lands, houses, and hereditaments or any of them.

To stop up, alter, divert, cross or break up or otherwise interfere with, either temporarily or permanently, all such turnpike and other roads, streets, highways, tramways, bridges, foot-paths, towing paths, railways, aqueducts, rivers, canals, streams, brooks, sewers, drains, pipes, and water-courses as may be necessary or convenient in constructing or maintaining the said intended Railway and works, and also for the purposes aforesaid to alter the level of any highways, streets, roads, bridges, or paths, and to remove any telegraph posts, apparatus, or wires, or alter the positions thereof.

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

To enable the Company or the London and North-Western Railway Company to lay down rails or an additional rail or rails on, and to adapt to the narrow gauge so much of the said Stockport, Disley, and Whaley Bridge Buxton Extension Railway as is situate between the Buxton Station of that Railway and the termination of the said intended Railway as hereinbefore described.

To enable the Company and all other Companies and persons lawfully using the said intended Railway to run over and use with their engines, carriages, waggons, and trucks of every description, and with their clerks, officers, and servants, so much of the said Stockport, Disley, and Whaley Bridge Buxton Extension Railway as shall be adapted to narrow gauge traffic as aforesaid, together with the stations, watering-places, booking-offices, warehouses, sidings, works, and conveniences connected therewith. The terms and conditions upon which such rails shall be laid down on the aforesaid portion of Railway, and the tolls and other payments to be made for the use of the same, will, if not agreed upon, be defined by the Bill or settled by arbitration.

To levy tolls, rates, and duties in respect of traffic conveyed over the before-mentioned portion of Railway, and to alter the tolls, rates, and duties which the London and North-Western Railway Company are now authorized to take, and to confer and vary exemptions from the payment of such tolls, rates, and duties.

To make effectual provision for facilitating and securing the speedy, direct, and convenient interchange, transmission, and delivery between and over, and at the Railways and Stations of the London and North-Western Railway Company, of all traffic coming from or destined for the intended Railway, and to require that Company to receive, book through, and deliver all such traffic on, over, and at their railway stations, wharves, and warehouses, upon such terms and conditions, and upon payment of such tolls and charges as may be agreed upon or (failing agreement) as shall be settled by arbitration or shall be defined by the Bill.

To enable the Company and the London and North-Western Railway Company, for or with reference to the construction, maintenance, work-

ing, and using by either of the contracting Companies of the Railways and Works of the other of them, or any part thereof, the collection, conduct, and delivery of the traffic, the supply and maintenance of engines, stock, and plant, the fixing and appropriation of the tolls, and other income and profits thence arising, the rents, contributions, payments, deductions, and allowances to be paid and allowed by either of the contracting Companies, to or for the other of them, and any incidental matters.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To authorize the construction and working of the said intended Railway on a gauge of three feet, or such other gauge as may be provided for by the intended Act, and, so far as may be necessary, to alter and amend the provisions of the Act 9 and 10 Victoria, cap. 57.

To alter, amend, extend, and enlarge or repeal 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—the 20 and 21 Victoria, cap. 98; and all other Act or Acts relating to the London and North-Western Railway Company.

To incorporate wholly or partially “The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;” “The Companies Clauses Consolidation Act, 1845;” “The Companies Clauses Act, 1863;” “The Companies Clauses Act, 1869;” “The Railways Clauses Consolidation Act, 1845;” “The Railways Clauses Act, 1863;” and “The Railway Companies Arbitration Act, 1859.”

And Notice is Hereby Further Given, That duplicate plans and sections of the proposed railway and works, and the lands, houses, and property intended to be taken for the purposes thereof, together with a book of reference to such plans, an Ordnance map upon a scale of one inch to a mile with the lines of 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, 1871, be deposited as follows:—as regards the railway lands and works situate in the West Riding of the county of York with the Clerk of the Peace for that Riding, at his office at Wakefield; and as regards the railway lands and works situate in the county of Derby with the Clerk of the Peace of that county, at his Office at Derby. 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 or extra-parochial place in or through which the said intended railway or works are intended to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published in the “London Gazette,” 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 14th day of November, 1871.

Darlington and Son, Wigan, Solicitors for the Bill.

Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford-row, London, Parliamentary Agents.

In Parliament—Session 1872.

South Midland Railway.

(Incorporation of Company; Construction of Railways from Lydney to Wootton Bassett, Nailsworth to Malmesbury, Dudbridge to Stroud, Wootton Bassett to Hungerford, Hungerford to Andover, and Kintbury to Basingstoke; Powers as to laying down Additional Rails on portions of the Great Western Railway, and of the London and South Western Railway, and on the Stonehouse and Nailsworth Railway; Powers to the Great Western Railway Company, the London and South Western Railway Company, and the Stonehouse and Nailsworth Railway Company to lay down Additional Rails, and to make Arrangements with reference thereto; and to Raise Capital; Compulsory Purchase of Lands; Tolls; Running Powers over Portions of Great Western, Midland, and London and South Western Railways, and Stonehouse and Nailsworth Railway, and User of Stations on those Railways; Alteration of existing Tolls; Facilities over the Lines of, and Working and other Arrangements with, and other Provisions affecting, the Great Western, the London and South Western, and Midland Railway Companies, and the Severn and Wye Railway and Canal Company; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To incorporate a Company (hereinafter referred to as "The Company"), and to enable them to make and maintain the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

1. A Railway (No. 1) commencing in the parish of Lydney, in the county of Gloucester, by a junction with the South Wales Railway of the Great Western Railway Company at or near the mile-post near the Lydney Station of that railway, denoting one hundred and thirty-three miles, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Lydney, Nass, and Purton, the river Severn (crossing that river by a bridge), Berkeley, Hinton, Hamfallow, Breadstone, Cam, Leonard Stanley, and Stinchcombe, in the county of Gloucester, and terminating in the parish of Berkeley, in the county of Gloucester, at or near the post near the north-eastern end of the Berkeley-road Station of the Bristol and Birmingham Railway of the Midland Railway Company, denoting twenty-two and a half miles;

2. A Railway (No. 1A) commencing in the parish of Lydney, in the county of Gloucester, by a junction with the Severn and Wye Railway, at or near the point where that railway is carried over the canal near Lydney Church, passing thence through or into the several parishes, townships, and extra-parochial places following, or one of them, namely, Lydney and Nass, in the county of Gloucester, and terminating in the said parish of Lydney by a junction with Railway No. 1, at a point two hundred and thirty-five yards, or thereabouts, east of the one hundred and thirty-third mile post on the South Wales Railway of the Great Western Railway Company;

3. A Railway (No. 1B) commencing in the

parish of Berkeley, in the county of Gloucester, by a junction with Railway No. 1, in a field numbered 1296 on the Tithe Commutation Map of that parish, belonging to Miss Lydia Marsh, and now in the occupation of George Powell, at a point in that field close to the north-west hedge of that field, and one hundred and sixty yards or thereabouts, measuring along the said north-west hedge in a north-easterly direction, from the road leading from the Bristol and Gloucester turnpike road to Purton Passage, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Berkeley, Hinton, Hamfallow, Cam, Leonard Stanley, and Stinchcombe, in the county of Gloucester, and terminating in the parish of Stinchcombe, in the said county, in a field called the Six Acres, belonging to John Mabbatt, and now in the occupation of Benjamin Shatford, at a point in that field ten yards or thereabouts, measuring from the west hedge along the south hedge of that field;

4. A Railway (No. 2) commencing in the parish of Leonard Stanley, in the county of Gloucester, by a junction with the Bristol and Birmingham Railway of the Midland Railway, at or near the twenty-second mile post, near the Berkeley-road Station of that railway, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Berkeley, Cam, Leonard Stanley, Breadstone, Stinchcombe, North Nibley, Wootton-under-Edge, Alderley, Hilsley, Hawkesbury, Oldbury-on-the-Hill, Didmarton, in the county of Gloucester, and Sopworth, Sherston Magna, Sherston Parva, Pinkney, Eastern Gray, Easton Grey, Foxley, Bremlham, Westport Saint Mary, Lea and Claverton, Saint Paul Malmesbury, Brinkworth, and Wootton Bassett, in the county of Wilts, and terminating in the parish of Wootton Bassett, in the county of Wilts, by a junction with the Great Western Railway, at or near the Wootton Bassett Station of that Railway;

5. A Railway (No. 3) commencing in the parish of Kings Stanley, in the county of Gloucester, by a junction with the Stonehouse and Nailsworth Railway at or near the first signal post on that railway south-east of Dudbridge Station, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Rodborough, Stroud, Kings Stanley, Woodchester, Randwick, Stonehouse, Sapperton, and Painswick, in the county of Gloucester, and terminating in the parish of Stroud, in the said county, by a junction with the Great Western Railway, at or near the western end of the second timber viaduct, west of Stroud, on the line of the Great Western Railway from Stroud to Gloucester;

6. A Railway (No. 3A) commencing in the parish of Kings Stanley, in the county of Gloucester, by a junction with the Stonehouse and Nailsworth Railway, at or near the south-east side of the bridge carrying the turnpike road from Dudbridge to Kings Stanley over that railway near the Dudbridge Station, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Rodborough, Stroud, Kings Stanley, Woodchester, Randwick, Sapperton, and Painswick, in the county of Gloucester, and terminating in the parish of Rodborough in the same county, by a junction with Railway No. 3, at a point in a garden the property of Samuel Marling, and in the occupation of Adolphus Charles Smith, close to the north wall of that garden, and one

hundred yards or thereabouts east of the junction of the turnpike road leading from Dudbridge to Tetbury, with the turnpike road leading from Dudbridge to Rodborough ;

7. A Railway (No. 4) commencing in the parish of Minchinhampton, in the county of Gloucester, by a junction with the Stonehouse and Nailsworth Railway, opposite the booking office of the Nailsworth Station of that railway, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely: Nailsworth, Avening, Minchinhampton, Chevenage, Horsley, Beverstone, Charlton, and Tetbury, in the county of Gloucester, and Long Newton, Charlton, Brokenborough, Malmesbury Saint Mary otherwise West Port Saint Mary, Malmesbury the Abbey, Malmesbury Saint Paul's, Rodburne, Rodburne Cheney, Milbourne, Lea and Claverton otherwise Lea and Cleverton, Burton Hill, and Little Somerford, in the county of Wilts, and terminating in the parish of Malmesbury Saint Paul, in the county of Wilts, by a junction with Railway No. 2, in a field called the "Two Acre Field," belonging to and in the occupation of Daniel Beak ;

8. A Railway (No. 5) commencing in the parish of Wootton Bassett, in the county of Wilts, by a junction with Railway No. 2, at a point ten yards or thereabouts, measuring in a northwardly direction, from the centre of the Great Western Railway, and four yards or thereabouts, measuring in an easterly direction, from the eastern face of the bridge carrying the turnpike road from Wootton Bassett to Calne over that railway, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely:—Wootton Bassett, Broad Hinton, Lydiard Tregoz, Wroughton, Chisledon, Draycot Foliat, Ogbourne Saint George, Mildenhall, Aldbourne, Ramsbury, Chilton Foliat, Froxfield, and Hungerford, in the county of Wilts, and Hungerford, in the county of Berks, and terminating in the parish of Hungerford, in the county of Berks, by a junction with the Berks and Hants Extension Railway of the Great Western Railway, at a point on that railway three hundred yards or thereabouts west of the bridge carrying that railway over the High-street, Hungerford ;

9. A Railway (No. 6) commencing in the parish of Hungerford, in the county of Wilts, in a field called the "Nine Acres," part of Hop Grass Farm, and abutting upon the turnpike-road from Newbury to Marlborough, belonging to Francis Leybourne Popham, as committee of the estate of Edward William Leybourne Popham, and now in the occupation of John Richens, at a point in that field fifty-five yards or thereabouts south of the centre of the said road leading from Newbury to Marlborough, and ninety-eight yards or thereabouts south-west of the stile at the point where a public footpath intersects the said road, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely:—Hungerford and Shalburne, in the county of Berks; Hungerford, Froxfield, Shalbourne, Great Bedwyn, Little Bedwyn, Tidcombe, Collingbourne Kingston, Collingbourne Ducis, Clute, North Tedworth, South Tedworth, Ludgershall, and Fyfield, in the county of Wilts; North Tedworth, South Tedworth, Appleshaw, Fyfield, Kimpton, Thrupton, Moxton, Penton Grafton or Weyhill, Penton Mewsey, Foxcott, Knights Enham, and Andover, in the county of Southampton, and terminating in the parish of Andover, in the county of Southampton, by a junction with the Andover and Redbridge Railway of the London and South-Western Rail-

way Company, at a point on that railway sixty-five yards or thereabouts north of the distant auxiliary down-train signal-post on that railway, which signal-post is situated between the junction of that railway with the Basingstoke and Salisbury Line of the London and South-Western Railway Company and the level crossing at Andover Town Station :

10. A Railway (No. 7) commencing in the parish of Kintbury, in the county of Berks, by a junction with the Berks and Hants Railway of the Great Western Railway Company at a point three hundred yards or thereabouts westward of the bridge carrying the said railway over the Kennet and Avon Canal, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Kintbury, Hampstead Marshall, Emborne, and Newbury, in the county of Berks; Woodhay East, Newtown, New Valence, Highclere, Burghclere, Itchingswell, Sidmanton, Kingsclere, Woolverton, Baughurst, Ewhurst, Tadley, Pamber, Sherborne, Wootton St. Lawrence, Monks Sherborne, Sherborne St. John, and Basingstoke, in the county of Southampton, and terminating in the parish of Basingstoke, in the county of Southampton, by a junction with the main line of the London and South-Western Railway at a point three hundred and thirty yards or thereabouts westward of the bridge carrying that main line over the Newbury Turnpike-road west of the Basingstoke Station of that railway.

To enable the Company, or the Great Western Railway Company, to lay down additional lines of rails on so much of the said Berks and Hants Extension Railway as lies between the termination of Railway No. 5, as hereinbefore described, and the Hungerford Station of the Great Western Railway, together with all necessary works and conveniences connected therewith.

To enable the Company, or the Great Western Railway Company, to lay down additional lines of rails on the narrow gauge on so much of the said Berks and Hants Extension Railway, and also on so much of the Berks and Hants Railway of the Great Western Railway Company as lies between the termination of Railway No. 5, as hereinbefore described, and the commencement of Railway No. 7, as hereinbefore described, together with all necessary works and conveniences connected therewith.

To enable the Company, or the London and South-Western Railway Company, to lay down an additional line of rails on the Andover and Redbridge Railway of the London and South-Western Railway between the termination of Railway No. 6, as hereinbefore described, and the point near the Mottesfont Station of the said Andover and Redbridge Railway where that railway joins the Salisbury and Bishopstoke Railway of the London and South-Western Railway, and between so much of the said Andover and Redbridge Railway as lies between the Romsey Station and the Redbridge Station of that railway, together with all necessary works and conveniences connected therewith.

To enable the Company, or the Stonehouse and Nailsworth Railway Company, to lay down additional lines of rails on the Stonehouse and Nailsworth Railway, between Nailsworth and Stonehouse, together with all necessary works and conveniences connected therewith.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other

pipes, and telegraph apparatus, so far as may be necessary in constructing or maintaining the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended railways and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property, and to exercise other rights and privileges.

To levy tolls, rates, and charges upon, and in respect of, the proposed railways and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Company on the one hand, and the Great Western and the London and South-Western and the Midland Railway Companies, and the Severn and Wye Railway and Canal Company (hereinafter called "the four Companies"), or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the contracting Companies, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, 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, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company, and all Companies and persons for the time being lawfully using any of the railways of the Company, or any part or parts thereof, to run over, work, and use, with their engines and carriages, waggons, and trucks of every description, and with their clerks, officers, and servants, and for the purposes of traffic of every description, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations and the booking-offices, warehouses, landing-places, platforms, water, watering-places, and engines, standing-room for engines and carriages, sidings, works, and conveniences connected therewith respectively, that is to say :

So much of the South Wales Railway of the Great Western Railway as lies between the point of the junction therewith of the Railway No. 1, as hereinbefore described, and the Cardiff Station of that railway, together with the Lydney, Newport, and Cardiff Stations of that railway, and all connecting lines or branches and sidings belonging to the Great Western Railway Company which communicate with the railways of the Monmouthshire Railway and Canal Company, and the

Brecon and Merthyr Tydfil Junction Railway Company, or either of them, or with railways which are leased to or worked by those Companies respectively, and which unite or communicate with the before-mentioned portion of the South Wales Railway.

So much of the Great Western Railway as lies between the termination of Railway No. 3 as hereinbefore described, and the Stroud Station of that railway, together with that station.

So much of the Great Western Railway as lies between the termination of Railway No. 2, as hereinbefore described, and the Wootton Bassett Station of the Great Western Railway, together with that station.

So much of the Berks and Hants and Berks and Hants Extension Railways of the Great Western Railway as lies between the termination of the Railway No. 5, as hereinbefore described, and the commencement of Railway No. 7, as hereinbefore described.

So much of the Midland Railway as lies between the commencement of Railway No. 2, as hereinbefore described, and the Gloucester Station of the Midland Railway, together with that station and all the intermediate stations of the Midland Railway.

The Stonehouse and Nailsworth Railway between Nailsworth and Stonehouse, and all the stations on that railway.

So much of the Andover and Redbridge Railway of the London and South Western Railway as lies between the termination of Railway No. 6, as hereinbefore described, and the Redbridge Station of that railway, together with the Andover Town and Redbridge, and all intermediate stations of that railway.

So much of the Salisbury and Bishopstoke Railway of the London and South Western Railway as lies between the point near the Mottesfont Station of the Andover and Redbridge Railway, where that railway joins the said Salisbury and Bishopstoke Railway, and the Romsey Station on that railway, together with the Romsey Station and all stations on that railway between the said junction and that station ; and

So much of the Southampton and Dorchester Railway of the London and South Western Railway as lies between the junction therewith of the said Andover and Redbridge Railway, and the junction of the Southampton and Dorchester Railway with the main line of the London and South Western Railway, and also so much of that main line as lies between the last-mentioned junction and the terminus of that railway at Southampton, together with that terminus and the Millbrook and West End Stations of the said Southampton and Dorchester Railway, and also the tramways from that terminus to and along the Royal Pier at Southampton and into the Southampton Docks.

To enable the company to take and levy tolls, rates, and charges upon or in respect of the several portions of railways and stations of the Great Western Railway, the Stonehouse and Nailsworth Railway, the Midland Railway, and the London and South Western Railway hereinbefore mentioned, over or on which running powers are by the Bill granted to the Company ; and to alter or vary the tolls, rates, and charges which those Companies, or either of them, are now authorised to demand and take in respect thereof, and to confer exemptions from such tolls, rates, and charges.

To enable the Great Western Railway Company, the London and South Western Railway Company, and the Stonehouse and Nailsworth Railway Company respectively to lay down additional rails on the before-mentioned portions of the

railways of those Companies respectively on which powers are by the Bill granted to the Company to lay down additional rails, and to enable the Company and each of those Companies respectively to make such arrangements with reference thereto as the Bill may prescribe, and to enable those three Companies respectively to apply their corporate funds for that purpose, and, if necessary, to raise additional capital for that purpose by the creation of new shares or stock, and by loan; and to attach to any such new shares or stock any preference or priority of dividend or interest and other advantages as the Bill may define.

To require the four Companies, and each and every of them, to afford all proper and necessary facilities for the collection, transmission, interchange, and delivery of, and to receive, book through, forward, accommodate, and deliver, on and from the railways of the four Companies respectively, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, or any part thereof, including through rates and through booking, and the appointment by the Company of clerks and servants at any of the stations of the four Companies, or any of them, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill.

The Bill will vary and extinguish all existing 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 it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863;" and it 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 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 96; 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; 33 and 34 Vict., cap. 110; and 34 and 35 Vict., cap. 167, and of the several other Acts relating to or affecting the London and South Western Railway Company, or the capital thereof; 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;

and of the several local and personal Acts following, or some of them (that is to say):—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; 33 and 34 Vict., cap. 63; and 34 and 25 Vict., cap. 86; and of the several other Acts relating to or affecting the Midland Railway Company, or the capital thereof.

And of the several local and personal Acts following, or some of them (that is to say): 5 and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., Session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vict., cap. 55; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 22, 43, 52, 53, 74, 81, and 131; 15 and 16 Vict., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, and 69; 18 and 19 Vict., caps. 98, 171, 175, 181, 183, 191; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vict., caps. 90, 123, 126, 139, 142, and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 138; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 82, 94, 127, and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 36, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vict., caps. 113, 127, 136, 151, and 198; 27 and 28 Vict., caps. 76 and 306; 28 and 29 Vict., cap. 299; 29 and 30 Vict., caps. 90, 231, 254, 272, 299, 307, 343, 356, and 357; 30 and 31 Vict., cap. 150; 31 and 32 Vict., caps. 54 and 145; 32 and 33 Vict., cap. 109; 33 and 34 Vict., caps. 83, 112, and 140; 34 and 35 Vict., caps. 11, 112, 177, and 183; "The Great Western Railway Act, 1851;" "Great Western Railway (West Midland Amalgamation) Act, 1863;" "Great Western Railway (South Wales Amalgamation) Act, 1863;" also 33 Geo. III., cap. 112; 35 Geo. III., cap. 72; 39 Geo. III., cap. 60; 49 Geo. III., cap. 42; 55 Geo. III., cap. 30;

57 Geo. III., cap. 15; 1 and 2 Geo. IV., caps. 61 and 63; 6 Geo. IV., cap. 168; 7 Geo. IV., cap. 53; and 3 Will. IV., cap. 70; and of the several other Acts relating to or affecting the Great Western Railway Company, or the capital thereof; and of the several Acts and local and personal Acts following, or some of them (that is to say); 49 Geo. III., cap. 159; 50 Geo. III., cap. 215; 51 Geo. III., cap. 193; 54 Geo. III., cap. 42; 3 Geo. IV., cap. 75; 16 and 17 Vict., cap. 131; 32 and 33 Vict., cap. 137; and 33 and 34 Vict., cap. 16; and of the several other Acts relating to or affecting the Severn and Wye Railway and Canal Company, or the capital thereof; and of the several Acts local and personal following (that is to say): 26 and 27 Vict., cap. 132; 28 and 29 Vict., cap. 177; and of the several other Acts relating to the Stonehouse and Nailsworth Railway Company, or the capital thereof.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in, through, or under which they 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 or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an ordnance map with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection 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 Wilts, at his office at Marlborough; with the Clerk of the Peace for the county of Berks, at his office at Abingdon; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester; and with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton; and 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 railways or works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and 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 such extra-parochial place 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 14th day of November, 1871.

Sharp, Harrison, and Poccock, Southampton,
Solicitors for the Bill.

Simson and Wakeford, 11, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament—Session 1872.

Kingsbridge Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Kingsbridge Railway Company (hereinafter called "the Company") for leave to bring in a Bill, and to pass an Act, to alter, amend, extend, and enlarge the powers

and provisions of "The Kingsbridge Railway Act, 1864," and "The Kingsbridge Railway (Deviations) Act, 1866," for the compulsory purchase of lands and completion of works by the said Acts authorised, and to revive and extend such of the powers of the said Acts as may have expired; and to authorise the Company to attach to any of their existing shares or stock any preference or priority of dividend; And the Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the said Bill.

Printed copies of the said 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 15th day of November, 1871.

Hargrove, Fowler, and Blunt, No. 3, Victoria-street, Westminster, Solicitors for the Bill.

Poole and Bournemouth Railway.

(Extension of Time and Revival of Powers for completion of Works and compulsory Purchase of Lands; Power to the Company to retain and apply Funds received by way of Rebate, &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 Poole and Bournemouth 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 extend and revive the respective periods limited by "The Poole and Bournemouth Railway Act, 1865," and "The Poole and Bournemouth Railway Act, 1870," for the completion of the railways and works by the said Act of 1865 authorised, except the portions of those railways and works authorised and required to be abandoned.

To revive and extend for a further period the powers conferred upon the Company by "The Poole and Bournemouth Railway Act, 1865," for the compulsory purchase of lands and houses.

To authorise the Company to retain and apply for their own use and benefit, discharged from all liabilities and obligations whatsoever, any sums or considerations, or any payments, allowances, rebates, and drawbacks, which may be paid, made, or allowed to them by the Somerset and Dorset Railway Company, under and in pursuance of any agreement or arrangement which has been or may hereafter be made or entered into between those Companies.

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 repeal (so far as may be necessary for the purposes of the Bill) all or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—28 Vic., cap. 19; 29 and 30 Vic., cap. 217; 33 and 34 Vic., cap. 164; 34 and 35 Vic., cap. 167; and the several other Acts relating to or affecting the Company and the London and South Western Railway Company respectively.

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 14th day of November, 1871.

William Toogood, 16, Parliament-street,
Westminster.

In Parliament.—Session 1872.

Darlington Improvement.

(To extend and alter Boundaries of Municipal Borough, and include therein parts of the townships of Cockerton and Haughton-le-Skerne; To alter division of Borough into Wards, extend Wards, increase number of Aldermen and Councillors to be elected in Wards; to rescind resolutions adopting the Public Health Act, 1848, and other Acts, and to confer on and vest in the Corporation the Powers, &c., and Property of Local Board of Health; To construct new Sewers, and Deodorization and other Works; To divert River Skerne and appropriate site of parts diverted, and prevent pollution of River; To widen and improve Church Bridge and approaches; To break up Streets, &c., to alter existing Sewers, &c.; To construct and maintain Gasworks, Waterworks, &c.; To manufacture Gas and Residual Products; To take Lands by Compulsion; To authorize Sale and Purchase of Lands of Poor Howden's Charity, and transfer of Trust to Corporation; To purchase and erect Baths, &c.; To alter existing Markets and Fairs, and management thereof; To alter existing and levy new Rates, Tolls and other Charges, and grant Exemptions; Exemptions from County and Township Rates and liabilities to Repair Roads; To Borrow Money; To Exchange Lands; Powers and Provisions as to Town Hall, Baths, Wash-houses, Markets, Public Buildings, Recovery of Rates, &c.; Application of Revenues; Preservation of Reservoirs, &c.; Weighing Machines; Hawking; Lodging-houses, &c.; Street Obstructions, Nuisances, &c.; Consumption of Smoke; Infectious Animals; Adulteration of Food; Prohibition as to Turnpike Tolls; Periods for Disputing Rates, &c.; Regulation of Buildings; Alteration and Removal of Houses; Ruinous Buildings; Width of Streets; Lines of frontage, height, and construction of Buildings; Overcrowding of Dwellings; Improving, Draining, Sewering Streets, &c.; Offensive Trades; Dangerous Animals; Offences against Decency, &c.; Inspection, Regulation, and Licensing Places of Public Resort and Entertainment, Hackney Carriages, &c.; Sanitary Improvements, &c.; Removal of Nuisances, &c.; Appointment of Park-keepers, Constables, Officers, Auditors, and Servants; Police Force and Fire Brigade; Weights and Measures; Powers to Let on Lease Markets, Tolls, &c.; To erect Public Library, &c.; Penalties; Appeals to Quarter Sessions; Arbitration; Bye-laws; Jurisdiction of Magistrates; Rights and Privileges; Repeal, Consolidation, and Amendment of Acts and Charter; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor, Aldermen, and Burgesses of the borough of Darlington (hereinafter called the Corporation), for an Act for the following, or some of the following, amongst other purposes, that is to say:—

(1.) To alter, enlarge, and extend the limits and boundaries of the municipal borough of Darlington, in the county of Durham (hereinafter called the Borough), and now subject to the Local Board of Health of the township of Darlington (hereinafter called the Local Board), and to add to and include within the said borough a portion of the adjoining townships of Cockerton and Haughton-le-Skerne which immediately adjoin the present boundary of the borough, which borough when extended and

enlarged will be comprised within the following boundaries or limits, that is to say:—

The whole of the township of Darlington, and the area comprised within a line commencing at the boundary of the township of Darlington, at or near to Throstle Nest, on the Stockton and Barnard Castle turnpike road, and extending thence along that road to the east end of the Churchyard at Haughton-le-Skerne, and thence westward to and along the south wall of the Rectory garden at Haughton-le-Skerne, to and along the north-easterly side of Harcastle-lane to the junction of such lane with Salter's-lane, and thence along the north-easterly side of Salter's-lane to the turnpike road, or highway leading from Darlington to Durham, and from thence across such turnpike road or highway to, and along the north-west side of Honey Pot-lane to the junction of such last-mentioned lane with Whessoe-lane, and thence across the same lane and across the main line of the Darlington section of the North Eastern Railway, to and along the west side of such railway to and along the north-west side of Honey Pot-lane to its junction with Bell-lane, and thence along the north side of Bell-lane to its junction with the West Auckland turnpike road, and thence along the east side of such turnpike road to the boundary of the township of Darlington, at Cockerton Bridge.

(2.) To rescind, nullify, and make void and inoperative all or any resolutions of the Council of the borough, adopting in or for the borough "The Public Health Act, 1848," "The Local Government Act, 1858," or any Act or Acts amending those Acts respectively, or wholly or partially incorporated with those Acts respectively; and also to rescind or repeal all or any Orders in Council or Provisional Orders relating to the borough, and all or any Public Health Acts, Local Government Supplemental Acts, or other Acts confirming any such Orders, and to declare that from the passing of the intended Act none of those Acts, or Orders in Council, or Provisional Orders, nor any part or parts thereof respectively, shall, as such, be enforced within the borough as extended, or otherwise to discontinue the operations within the borough of the said several Acts and Orders in Council, and Provisional Orders, or any of them, and to continue, as substantive enactments, or re-enact, with such alterations and modifications as may be thought proper or expedient, all or any powers, matters, or things conferred, or provided for, by the Acts or Orders so repealed or rescinded.

(3.) To continue, or to confer on the Corporation, acting in exercise of the powers of the said intended Act, all powers, authorities, rights, privileges, and exemptions now exercised and enjoyed by them in a municipal capacity, or by the Council of the borough as the Local Board of Health, or as the Sewer authority, Burial Board, Highway Surveyors, or otherwise, or exercisable or enjoyed by any Municipal Corporation under any Act, or otherwise, and to vest in the Corporation all the waterworks, gasworks, markets, market-houses, market-places, mills, houses, townhall, parks, cemeteries, burial-grounds, lands, and all other property, rights, and interests of whatever description, whether within or without the borough, of or belonging to, or now held or used by the Local Board of Health, or under their control or management, and to authorize the Corporation, or Town Council, to delegate powers and duties to committees, and to do all other acts

and things necessary or expedient for the government of the borough.

(4.) To alter, amend, extend, and enlarge or repeal, wholly or partially, some of the provisions contained in the charter incorporating the borough, and to substitute other provisions in lieu thereof, and, in addition thereto: to better define the boundaries of the several wards as defined by the said charter: to increase the number of Aldermen and Councillors, and to alter the number of Aldermen and Councillors to be elected for each or some of the wards: to increase the extent of the existing wards, or some one or more of such wards, by adding thereto portions of the new district to be added to the said borough, or otherwise to alter the division of the borough into wards, and, in other respects, to alter, amend, and extend some of the powers and provisions of the said charter of incorporation, Orders in Council, and Provisional Orders, and of the several Acts now in force for regulating municipal corporations (so far as the same apply to the said borough, the division thereof into wards, the preparation of the burgesses lists, and the revision thereof, the election of Aldermen, Councillors, and Ward Assessors within the new and extended wards), and for all other matters incident thereto.

(5.) To alter, amend, extend, and enlarge or repeal, wholly or partially, all or some of the provisions of the following Acts, or some of them; that is to say: The Act 4 Geo. 4, cap. 3, intituled "An Act for lighting, cleansing, watching, and otherwise improving the town and borough of Darlington, in the county of Durham" (which Act is hereinafter referred to as the Act of 1823). The Act 12 Vic., cap. 8, intituled "An Act for lighting with Gas and supplying with Water the town and borough of Darlington and the suburbs thereof, in the county of Durham" (hereinafter referred to as the Act of 1849). The Act 17 and 18 Vic., cap. 181, intituled "An Act to enable the Local Board of Health for the township of Darlington to supply Gas and Water within their district, and to purchase the Works of the Darlington Gas and Water Company; to establish and regulate Markets and Slaughter Houses and a Public Park; to construct Sewage Works and raise money, and for other purposes" (hereinafter referred to as the Act of 1854). The Act 24 and 25 Vic., cap. 77, intituled "An Act to enable the Local Board of Health for the township of Darlington to supply Gas and Water in the adjoining townships of Cockerton, Blackwell, Whessoe, and Haughton-le-Skerne, to enlarge Market-place, erect a Covered Market, make and improve Roads, to vest in the Local Board all the powers of the Burial Board, to raise additional money, to levy and alter tolls and rates, and amend Acts relating to the Local Board" (hereinafter referred to as the Act of 1861). And to consolidate and re-enact or incorporate with the intended Act, in extenso or by reference, and make applicable to the borough as extended by the intended Act, all or some of the powers and provisions of the before-mentioned Acts (so far as the same are now in force); and also all or some of the powers and provisions of "The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Waterworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1871;" "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 Common

Lodging Houses Act, 1851;" "The Common Lodging Houses Act, 1853;" "The Acts 9 and 10 Vict., cap. 74; and 10 and 11 Vict., cap. 61," relating to Public Baths and Wash-houses;" "The Sewage Utilization Acts, 1865 and 1867;" "The Nuisance Removal Act for England, 1855;" "The Diseases' Prevention Act, 1855;" "The Act 23 and 24 Vict., cap. 77," intituled "An Act to amend the Act for the removal of Nuisances and prevention of Diseases;" "The Nuisance Removal Act for England (Amendment) Act, 1863;" "The Nuisance Removal Act (No. 1), 1866;" "The Sanitary Act, 1866;" "The Sanitary Act, 1868;" "The Sanitary Loans Act, 1869;" "The Sanitary Act, 1870;" "The Act 5 and 6 William 4, cap. 76," intituled "An Act to provide for the regulation of Municipal Corporations in England and Wales," and all other Acts amending or varying that Act and other Acts in force relating to Corporations in England and Wales; "The Municipal Corporation Mortgages Act, &c., 1860;" "The Act 5 and 6 William 4, cap. 50," relating to Highways in England; and all other Acts amending or varying that Act, or any of the aforesaid Acts.

(6.) To repeal so much of "The Public Health Supplemental Act, 1850 (No. 3)," as relates to the township of Darlington, and to transfer to and vest in the Corporation, and make applicable to the borough, as extended by the intended Act, all the powers now vested in or exercised by the Local Board of Health of the township of Darlington under that Act, and any of the aforesaid Acts, or any other Act or Acts now in force.

(7.) To retain and preserve the jurisdiction powers, duties, and liabilities of magistrates, borough justices, county police constables, and other officers, and to extend their powers to the whole of the district, lands, and property to be added to and included within the borough.

(8.) To vest in and confer on the Corporation all other necessary or needful powers for the improvement and general government of the borough as proposed to be extended, and to confirm the said Charter or Letters Patent bearing date the 18th day of September, 1867.

(9.) To extend and make applicable to the new or extended portions of the borough, and to vest in the Corporation, except so far as the same are by the intended Act altered or repealed, all or some of the powers and provisions which, under the Charter incorporating the borough and the several Acts relating to municipal corporations in England and Wales, or under "The Public Health Act, 1848," "The Public Health Supplemental Act, 1850 (No. 3)," or the Acts therein mentioned, or under "The Local Government Act, 1858," "The Local Government Act, 1858 (Amendment) Act, 1861," "The Local Government Act (Amendment) Act, 1863," the Act of 1823, the Act of 1849, the Act of 1854, and the Act of 1861, or any of them, or the Burial Acts, or any other Acts now in force within the said borough or district which can now be exercised within the existing borough or district by the mayor, aldermen, and burgesses of the said borough, or by the Local Board of Health of the said district, either as the Local Board or as the Burial Board of the district, and to exempt the land to be so added to the borough, and all the houses, buildings, and works therein, from all contribution to the rates levied within the county of Durham for the support of the County Police, and from all other county rates (save and except for such purposes as are now leviable within the existing borough), and to alter such county rates accordingly, and also from the payment of highway rates, to the said townships of Cockerton and Haughton-le-Skerne, and from

the liability to repair any turnpike road or highway, within the borough as extended, or to contribute to the maintenance thereof.

(10.) To vest in and place under the control and management of the Corporation, all present and future sewers, drains, and watercourses whether within or beyond the borough as extended, and to make more effectual provision for the sewerage and drainage of the borough as extended, and to authorize and empower the Corporation to construct and maintain such new and additional sewers, outfalls, and other works within and without the borough, together with all necessary pumping houses, engine houses, and other apparatus, connecting sewers, sluice gates, filtering beds, deodorizing works, and all other works, appliances, and conveniences connected therewith, and to make further provision with respect to the acquisition, use, and occupation of lands within and without the borough as extended, for purposes connected with the sewage of the borough, or with the utilization of the sewage therefrom and to provide for the payment of the costs of or relating to such sewers, sewage works, and other works as aforesaid.

(11.) To empower the Corporation, for the purpose of intercepting, taking, and conveying away the sewage of the borough and of the several townships and places through which the present main sewer now passes, and the proposed sewer will pass, and of conveying the sewage, or so much thereof as may not be otherwise disposed of, on to the land hereinafter mentioned, for the purpose of irrigation or filtering, deodorizing, or otherwise disposing of the same; to construct and maintain a sewer or conduit, with all necessary outfall and other works connected therewith, commencing at the outfall of their existing main sewer into the River Skerne, near Blackwell Mill, in the township of Blackwell, and terminating at a point marked A on the deposited plan, hereinafter mentioned, in a field in the township of Blackwell, in the parish of Darlington, belonging to the trustees under the will of Miss Elizabeth Bell, and in the occupation of George Wallace, which field is numbered 142 on the Ordnance map.

(12.) To empower the Corporation to purchase and take by compulsion or agreement, and to hold lands and to construct and maintain thereon sewers, conduits, engine houses, pumping works, drains, outfall, and other sewerage works, for the receiving, storing, and deposit of sewage, manure, and refuse, and for the deodorization, utilization, and distribution and disposal of sewage, and for other purposes connected with the sewage and the other purposes to be authorized by the intended Act, the lands, houses, hereditaments and premises following, or some of them, that is to say,—

The lands situate in the township of Blackwell, in the parish of Darlington, containing fourteen acres, or thereabouts, as are shown on the plans and described in the books of reference hereinafter mentioned; and to enable the Corporation to provide for the removal of sewage and for the sale, use, and disposal thereof for agricultural and other purposes.

(13.) To empower the Corporation to cease and discontinue to discharge sewage into the River Skerne, and to authorize and empower the Corporation, to widen, deepen, scour, alter, divert, straighten, and otherwise improve the River Skerne, and the course and direction thereof so as to prevent the pollution thereof as far as practicable, and to afford a more ready means for the discharge of floodwaters therefrom, and the prevention of the flooding of lands in, near, and adjoining the

borough, and for such purposes to construct and maintain the several cuts, diversions, and other works following, that is to say,—

1. A new cut to divert the channel of the River Skerne, commencing in the township of Darlington, at the southern side of Victoria Road Bridge, and thence proceeding in a southerly direction for a distance of 183 yards or thereabouts, and terminating at or near a point in the same township, 253 yards or thereabouts measured along the western bank of the said river from Victoria Road Bridge.

2. A new cut to divert the channel of the said river, commencing in the said township of Darlington, at or near a point 163 yards or thereabouts, measured along the westerly bank of the said river, from the point of the termination of the last-mentioned cut or diversion, and proceeding thence in a southerly direction for a distance of 142 yards or thereabouts, and terminating at the private occupation-road bridge across the said river from Grange-road to High Polam, the whole of which diversion will be situate in the township of Darlington.

3. A new cut to divert the channel of the said river, commencing at the westerly side of the Park, in the townships of Darlington and Blackwell, or one of them, at a point 98 yards or thereabouts below the Park Bridge, measured along the westerly bank of the said river, and thence proceeding in a southerly direction for a distance of 2 miles 1 furlong and 44 yards or thereabouts, and terminating at the north side of Oxneyfield Bridge, in the parishes of Hurworth and Darlington, or one of them.

The whole of which said intended diversions and works will pass in, through, or into, or be situate in the townships of Darlington, Blackwell, and Hurworth and parishes of Darlington and Hurworth.

(14.) To authorize the Corporation to shut up and discontinue the flow of water through such portions of the river as may be diverted or some parts thereof, and to extinguish all rights, privileges, and uses, in connection with such portion or portions of the said river and the waters thereof, and to vest in and appropriate to the Corporation or the adjoining owners, the bed and soil of the portion or portions of the said river diverted and left dry or not required for flood or other waters.

(15.) To enable the Corporation to widen, alter, and improve the county bridge, situate in the town of Darlington, called the Church Bridge, and to purchase and take houses, lands, and hereditaments compulsorily for that purpose, all in the township and parish of Darlington.

(16.) To authorize the Corporation to purchase, by compulsion or agreement, and to hold lands, houses, and property or easements in lands for all or any of the purposes aforesaid, and for all or any of the other purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with such lands, houses, and property, or otherwise.

(17.) To empower the Corporation to enlarge, alter, improve, or demolish, and discontinue any existing sewers, drains, or watercourses, and to make or compel the making and keeping in repair, of house drains and sanitary conveniences, and to charge the expenses of, or occasioned by, any such works upon the owners, lessees, and occupiers thereof affected by such works, or otherwise to provide for the expenses thereof.

(18.) To extend the provisions of section 31 of the "Local Government Act, 1858," or corres-

ponding provisions, to the parishes or places in which the nuisance may arise, or in which it may be caused, and to charge its payment under that section on its poor rates or other rates.

(19.) To empower the Corporation, 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 on the said plans, or as may be prescribed by the intended Act, and to deviate vertically, to the extent to be prescribed by the intended Act, from the level of those works, as shown upon the sections to be deposited as hereinafter mentioned.

(20.) To enable the Corporation to purchase, by agreement with the owners thereof, a piece of land situate in the township of Darlington, adjoining and near to the existing gas works, but without the limits of those works belonging to the Trustees under the will of the late John Pease, and occupied by the Corporation, containing about 3A. 2R. 1P., and bounded as follows, that is to say, on or towards the north by land belonging to the said Trustees or the North Eastern Railway Company, on the south and east by land belonging to the said Trustees, and on the west by the River Skerne; and on such lands to construct and maintain additional works for the manufacture, purifying, and storing of gas, and other works and conveniences in connection therewith as may be necessary for the proper and more efficient lighting of the borough as extended, and of the townships and places now authorised to be lighted by the Corporation or the Local Board of Health, or as the Corporation may be authorised to light under the powers of the intended Act, and to manufacture and supply gas from such works, and to manufacture, sell, and dispose of coke and other residual products now manufactured, or hereafter to be manufactured, or to arise from the manufacture of gas; and to lay down, continue, and maintain, and from time to time renew, mains, pipes, and other works within the limits of supply authorized by the Act of 1861, and in such of the several townships and places beyond those limits as may be included within the limits of supply as extended by the intended Act, and otherwise to provide for the proper management and regulation of the existing and proposed new gas works, and the supply of gas, and the charges to be made for the same.

(21.) To empower the Corporation, for the purposes of sewage works, sewers, drains, river diversions, bridge widening, and for other the objects and purposes aforesaid, or for the objects to be authorized by or referred to in the intended Act, to cross, stop up or break up, alter or divert, either temporarily or permanently, turnpike and other roads, bridges, railways, tramways, canals, navigations, rivers, streams, watercourses, drains, sewers, pipes, and works of every description so far as may be necessary in constructing, making, repairing, inspecting, and maintaining any of the intended works, or otherwise in carrying all or any of the purposes to be authorized by the intended Act into execution.

(22.) To authorize the Trustees of the Charity, in the parish of Darlington, called Poor Howdens or Bellesses Charity, to sell, and the Corporation to purchase, so much of the lands belonging to the said Charity as are now held on lease by the Local Board of Health, and as forms the Public Park in the parish of Darlington, upon such terms as the Charity Commissioners shall sanction and approve; and to enable the Corporation to raise money for that purpose.

(23.) To enable the Trustees of the said Charity

to transfer the property and management of the said Trust to the Corporation, and to enable the Corporation to accept the same, and to extend the objects and benefits of the said Charity, by raising the sum for the time being applicable under the trusts thereof; and to advance money out of the general district rate for that purpose.

(24.) To authorise any two Justices of the Peace to appoint and swear in any persons nominated by the Corporation to be keeper or keepers of the Public Park in the parish of Darlington, to be a special constable or constables within the said park, and within the said borough, as extended, and also to authorise the constables within the said park or said borough to take into custody and deal with any person committing any offence in breach of any Bye-Law of the Corporation, in the same manner in all respects as if such offence had been committed in breach of any Bye-Laws made by the Corporation, under the provisions of the Municipal Corporation Acts, or of the intended Act, or any of them, and to confer other powers on the constables acting in the said borough.

(25.) To authorise the Corporation to purchase and acquire by agreement, or take on lease, the existing baths, with the offices, buildings, and appurtenances thereto belonging, situate within the borough, or to erect and maintain other public baths and wash-houses and bathing-places, and to confer on the Corporation power to demand and take rates or charges for the use thereof, and all other necessary powers for the maintenance and regulation of such public baths and bathing-places.

(26.) To confirm and authorise the holding of the existing markets and fairs, and to vest the same in the Corporation, and to empower the Corporation to maintain, regulate, and improve the existing markets and fairs, market houses, and places for holding markets and fairs, and to alter and fix, or to empower the Corporation to alter and fix, the places and limits thereof, and the periods for holding the markets and fairs, and the duration thereof, and to empower the Corporation to abolish, if thought fit, the existing markets and fairs, or any of them, and establish other markets and fairs, and to provide sites and buildings for new markets and fairs, with approaches thereto, and other works and conveniences connected therewith within the borough as extended.

(27.) To empower the Corporation to vary and extinguish the stallage, rents, tolls, and other charges now authorised to be taken and levied for the use of the markets and fairs under the Act of 1861, and to make, levy, receive, and take other rents, tolls, and charges in lieu thereof, or in addition thereto, in respect of the markets and fairs, and for the use of the market-houses, markets, weighing-houses, weighing-machines, slaughter-houses, and other buildings, appliances, and conveniences, and to enable the Corporation to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges which would be affected by any of the objects and purposes aforesaid, or other the objects and purposes of the intended Act.

(28.) To prohibit or restrict and regulate or make other provisions and regulations with respect to the establishment, holding, use, conduct, and management, of the markets, fairs, slaughter-houses, and knackers' yards, and the sale and disposition of animals and goods, and the conduct of the persons having the charge thereof, the prevention of the sale of animals and goods otherwise than in the market-place or fairs of the Corporation, or in places licensed by them, the

prevention of the bringing or driving of any diseased cattle or animal within the borough as extended, and exposure or offering for sale thereof, the providing and licensing of slaughter-houses and knackers' yards, the prohibition or restriction of private slaughter-houses and knackers' yards, and the revoking or suspending of existing or future licences, and the prevention of the slaughtering of animals elsewhere than in the slaughter-houses or knackers'-yards from time to time provided or licensed by the Corporation.

(29.) To enable the Corporation to exchange any lands, rights, and easements now held by them for other lands, rights, and easements, or to sell and to dispose of, or to grant leases of any lands, streets, or parts of streets, rights and easements for the time being belonging to or vested in them, and to confer, vary, or extinguish rights and privileges in or with respect to such lands, and to sell and dispose of the reversion in any lands or buildings so let upon lease.

(30.) To empower the Corporation, for all or any of the purposes of the said Act, to levy new or increased borough, improvement, general district, or other rates and assessments upon the owners and occupiers, or owner or occupier, of houses, lands, tenements, and hereditaments within the borough as extended, and to compel payment of such rates and assessments, and to continue or alter rates and assessments which they are now authorised to take, and to continue, confer, vary, or extinguish exemptions from the payment of rates and assessments, and to provide for repayment of moneys borrowed by instalments, or by a sinking fund, or otherwise.

(31.) To enable the Corporation to apply to the purposes of the intended Act any funds or moneys belonging to or under their control, and to authorise them to raise additional funds or moneys for the purposes of the sewage, sewerage, and drainage works, irrigation and deodorizing works, gas and water extension and other works and purposes to be authorized by the intended Act, and for the purposes of their gas and water undertakings to borrow and take up, at interest, or otherwise, upon the security of the existing waterworks, gas-works, markets, and fairs, undertakings and other property respectively, and of the property to be leased, purchased, or otherwise acquired by them under the powers of the intended Act, and of the borough rate and borough fund, improvement rate and general district rate, and district fund of the borough, and of the rates, tolls, and income arising under the intended Act, such sum and sums of money as may be necessary for all or any of the purposes aforesaid, or any of the other purposes of the intended Act, and to charge upon the borough rate and borough fund, and general district rate and district fund, the payment of rent and the performance of covenants to be reserved and contained in any lease or leases granted to the Corporation.

(32.) To authorize the Corporation to raise or borrow any sum or sums of money which they are, from time to time, authorized to borrow for the construction, completion, and maintenance of the sewers, sewage irrigation and deodorizing works, parks, Town Hall, markets, market places, baths and wash-houses and other buildings, and of the gas and water undertakings, or otherwise relating thereto, and for replacing existing or future loans from time to time falling due, or by arrangement previously to the same falling due, by granting perpetual annuities, or annuities for life or lives, or for years, or by accepting and giving security for loans repayable with interest by yearly or half-yearly instalments, all such securities to be

made and granted upon the credit or security of those undertakings, and the tolls, rents, and rates thereof respectively, and of the borough rate or borough fund, improvement rate and general district rate, or district fund of the said borough, as the case may be, as now authorised by "The Act of 1849;" "The Act of 1854;" "The Act of 1861;" "The Public Health Act, 1848;" "The Local Government Act, 1858," and the Acts amending or extending the same, or as may be authorised by the intended Act; and also to alter, amend, and extend the powers and provisions of such Acts, with reference to the raising and borrowing of moneys as may be necessary for effecting any of such objects, or any of the other objects and purposes of the intended Act.

(33.) To vary and extinguish all existing rights and privileges connected with any lands and houses and streams of water, or any other right or rights and easements in, to, over, or upon lands, buildings, springs, streams of water, sewage, and other property, proposed to be purchased, acquired, appropriated, or otherwise interfered with, for the purposes to be authorized by the intended Act, which would in any manner impede or interfere with the carrying into effect of any objects or purposes of the intended Act, and to confer other rights and privileges.

(34.) To empower the Corporation to maintain, repair, extend, and enlarge the existing gas and water works, engine houses, works, and things appertaining or belonging thereto, and to exercise all other powers, rights, and privileges, including the taking and using of water, connected therewith, and now held by or belonging to the Local Board, or exercised by them, and to supply and sell water for public and private purposes, and for manufacturing and other purposes, within the extended borough, and the townships or places of Cockerton, Blackwell, Whessoe, and Haughton-le-Skerne (hereinafter called the "outer district"), and to light the streets, roads, and other public places within the said borough and outer district, and other places adjoining or near thereto, with gas, and from time to time to lay down, take up, replace, remove, and maintain mains, pipes, apparatus, and other things necessary or useful for supplying the said borough and outer district, and places in or near the same, with water and gas.

(35.) To alter, vary, and increase rates, rents, and charges for water and gas, and to levy rates, rents, and charges for water and gas supplied by the Corporation both within and without the borough.

(36.) To alter, vary, and increase, and to levy market and fair tolls, and to let on lease market and fair tolls.

(37.) To collect and sell and dispose of sewage, and to enter into contracts for the collection, sale, and disposal of sewage.

(38.) To maintain and improve the Townhall, baths, wash-houses, market-house, and other public buildings, and to levy and enforce rates, rents, and charges for the use thereof, or otherwise.

(39.) To provide for the recovery of water rents, gas rents, and other moneys due to the Corporation, and for the application of revenues arising from borough, improvement, and general district rates, water and gas rents and charges, and market tolls, and other moneys arising from or received in respect of baths, wash-houses, sewage, manure, and other sources; and for the recovery and application of penalties, and for preventing waste of water supplied by the Corporation.

(40.) To make provisions respecting the repair of reservoirs, and for the prevention of accidents, and for empowering Justices to order repairs.

(41.) To authorize the Corporation, for the purposes of maintaining, repairing, renewing, or reinstating any of the existing or future water-works, gasworks, sewers, sewage-works, mains, pipes, and other works, to break up, alter, divert, or stop up, wholly or partially, and, either temporarily or permanently, turnpike and other roads, streets, ways, footways, footpaths, bridges, railways, tramways, sewers, drains, telegraphs, streams, and water-courses within the extended borough and outer district, and the several townships and places adjoining or near thereto, or any of them, in which the Corporation, as the Local Board, are now authorised to construct sewers or to supply water and gas.

(42.) To prohibit, restrict, regulate, or make other provisions with respect to the use of weighing-machines and steel-yards in markets and elsewhere,—with respect to crying, hawking, assemblages, shows, caravans, exhibitions, and disturbances in the markets and shambles, and in the streets, public places, and elsewhere in the said borough as extended,—with respect to the use and appropriation of buildings, factories, lodging-houses, and other dwellings, furnaces, fire-places, waterclosets, privies, drains, cesspools, ash-pits, wells, yards, and curtilages,—with respect to the exercise of certain trades, businesses, and callings, obstructions in streets or public places, street music, street noises, games, and gambling, the use of steam-whistles, and other noisy instruments (whether in factories, iron-works, railway stations, or elsewhere), and the consumption of smoke,—with respect to street preaching and lecturing, and other practices leading to crowds or tumults,—with respect to the enclosure of wells, excavations, dangerous places or things,—with respect to the sale or exposure of animals or things elsewhere than in the limits of the authorized markets, and the placing of stalls or pens in the streets or public places, and other offences, annoyances, obstructions, disturbances, and inconveniences, and to inflict punishments for breach of such prohibitions, restrictions, or regulations.

(43.) To make further provision for the inspection and examination of animals and things, and for seizure and destruction thereof when infectious or bad, and for punishment of the owners or persons offering the same for sale or having the charge thereof.

(44.) To make further provision for the protection of the works, property, materials, plant, and implements of the corporation and their contractors, and to authorise the Corporation to compound with or release debtors or other persons against whom they have rights or claims.

(45.) To authorize the Corporation and any other Corporation, Companies, bodies, or persons having property situate or powers exercisable within the extended borough to enter into and carry into effect arrangements with respect to any of the objects of the intended Act.

(46.) To prohibit the taking of turnpike tolls within the extended borough.

(47.) To shorten and alter the periods for disputing rates, apportionments, and awards, and for raising other questions, and to accelerate the periods at which punishments and penalties imposed by the existing Acts shall attach, and to fix or vary the application of penalties, and to require recognisances.

(48.) To make effectual and compulsory provisions for the lighting and further paving, improving, and maintaining of the streets within the borough as extended, and to vest in the Corporation all existing and future roads, streets,

foot-paths, courts, ways, and public places, and the materials thereof, to constitute the Corporation the Surveyors of Highways within the borough as extended, to provide that all existing and future roads, streets, foot-paths, courts, ways, and public places, whether dedicated to the public or not, or whether highways or not, shall be sewered, drained, levelled, paved, flagged, channelled, metalled, or otherwise made good, and to charge the expenses and costs incurred and to be incurred in respect thereof upon property within the borough as extended, and upon owners, lessees, and occupiers of property, and to provide for the more easy recovery thereof, and of interest thereon, and to provide for the service or giving of notices in respect thereof.

(49.) To empower the Corporation to enter into and carry into effect contracts and agreements with owners of, and other persons interested in, any lands or houses, for or in reference to the purchase, alteration, or removal of houses or buildings in the line of, abutting upon, or adjoining to, any street, or which might conveniently be altered or removed for the purpose of widening or improving any street, and for, or in reference to, the widening and improvement of such street.

(50.) To empower the Corporation to regulate the laying out draining and sewerage of streets within the borough, as extended, and to prescribe the level of every such street, and the line, length, and width thereof, and the lines of frontage, and the heights, and elevations of houses or buildings in such streets, or abutting thereon, or near thereto.

(51.) To enable the Corporation, or any Local Board or other authority, to enter into, and carry into execution, contracts for the making, repairs and maintenance of highways, roads, streets, or paths in the borough and outer district and adjoining townships and places, and to make provisions for the payment of the expense thereof.

(52.) To enable the Corporation to agree with the surveyors of any adjoining township or townships, or other persons, for the formation, maintenance, and repair of any public footpath in such township or townships which are near to the borough, and much used by the inhabitants thereof, or which are much required for the convenience of such inhabitants, and to pay any sum for or towards such formation, maintenance, and repair out of the general district rate or other funds.

(53.) To provide for the naming and altering the names of existing and future streets, and the numbering and altering the numbers of houses and buildings therein.

(54.) To empower the Corporation to authorise any house or building to be set forward, subject to such terms and conditions as the Corporation shall determine, or to take down or set back any house or building, for improving the line of any street, to prevent, remove, or alter projections, obstructions, or dangerous openings, in, upon, under, or abutting upon any street, highway, turnpike road, or any public place, and to prevent, limit, or regulate the display or keeping of goods for sale in or upon any street, highway, turnpike road, or public place, or on any land adjoining or near thereto.

(55.) To prevent or to empower the Corporation to prevent the opening outwards of doors or gates, and to make or authorise regulations in respect thereof.

(56.) To prevent or authorise the prevention of the construction of vaults and cellars opening into any street or highway within the borough, as extended, and to make or authorise regulations with respect to vaults and cellars.

(57.) To make provision for the watching, lighting, watering, and cleansing of streets and public places within the borough as extended, and within the several townships and places now authorised to be watched, lighted, watered, and cleansed.

(58.) To apply all or some of the provisions and regulations referred to in this notice, as to streets, houses, and buildings, to streets, houses, and buildings, in the borough as extended, whether made or erected before or after the passing of the intended Act.

(59.) To make provision for the protection of the streets, sewers, mains, and other property of the Corporation from injury by underground works or operations, or by the abandonment of underground works, and for the recovery of damages and expenses in respect of any such injury, and for the imposition of penalties in respect thereof.

(60.) To provide in the Act or authorise the Corporation to make provision for the proper construction of houses, and for regulating the size of rooms in small dwellings, for the construction of all buildings in such way as to prevent fire, for the supplying of buildings with fresh air and sufficient space for ventilation, and for regulating lodging-houses and the condition and cleanliness thereof, and the number of persons dwelling or sleeping therein, and for preventing the letting of cellars or underground rooms or other improper or insufficient places as dwelling-places, and for the closing thereof.

(61.) To empower the Corporation to remove, pull down, repair, or rebuild ruinous or dangerous buildings, and to recover the expenses thereof from the owner, lessee, or occupier, and to sell the materials of any buildings so removed or pulled down.

(62.) To regulate, or to empower the Corporation to regulate, the heights, elevation, dimensions, materials, and construction of houses, and of factory and other chimneys, and of all other buildings.

(63.) To empower the Corporation to prohibit, restrict, prevent, or abate dangerous, offensive, or noisome trades, manufactories, and businesses, smoke and noisome gases, offensive noises, and itinerant shows, dangerous animals, street music, offences against decency and morality, and other nuisances.

(64.) To regulate, or to empower the Corporation to regulate, inspect, and license coffee-houses, lodging-houses, theatres, music-houses, dancing-rooms, tea-gardens, and places of public resort or entertainment, and the keepers or managers thereof respectively, porters, drovers, marine store dealers, and scavengers, and to regulate, inspect, and license hackney carriages and other public vehicles and animals plying for hire, and their proprietors, drivers, keepers, and attendants, and the standings of such carriages and animals.

(65.) To make further and more effectual provision for the sanitary improvement of the borough, and for the prevention and removal of nuisances, for the prevention of the spread of contagious diseases, the overcrowding of dwellings, and the keeping of animals, and such other matters and things as may be offensive or prejudicial to health, and for regulating the exercise of trades, and preventing the adulteration of articles of food and drink.

(66.) To empower the Corporation to pull down, remove, abate, prevent, or put an end to any building, erection, nuisance, act, matter, or thing

made, caused, or done, in contravention of any of the provisions of the intended Act.

(67.) To empower the Corporation to appoint constables and other officers and servants, and to maintain a police force and a fire brigade, and to make regulations, with respect to the discharge of their duties, and to provide station houses and other suitable buildings for such forces, and to provide for the payment thereof.

(68.) To provide for the inspection of weights and measures, and to prevent the fraudulent use thereof.

(69.) To extend beyond the limits of the borough as extended within limits to be defined in or ascertained under the intended Act, the powers and provisions of the Acts in force within the borough relative to markets and fairs, or some of those provisions, or to make like or any other provisions respecting the sale of animals and things within those limits.

(70.) To empower the Corporation to let on lease, or otherwise, all or any markets and market places, standing places, stands, stalls, shops, weighing machines, knackers' yards, and slaughter houses, for the time being belonging to them, and the tolls, rents, stallages, and other duties and profits arising therefrom.

(71.) To empower the Corporation to acquire, erect, and maintain public libraries, museums, and schools of science and art, and other institutions within the borough as extended.

(72.) To make provision respecting the continuance in and removal from office of the existing officers of the Corporation and Local Board respectively, and to enable the Corporation to appoint and remove clerks, surveyors, inspectors, and other officers for carrying the intended Act into execution, and to prescribe and determine the nature and extent of their duties, and the salaries or remuneration to be paid to them, and to authorise the payment of superannuation and other allowances.

(73.) To make further provisions with respect to the election or appointment of auditors and assessors of the Corporation.

(74.) To attach penalties to all acts and things done, omitted, or suffered in contravention of the provisions of the intended Act.

(75.) To make further and better provision respecting appeals, petitions, applications, and other proceedings to and before Courts of Quarter Sessions in respect of matters relating to the borough as extended, or any of the inhabitants thereof.

(76.) To empower the Corporation to refer any matter in difference to arbitration, and to do all things necessary or proper for giving effect to the reference and award.

(77.) To confer powers on the Corporation for cleansing and keeping clean and free from pollution and obstruction the waters of the River Skerne, and all other rivers, streams, and watercourses within and beyond the extended borough, or some of them, and to empower the Corporation from time to time to cleanse the bed of every such river, stream, or watercourse, and to prohibit or prevent the contents of any drain or sewer being emptied into any such river, stream, or watercourse, or the passage into the same, of any sewage, drainage, or other foul or noxious fluids or matter, and the emptying or throwing into the same of any slag, scoria, cinders, ashes, or other substances or matters whatsoever which would or might foul or obstruct the waters or bed of any such river, stream, or watercourse.

(78.) To authorize the Corporation to make bye-laws and to vary or extinguish all or some of the existing bye-laws with respect to works, buildings, streets, hackney carriages, slaughter houses, nuisances, footways and pavements, baths and wash-houses, fires, fire brigade, sanitary matters, common lodging houses, and all other matters with respect to which the Corporation or Local Board have made bye-laws, and to grant further powers for making bye-laws with respect to all or any matters aforesaid, or affecting the Corporation or their property, or coming within their cognizance, control, or authority, and to enact certain provisions in the intended Act, in the nature of, and in lieu of, and in substitution for bye-laws made with respect to any such matters as aforesaid, and to provide for enforcing any such bye-laws or provisions, and for punishing breaches thereof.

(79.) And it is intended, so far as may be necessary for effecting all or any of the objects of the intended Act, to repeal, alter, or amend all or some of the powers and provisions of "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1851," "The Stockton, Middlesbrough, and Yarm Waterworks Act, 1854," "The Stockton and Middlesbrough Waterworks Act, 1858," and "The Stockton and Middlesbrough Waterworks Act, 1864," the 5th and 6th Wm. 4, c. 25, relating to the Darlington and West Auckland and Cockerton Bridge and Staindrop turnpike-roads, and the Act 6 Geo. 4, cap. 13, and 26 and 27 Vic., cap. 94, relating to the Stockton and Barnard Castle turnpike-road, and of any other Act or Acts of Parliament in force within the parish of Darlington, or the borough as extended, or which can in any manner interfere with the objects of the intended Act, and to make other provisions in lieu thereof.

And notice is hereby given, that duplicate plans and sections of the proposed sewer, river diversions and other second-class works to be authorised by the intended Act, and the lands, houses, and other property in or through which the works will be made, and also duplicate plans of the other lands to be purchased compulsorily for the purposes of the intended Act, together with books of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property in or through which such works will pass or be made, or which will be taken for the purposes of the intended Act, 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 Durham, at his office in the city of Durham; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes from, in, through, or into which any of the proposed works will be made or pass, or in which any lands to be compulsorily 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 clerks of each parish, at their respective places of abode.

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

Dated this 14th day of November, 1871.

Hugh Dunn, Town Clerk, Darlington,
Solicitor for the Bill.

Durnford and Co., Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Gloucester Gas Light Company.

(Extension of Limits of Supply to three miles from Old City Boundary; Additional Lands; New Works; Further Money; Power to Suburbs Commissioners, Local Bodies, or Ratepayers, within extended Limits to contract with Company and to levy Rates; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next session for an Act to amend the powers and provisions of the Gloucester Gas Light Company's Act, 1856, or some of them, and to effect the objects or some of the objects following, namely:—

1. To extend the limits within which the Gloucester Gas Light Company are now empowered to supply gas, so as to include within those limits all places within three miles (measured in a straight line on a horizontal plane) in every direction from the boundary of the old city of Gloucester as it existed immediately before the passing of the Act (2 William 4, cap. 45) to amend the representation of the people in England and Wales, and which extended limits will include the parishes, hamlets, and extra-parochial and other places following, or some of them, or some parts thereof, viz.:—Barton Saint Mary, Barton Saint Michael, South Hamlet, and Wotton Saint Mary (all partly in the city and partly in the county of Gloucester), and Kingsholm Saint Catherine, Kingsholm Saint Mary, Sandhurst, Norton, Down Hatherley, Twigworth, Longford Saint Mary, Churchdown, Hucclecote, Barnwood, Matson, Upton Saint Leonards, Whaddon, Quedgeley, Elmore, Hempstead, Lassington, Maisemore, Tuffley, Over Highnam and Linton, Longford Saint Catherine, Ville of Wotton, Ashleworth, Brockthorp, Brockthorp, Bulley, Churcham, Hartpur, Minsterworth, Hardwicke, and Rudford (all which last-mentioned parishes, hamlets, and places are in the county of Gloucester), and will also include all other parishes, hamlets, and places, or parts of parishes, hamlets, and places, being beyond the said Company's present limits, but within the said distance of three miles (measured as aforesaid).

2. To apply to and over the whole of the present and the said extended limits of supply the powers and provisions of the Gloucester Gas Light Company's Act, 1856, as amended by the intended Act, and also those of the intended Act.

3. To authorise the Company within the said extended limits to supply gas for public and private purposes, and to lay down, remove, and alter mains, pipes, and other works and apparatus in, under, across, and along streets, roads, highways, bridges, railways, tramways, sewers, drains, canals, rivers, streams, watercourses, passages, and other public places.

4. To authorise the Company within the said extended limits to charge and take rents and charges for the supply of gas, and the fixing, sale, or hire of gas meters and fittings, and (if they so think fit) on a higher scale than they charge and take, or are authorised to charge and take within their now authorised limits of supply under their Act of 1856.

5. To incorporate with the intended Act, with such variations and exceptions as may be thought fit, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Gas Works Clauses Act, 1847;" and "The Gas Works Clauses Act,

1871;" or some of them, or some parts thereof respectively.

6. To authorise the Company to purchase by agreement the lands hereinafter described, or some of them, or some part thereof respectively, or easements in, under, or over them, or some of them (that is to say):—

- (A.) An arable field, called "Further Ground" or "Further Lower Ground," situate in the extra-parochial place called South Hamlet, in Gloucestershire, belonging or reputed to belong to the Ecclesiastical Commissioners for England, and now or lately occupied by Mr. Charles Priday and Mr. William Priday, or one of them, containing eleven acres, one rood, and twenty-two perches, or thereabouts, and bounded on the northward by a pasture field belonging or reputed to belong to the said Ecclesiastical Commissioners, called Thirteen Acres; southward by the pasture field called Cugley's Ground, hereinafter described under letter B (being the easternmost of two adjoining fields, each called Cugley's Ground), and the road hereinafter described under the letters B B; on the westward by the turnpike road leading from Gloucester to Bristol; and on the eastward partly by a pasture field called Brookwells and Square Lease (heretofore two inclosures), and partly by land heretofore called the Six Acres, formerly a separate inclosure, but now thrown open to three other fields, called respectively Further Eight Acres, and Eight Acre Ground and Further Ground, and occupied therewith as one inclosure, and belonging or reputed to belong to the said Ecclesiastical Commissioners.
- (B.) A pasture field called "Cugley's Ground" (being the easternmost of the said two fields bearing that name), situate in the South Hamlet aforesaid, and belonging or reputed to belong to the trustees of Dame Joan Cooke's Charity, and forming part of their Podesmead Estate, and now or lately occupied by the said Charles Priday and William Priday, or one of them, containing fifteen acres, three roods, and twenty-eight perches, or thereabouts, and bounded on the northward by the said arable field (A) called Further Ground or Further Lower Ground; on the southward by a pasture field called Podesmead Meadow, otherwise the Plocks, and new land forming part of the said Podesmead Estate, belonging to the said trustees; on the westward partly by the other field called Cugley's Ground, and partly by the field called Joy's Leaze, hereinafter respectively described under the letters C and D; and on the eastward by the said inclosure of arable land formed of the several fields called Six Acres, Further Eight Acres, Eight Acre Ground, and Further Ground, hereinafter mentioned; and on the south-eastern corner thereof by a pasture field called the Hales, forming other part of the said Podesmead Estate.
- (BB.) A road in the South Hamlet aforesaid, containing thirty-three perches, or thereabouts, also belonging or reputed to belong to the said trustees of Dame Joan Cooke's Charity, and forming part of the said Podesmead Estate, and now or lately occupied by the said Charles Priday and William Priday, or one of them, leading from the Gloucester and Bristol turnpike road into the easternmost field, called Cugley's Ground, hereinafter described under the letter B, and bounded on the eastward by that field, on the west-

ward by the said turnpike road, on the northward by the Further Ground or Further Lower Ground before described under letter A, and on the southward by the westernmost field, called Cugley's Ground, next hereinafter described under letter C.

- (C.) Another pasture field also called Cugley's Ground (being the westernmost of the two fields bearing that name), and also situate in the South Hamlet aforesaid, belonging or reputed to belong to the trustees of Sylvanus Lyson's Charity, and now or lately occupied by Mr. Esau John Gainer, containing eight acres and two roods, or thereabouts, and bounded on the northward by the road before described under the letters B B, on the eastward by the easternmost field called Cugley's Ground, hereinafter described under the letter B, on the southward by Joy's Leaze, next hereinafter described under the letter D, and on the westward by the Gloucester and Bristol turnpike road.
- (D.) Another pasture field, called "Joy's Leaze," situate in the parish of Hempstead, in Gloucestershire, also belonging or reputed to belong to the trustees of Sylvanus Lyson's Charity, and now or lately occupied by the said Esau John Gainer, containing four acres three roods and twenty-one perches or thereabouts, and bounded on the northward by the westernmost field called Cugley's Ground, lastly hereinafter described under the letter C; on the southward by the said pasture field called Podesmead Meadow, otherwise the Plocks and New land; on the westward by the Gloucester and Bristol turnpike road; and on the eastward by the easternmost field called Cugley's Ground, hereinafter described under the letter B.
- (E.) Another pasture field called "Oakley's," situate in the parish of Hempstead aforesaid, belonging or reputed to belong to and occupied by the Rev. Samuel Lysons, Clerk, containing twenty-five acres two roods and twenty perches, or thereabouts, and bounded on the northward by the said pasture field called Podesmead Meadow, otherwise the Plocks and New Land; on the eastward by Little Canfield, other part of the said Podesmead Estate; on the southward, partly by the pasture field called "Whitepost Ground," next hereinafter described under letter F, and partly by the highway leading out of the said Gloucester and Bristol turnpike road towards Tuffley, and called the Tuffley lane; and on the westward, partly by the said field called Whitepost Ground, and partly by the said Gloucester and Bristol turnpike road.
- (F.) Another pasture field called "Whitepost Ground," situate in the parish of Quedgeley in Gloucestershire, belonging or reputed to John Curtis Hayward, Esquire, and now or lately occupied by Mr. Henry Merrett, containing three acres two roods and fourteen perches or thereabouts, and bounded on the northward and eastward by the said field called Oakleys, hereinafter described, under letter E; on the southward by the field called Whitcroft, next hereinafter described under letter G; and on the westward by the said Gloucester and Bristol turnpike road.
- (G.) Another pasture field situate in the parish of Hempstead aforesaid, belonging or reputed to belong to the said Samuel Lysons, and now or lately occupied by Mr. John Merrett, containing one acre two roods and eleven perches, or thereabouts, and bounded

on the northward by the field called Whitepost Ground, lastly before described under the letter F, on the southward and eastward by the said Tuffley-lane, and on the westward by the said Gloucester and Bristol turnpike road.

And to confirm any agreement made or to be made by the Company with the owners, lessees, or occupiers of any of the lands before described.

7. To authorise the Company to erect, construct, and maintain on the lands above described, or on some of them, or on some part thereof respectively, works and conveniences for the manufacture, conversion, storage, and distribution of gas, and of the products, refuse, or residuum arising or resulting from the gas manufacture, and of the matters and things producible from such products, refuse, or residuum, and to sell and dispose of the same, and to give the Company all necessary powers for the manufacture, conversion, storage, and distribution of gas, and of the products, refuse, residuum, matters, and things aforesaid.

8. To authorise the Company, by agreement, to purchase other lands within their present limits of supply, or within any of the parishes, hamlets, and extra-parochial or other places hereinbefore mentioned or referred to, or to take easements in, under or over the same, or any of them, or any part thereof respectively, and thereon, or on the lands above described, to erect works and buildings for the storage of gas for offices and officers' dwellings, and other purposes of their undertaking; and to make roads and communications

9. To authorise the Company to acquire and hold patent rights, or take licenses to use patent rights for or in relation to the manufacture or distribution of gas, or manufacture, conversion, and utilization of the products, residuum, and other matters before mentioned.

10. To authorise the Company to manufacture provide, fix, sell, and let for hire, meters, and fittings, both within their present and their extended limits.

11. To authorise the Company, for the purposes of the intended Act, and of their Act of 1856 or of either Act, to raise further money by the creation and issue of new shares and stock, and by borrowing on mortgage or otherwise, and to attach to such new shares and stock, or some of them, a preference or priority of interest or dividend, and other special privileges, and to authorise the Company to create debenture stock, and to make other provisions with reference to the existing and future capital of the Company.

12. To authorise the Company to apply, for the purposes of the intended Act, their funds, capital, and revenue, under their Act of 1856.

13. To make further provisions for the protection of the Company, and their gas supply, works, and apparatus, and for the recovery of moneys due to them, both within their present and extended limits of supply, and to impose penalties.

14. To authorise the highway boards, local boards, trustees of any turnpike or other road, vestries, overseers of the poor, or other local authorities, or the ratepayers, or some of the ratepayers, of the parishes, hamlets, and places in this notice mentioned or referred to, or some or one of them, or bodies to be constituted for these purposes by the intended Act, or the commissioners under the local Act 4 William 4, cap. 44, for lighting the suburbs of the city of Gloucester with gas, to contract with the Company

for the lighting for public purposes of all or any parts of the said parishes, hamlets, and places which are or will be included within the Company's extended limits of supply, and to charge the sums payable under such contracts, and all expenses incident to such contracts, on the poor rates, highway rates, or other existing rates of the said parishes, hamlets, and places, or to levy special rates on those parishes, hamlets and places, or parts thereof, or apply any funds or moneys which they have raised or may raise under any Acts of Parliament, or otherwise, for payment of such charges and expenses, and for the purposes aforesaid to vary and increase the said poor rates, highway rates, or other existing rates

15. To amend in other particulars the Gloucester Gas Light Company's Act, 1856, and to amend the said Commissioners Act, 4 William 4, cap. 44.

16. To vary or extinguish all right and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

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

Dated this 9th day of November, 1871.

Jones and Richards, Gloucester, Solicitors for the Bill;

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

In Parliament—Sess. 1872.

West Worthing Improvement.

(Alteration of Provisions respecting Churches and Election of Commissioners; Purchase of Water Works; Baths and Assembly Rooms; Power to Borrow Money, and make and charge Rates; Amendment of Act.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the West Worthing Improvement Commissioners for leave to bring in a Bill for the following, or some of the following, among other purposes; that is to say:—

To repeal, alter, and amend certain provisions of the West Worthing Improvement Act, 1865, and make further and other provisions relating to the erection, endowment, and maintenance of a church for the parish of Heene, in the district of West Worthing, and county of Sussex, and to the right of patronage and nominating a minister thereto, and to the rectorial and great tithes, and the vicarial and small tithes of the parish; and also relating to the appointment and election of Commissioners for the district, and otherwise to alter and amend the said Act.

For powers to take or purchase by agreement the property and works known as the West Worthing Water Works, Baths, and Assembly Rooms, and for that purpose and for the purposes of the church, to raise money, and to make and charge rates upon the said district.

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, 1871.

Burchells, 5, Broad Sanctuary, Westminster.

In Parliament—Session 1872.

London and North-Western Railway.

(Additional Powers).

(Railways, Roads, and other Works, Stopping-up of Roads and Footpaths, and Additional Lands in the counties of Essex, Middlesex, city of London, Hertford, Buckingham, Warwick, Stafford, Salop, Montgomery, Chester, Lancaster, Cumberland, Westmoreland, Carnarvon, Merioneth, Flint, and Anglesey; Joint Powers to Company and Lancashire and Yorkshire Railway Company, and to Company, and Manchester, Sheffield and Lincolnshire Railway Company, as to Acquisition of Lands in county of Lancaster; Further Powers as to superfluous Lands; Joint Ownership by Rhymney Railway Company of portion of Company's Railway; Confirmation of Agreement with Metropolitan District Railway Company; Power to Company to contribute towards completion of Wrexham Mold and Connah's Quay Railway, and Agreements with that Company; Contribution towards Hotel at Preston and to Insurance Society of Company's Officers and Servants; Repeal or Alteration of Statutory Provisions as to making of Roads across the Whitehaven Railway, and as to Charge for Conveyance of Cattle and Sheep; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North-Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A railway (to be called the "Victoria Dock Branch"), to be wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the London, Tilbury and Southend Railway at a point thereon three hundred yards or thereabouts south-west of the point where that railway crosses the North Woolwich Branch of the Great Eastern Railway, and terminating on the north side and near the eastern end of the existing dock known as the Victoria Dock, belonging to the London and Saint Katharine Docks Company, and on the north-east side of the said North Woolwich Branch;

A railway (to be called the "New Railway at Watford"), commencing in the township of Cashio, in the parish of Watford, in the county of Hertford, by a junction with the Company's main line of railway, at a point thereon six hundred and eighty yards or thereabouts south-east of the southern entrance to the tunnel thereon known as the Watford Tunnel, and terminating in the township of Leavesden, in the parish of Abbots Langley, in the same county, by a junction with the same line of railway at a point thereon six hundred yards or thereabouts north-west of the northern entrance to the same tunnel; which said intended railway will pass from, through, or into the several above-mentioned parishes and townships, or some of them;

A railway (to be called the "New Railway at

Northchurch"), to be wholly situate in the parish of Berkhamsted Saint Peter otherwise Great Berkhamsted, in the county of Hertford, commencing by a junction with the Company's main line of railway at a point thereon five hundred and fifty yards or thereabouts south-east of the southern entrance to the tunnel thereon known as the Northchurch Tunnel, and terminating by a junction with the same line of railway at a point thereon four hundred and forty yards or thereabouts north-west of the northern entrance to the same tunnel;

A railway to be called the "New Railway at Linslade"), to be wholly situate in the parish of Linslade, in the county of Buckingham, commencing by a junction with the Company's main line of railway at a point thereon four hundred and forty yards or thereabouts south of the booking office of the Leighton Station, and terminating by a junction with the same line of railway at a point thereon four hundred and forty yards or thereabouts north of the northern entrance to the tunnel known as the Linslade Tunnel;

A railway (to be called the "Junction at Edgehill"), to be wholly situate in the township of Wavertree, in the parish of Childwall, in the county of Lancaster, commencing by a junction with the Edgehill and Bootle Branch of the Company's railway at a point thereon distant one furlong and nine chains or thereabouts from the bridge carrying Edge-lane over that branch, measured along the same in a south-easterly direction, and terminating by a junction with the Liverpool and Manchester line of the Company's railway at or near the bridge carrying the road from Old Swan to Wavertree (called "New Lane") over that line;

A railway (to be called the "Wapping Tunnel Branch, Liverpool"), to be wholly situate in the township and parish of Liverpool, in the county of Lancaster, commencing by a junction with the Liverpool and Manchester line of the Company's railway, at or near the point where that line passes under Upper Frederick-street, and terminating at a point twenty yards or thereabouts south of the junction of Crosbie-street with Saint James-street;

A railway (to be called the "Guide Bridge Junction"), to be wholly situate in the parish of Ashton-under-Lyne, in the county of Lancaster, commencing by a junction with the Stockport and Staleybridge line of the Company's railway at a point thereon four hundred and forty yards or thereabouts south-west of the bridge carrying Cock-lane over that line, and terminating by a junction with the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway, at a point thereon one hundred yards or thereabouts south-west of the point where the New Manchester and Saltersbrook Turnpike road crosses the last-mentioned railway;

A railway (to be called the "Bettws and Festiniog Railway"), commencing in the parish of Bettws-y-Coed, in the county of Carnarvon, in the yard of the Bettws-y-Coed Station of the Company, and terminating in the parish of Festiniog, in the county of Merioneth, by a junction with the Festiniog Railway, at a point thereon five yards or thereabouts south-west of the High Level Bridge which carries the tramway of the Welsh Slate Company over the last-mentioned

railway ; which said 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) : Bettws-y-Coed and Dolwyddelen, in the county of Carnarvon, and Festiniog, in the county of Merioneth ;

To authorise the construction of the said intended Bettws and Festiniog Railway on a gauge of two feet, or such other gauge as may be provided for by the intended Act, and, so far as may be necessary, to alter and amend the provisions of the Act 9 and 10 Victoria, cap. 57 :

To empower the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the said intended railways, and to grant exemptions from the payment of tolls, rates, and charges :

To empower the Company to make a new road, to be situate wholly in the parish of Acton, in the county of Middlesex, commencing from and out of the public carriage road known as the Bollo-bridge Road, at a point thereon two hundred yards or thereabouts north-east of the junction of that road with Palmerston Road, and passing across the North and South Western Junction Railway in the direction of a certain footpath which crosses that railway on the level at a point thereon two hundred and seventy yards or thereabouts north-east of the junction of that railway with the Kensington and Richmond line of the London and South Western Railway Company, and terminating at the south-east end of that footpath by a junction with an existing public carriage road there ; and to empower the Company to stop up and discontinue as a public way or footpath and to appropriate to the purposes of the said intended new road the whole of the said existing footpath ; and also to empower the Company to stop up and discontinue as a public carriage road or highway and to appropriate to purposes connected with the North and South Western Junction Railway so much of the public carriage road called Acton Lane as extends for a distance of forty yards or thereabouts in a north-westerly direction and for a distance of sixty-six yards or thereabouts in a south-easterly direction from where that lane crosses the last-mentioned railway on the level, and to extinguish all rights of way over the said footpath and over the said portion of Acton Lane so intended to be stopped up and appropriated :

To empower the Company to make a new road, to be situate wholly in the parish of Berkhamsted Saint Mary, otherwise Northchurch, in the county of Hertford, commencing from and out of the public carriage road leading from Great Berkhamsted to Berkhamsted Common, at a point thereon fifty yards or thereabouts south-west of the point where that road crosses the main line of the Company's railway on the level, being half a mile or thereabouts south-east of their Berkhamsted Station, and terminating by a junction with the same road at a point thereon one hundred and thirty yards or thereabouts north-east of the aforesaid crossing ; and to empower the Company to stop up and discontinue as a public road or highway, and appropriate to the purposes of their undertaking, so much of the before-mentioned existing public carriage road as extends for a distance of twelve yards on each side of the Company's railway, and to extinguish all rights of way over the same :

To empower the Company to make three new roads, to be situate wholly in the township and parish of Chebsey, in the county of Stafford, one of such new roads commencing from and out of

the public carriage road leading from Eccleshall to Great Bridgeford, at a point thereon one hundred and thirty yards or thereabouts west of the point where that road crosses the Grand Junction line of the Company's railway on the level, and terminating by a junction with the same road at a point thereon one hundred and forty yards or thereabouts south-east of the said level crossing ; another of such new roads commencing by a junction with the first-mentioned intended new road at a point thereon sixty yards or thereabouts west of the said level crossing, and terminating by a junction with the public carriage road leading from the Company's Norton Bridge Station across their railway at the same level crossing to Great Bridgeford, at a point thereon one hundred and fifty yards or thereabouts north-west of the said level crossing ; and the other of such new roads commencing by a junction with the first-mentioned intended new road at a point thereon thirty yards or thereabouts east of the said level crossing, and terminating by a junction with the public carriage road leading from Eccleshall across the Company's railway at the same level crossing to Shallowford, at a point thereon one hundred and sixty yards or thereabouts north-east of the said level crossing ; and to empower the Company to stop up and discontinue as a public road or highway, and to appropriate to the purposes of their undertaking so much and such parts of the before-mentioned existing public carriage roads as will become unnecessary by reason of the construction of the intended new roads, and to extinguish all rights of way over the same :

To empower the Company to make another new road to be situate wholly in the said township and parish of Chebsey, commencing from and out of the road leading from Chebsey to Yarnfield, and crossing the Grand Junction line of the Company's railway on the level near Lower Hemies Farm, at a point on that road two hundred and fifty yards or thereabouts south of the said level crossing, and terminating by a junction with the same road at a point thereon fifty yards or thereabouts north of the said level crossing ; and to empower the Company to stop up and discontinue so much of the before-mentioned existing road as lies between the commencement and termination of the intended new road, and to extinguish all rights of way over the same :

To empower the Company to make a new road, to be situate wholly in the township of Mill-Meece, in the parish of Eccleshall, in the county of Stafford, commencing from and out of the public carriage road leading from Mill-Meece to Eccleshall, at a point thereon one hundred and fifty yards or thereabouts south of the point where that road crosses the Grand Junction line of the Company's railway on the level, and terminating by a junction with the same road at a point thereon one hundred and seventy yards or thereabouts north of that level crossing ; and to empower the Company to stop up and discontinue as a public road or highway and to appropriate to the purposes of their undertaking so much of the before-mentioned existing public carriage road as will become unnecessary by reason of the construction of the intended new road, and to extinguish all rights of way over the same :

To empower the Company to make a new road, to be situate wholly in the townships of Blakenhall and Checkley-cum-Wrinehill, in the parish of Wyburnbury, in the county of Chester commencing from and out of the public carriage road leading from Checkley to Betley at a point

thereon sixty yards or thereabouts west of the point where that road crosses the Grand Junction line of the Company's railway on the level, and terminating by a junction with the same road at a point thereon one hundred yards or thereabouts east of the said level crossing; and to empower the Company to stop up and discontinue as a public road or highway and to appropriate to the purposes of their undertaking so much of the before-mentioned existing public carriage-road as will become unnecessary by reason of the construction of the intended new road, and to extinguish all rights of way over the same:

To empower the Company to make a new road, to be situate wholly in the township of Natland, in the parish of Kendal, in the county of Westmoreland, commencing from and out of the turnpike road leading from Kendal to Kirkby Lonsdale, at a point thereon thirty yards or thereabouts west of the point where that road crosses the Lancaster and Carlisle Railway on the level, and terminating by a junction with the same road at a point thereon one hundred and ten yards or thereabouts east of the said level crossing; and to empower the Company to stop up and discontinue as a turnpike road or public highway and to appropriate to the purposes of their undertaking so much of the before-mentioned existing turnpike road as extends for a distance of five yards on each side of the Company's Railway, and to extinguish all rights of way over the same:

To empower the Company to make a new road, to be situate wholly in the township of Dillicar, in the parish of Kendal, in the county of Westmoreland, commencing from and out of the turnpike road leading from Sedbergh to Borrow Bridge, at a point thereon eighty yards or thereabouts north of the point where that road crosses the Lancaster and Carlisle Railway on the level, and terminating by a junction with the same road at a point thereon twenty yards or thereabouts south of the said level crossing; and to empower the Company to stop up and discontinue as a turnpike road or public highway and to appropriate to the purposes of their undertaking so much of the before-mentioned existing turnpike road as extends for a distance of five yards on each side of the Company's railway, and to extinguish all rights of way over the same:

To empower the Company to construct in place of the existing swing or opening bridge at Saint Helen's, constructed by them for the purpose of carrying a road across the Saint Helen's Canal, at a point two hundred yards or thereabouts north-east of the bridge over the said canal connecting Parr-street and Raven-street, a fixed bridge across the said canal, in the township of Windle, otherwise Hardshaw within Windle, in the parish of Prescott, in the county of Lancaster, commencing at or near the eastern abutment of the said swing bridge, and terminating at or near the western abutment of the same bridge, with all necessary approaches, works, and conveniences connected therewith, and to empower the Company, in lieu of so constructing a new bridge, to maintain the existing bridge as a fixed bridge:

To empower the Company to stop up and discontinue as a public footpath or highway the footpath in the parish of Willesden, in the county of Middlesex, leading out of the public carriage road called Willesden-lane, across the Hampstead Junction Line of the Company's railway into the Edgware-road near the Company's station, and to extinguish all rights of way over the same, and to substitute for the footpath so stopped up a right of way over and along the road lying on the northerly side of the said Hampstead Junction

Line, and extending from Willesden-lane to the Edgware-road:

To empower the Company to stop up and discontinue as a public footpath or highway the undermentioned portion of the footpath leading from the village of Llanillyfni to the turnpike road between Pen-y-groes and Nantlle which runs alongside of and contiguous to the Nantlle line of the Company's railway, and crossing that line on the level at a point thereon two hundred and forty yards or thereabouts east of the tollgate on the said turnpike road (that is to say): so much of the said footpath in the parish of Llanillyfni, in the county of Carnarvon, as lies within the boundaries of the Company's property there; and to empower the Company to appropriate to the purposes of their undertaking so much of the said portion of footpath as is so proposed to be stopped up and to extinguish all rights of way over the same, and to empower the Company to make or provide on lands belonging to them a new footpath in lieu of the said portion of footpath so proposed to be stopped up.

To empower the Company to acquire by compulsion or agreement and to hold lands, houses and buildings, for the purposes of the said intended railways, roads, and other works:

To empower the Company, for purposes connected with their undertaking, to acquire by compulsion or agreement and to hold the lands, houses, and buildings and to execute the works following (that is to say):

To acquire and hold certain lands, houses, and buildings in the parishes of Saint Leonard, Shoreditch, in the county of Middlesex, and Saint Botolph, Bishopsgate, in the city of London, lying on the westerly side of and near to the North London Railway and extending in a north-westerly direction to Long-alley, and in a south-westerly direction from Worship-street to Skinner-street;

To stop up and appropriate to the above-mentioned purposes and to extinguish all rights of way over the several streets, roads, courts, public passages and other highways (except Primrose-street) lying within or contiguous to the said lands, houses, and buildings;

To construct and maintain arching over so much of Primrose-street as extends from Long-alley to the existing arching carrying the North London Railway over that street;

To stop up and appropriate to the above-mentioned purposes and to extinguish all rights of way over so much of the public thoroughfare or highway known as Moore's-gardens as lies between Long-alley and the south-east side of the North London Railway, which portion is situate in the said parish of Saint Leonard, Shoreditch, and in the liberty of Norton Folgate, in the county of Middlesex, or one of them;

To acquire and hold certain other lands, houses, and buildings in the said parish of Saint Leonard, Shoreditch, lying on the north-west side of and adjoining or near to Long-alley, and between Crown-street and Eldon-street;

To stop up and appropriate to the above-mentioned purposes and to extinguish all rights of way over the several streets, roads, courts, public passages, and other highways lying within or contiguous to the said last-mentioned lands, houses, and buildings;

To substitute for the portion of Long-alley so to be stopped up and appropriated another thoroughfare or alley extending from Eldon-

street to Crown-street along the western and northern boundaries of the last-mentioned lands, houses, and buildings so proposed to be acquired :

To repeal sections 27 and 28 (relating to Moore's Gardens) of "The London and North-Western Railway (Additional Powers) Act 1871 :"

To empower the Company to acquire by compulsion or agreement and to hold for the purpose of extending the station, siding, and other accommodation of the company, and for other purposes connected with their undertaking, the lands, houses, and buildings hereinafter described or referred to (that is to say) :

Certain lands in the parish of Willesden, in the county of Middlesex, lying on the north side of and adjoining the main line of the company's railway between the Brent viaduct and a point on the said railway one thousand and twenty yards or thereabouts east of that viaduct ;

Certain lands in the parish of Harrow-on-the-Hill, in the county of Middlesex, lying on the north side of and adjoining the main line of the Company's railway, and extending from the Sudbury station in a south-westerly direction for the distance of five hundred yards or thereabouts ;

Certain other lands in the said parish of Harrow-on-the-Hill, in the county of Middlesex, lying on the south-west side of and adjoining the main line of the Company's railway at their Harrow station, and extending from the bridge carrying the public road which leads from Harrow-on-the-Hill to Harrow Weald over that railway for a distance of one hundred and thirty-five yards or thereabouts in a north-westerly direction from such bridge, and also a portion of the occupation road in the same parish which communicates between those lands and the public road last-mentioned ;

Certain lands, houses, and buildings, in the parish of Pinner, in the county of Middlesex, lying partly on the south-westerly side and partly on the north-easterly side of and adjoining or near the main line of the Company's railway and between the Pinner Station and a point on the said railway three-quarters of a mile or thereabouts south-east of that station ;

Certain lands in the parish of Bushey, in the county of Hertford, lying on the east side of and adjoining the main line of the Company's railway and between the viaduct carrying that railway over the river Colne and a point on that railway one thousand yards or thereabouts south-east of that viaduct ;

Certain lands in the parish of Abbot's Langley, in the county of Hertford, lying partly on the easterly side and partly on the westerly side of and adjoining the main line of the Company's railway, and partly on the south-east side, partly on the north-west side, and partly on the north-east side of and adjoining or near to the King's Langley Station ;

Certain lands in the parish of Hemel Hempsted, in the county of Hertford, lying on the westerly side of and adjoining the main line of the Company's railway and partly on the north-west side and partly on the south-east side of and near to the Boxmoor Station ;

Certain lands in the parish of Berkhamsted Saint Peter otherwise Great Berkhamsted, in the county of Hertford, lying partly on the northerly side and partly on the southerly

side of the main line of the Company's Railway, and extending on the northerly side of the Berkhamsted Station for a distance of three-quarters of a mile or thereabouts from that station ;

Certain lands in the parish of Aldbury, in the county of Hertford, lying on the easterly side of the main line of the Company's railway, and extending from the Tring Station thereon for a distance of one thousand one hundred yards or thereabouts in a south-easterly direction and for a distance of four hundred yards or thereabouts in a north-westerly direction ;

Certain lands, houses, and buildings, in the township and parish of Fenny Stratford, in the county of Buckingham, lying on the easterly side of and adjoining the main line of the Company's railway, and near the Company's Bletchley Station ; with power to the Company to make and maintain a bridge over the public road leading from Fenny Stratford to Bletchley, on the easterly side of and near to the bridge by which the said railway is carried over that road ;

Certain lands, houses, and buildings, in the parish of Birmingham, in the county of Warwick, lying between the Company's New Street Station and Lower Temple Street and Queen Street ;

Certain lands in the township of Chapel Chorlton, in the parish of Swinnerton, in the county of Stafford, lying on the west side of and adjoining or near to the Grand Junction line of the Company's railway, and between the boundary between the townships of Shelton and Chapel Chorlton and the boundary between the townships of Chapel Chorlton and Hatton ;

Certain lands, houses, and buildings in the townships of Basford, Chorlton, Blakenhall, and Checkley-cum-Wrinehill, in the parish of Wybunbury, in the county of Chester, lying partly on the easterly side and partly on the westerly side of and adjoining or near to the Grand Junction Line of the Company's railway and extending from the boundary between the parishes of Wybunbury and Barthomley to the boundary between the parishes of Wybunbury and Madeley ;

Certain lands, houses and buildings in the township and parish of Whitchurch, in the county of Salop, lying on the easterly side of and adjoining the turnpike road leading from Whitchurch to Malpas, and near the Grindley Brook Locks on the Shropshire Union Canal ;

Certain lands in the township and parish of Berriew, in the county of Montgomery, lying between the Shropshire Union Canal and the public carriage road leading from Welshpool to Berriew near where the said canal is crossed by that road ;

Certain lands, houses, and buildings in the township of Reddish, in the parish of Manchester, in the county of Lancaster, lying on the easterly side of the Stockport and Staley-bridge line of the Company's railway and near the Reddish Station ;

Certain lands, houses, and buildings in the township of Newton in Makerfield, in the parish of Winwick, in the county of Lancaster, lying on the northerly side of and adjoining the Liverpool and Manchester line of the Company's railway near where that railway is carried by means of a viaduct over the Sankey Brook and the Saint Helen's Canal ;

Certain other lands, houses, and buildings in the same township and parish, lying partly on the north side and partly on the south side of and adjoining or near to the Liverpool and Manchester line of the Company's railway, and on the easterly side of and near the Newton Bridge station thereon ;

Certain lands, houses, and buildings in the township and parish of Blackburn, in the county of Lancaster, lying contiguous to and on the north-west side of the Blackburn and Preston line of the Lancashire and Yorkshire Railway, and contiguous to and on the south-west side of the Stout-street branch of that Railway, and at the Junction of the said branch railway with the said Blackburn and Preston line ;

Certain lands, houses, and buildings in the township and parish of Workington, in the county of Cumberland, lying partly on the westerly side and partly on the easterly side of and adjoining the Whitehaven Junction railway of the Company, and near to the Workington station ; with power to the Company to stop up or divert the footpath which now passes through the said lands lying on the westerly side of the said railway, and to provide for the extinguishment of all rights of way in or over the same ;

Certain lands in the parish of Eglwysrhos otherwise Llanrhos, in the county of Carnarvon, lying on the east side of and adjoining the Saint George's Harbour Line of the Company's Railway, and contiguous to the level crossing on that railway known as the Maes-du Crossing ;

Certain lands, houses, and buildings in the townships of Wepre and Goflytn, in the parish of Northop, in the county of Flint, and part of the bed or shore of the River Dee, lying on the northerly side of and adjoining or near to the Chester and Holyhead line of the Company's railway and near the Connah's Quay Station on that line ;

Certain lands in the parish of Holyhead, in the county of Anglesey, extending from the sea to a public road leading from Holyhead to Penrhos, near a farmhouse or building called Llanfawr :

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them with the consent of the other, to acquire by compulsion or agreement and to hold for purposes connected with the North Union Railway the lands, houses, and buildings following (that is to say) :

Certain lands, houses, and buildings in the township and parish of Leyland, in the county of Lancaster, lying on the westerly side of and adjoining the North Union Railway and contiguous or near to the Leyland Station on that railway ;

Certain lands, houses, and buildings in the township of Golborne, in the parish of Winwick, in the county of Lancaster, lying on the westerly side of and adjoining the Golborne Station on the North Union Railway :

To empower the Company and the Lancashire and Yorkshire Railway Company to make and carry into effect agreements with respect to the acquisition and appropriation of the lands, houses, and buildings which they may so acquire ; and to empower the last-named Company to apply their funds to those purposes :-

To empower the Company and the Manchester Sheffield and Lincolnshire Railway Company, or

either of them with the consent of the other, to acquire by compulsion or agreement and to hold for purposes connected with the Manchester South Junction and Altrincham Railway, certain lands, houses, and buildings in the township of Stretford, in the parish of Manchester, in the county of Lancaster, lying on the north-west side of and adjoining the Manchester South Junction and Altrincham Railway and near the Stretford Station on that railway :

To empower the Company and the Manchester, Sheffield, and Lincolnshire Railway Company to make and carry into effect agreements with respect to the acquisition and appropriation of the lands, houses, and buildings which they may so acquire ; and to empower the last-named Company to apply their funds to those purposes :

To make provision for the repair of all or any of the new roads or highways to be constructed under the authority of the intended Act by the same persons and by the same means as other roads or highways in the parishes, townships, or places within which the intended new roads or highways respectively will be situate are for the time being legally repairable :

To vary and extinguish all existing rights and privileges connected with any lands, houses, or buildings proposed to be purchased, acquired, or appropriated 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, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and extra-parochial and other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act :

To extend the time for the sale of all or any lands acquired by the Company which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto :

To empower the Company to grant building leases for terms of years of any lands which may have been heretofore or may from time to time hereafter be used or occupied for the purposes of their railway or for any purpose incidental to the traffic or business thereof, and which may at any time or from time to time cease to be so used, and any other lands which may have been or may be hereafter acquired by the Company and which may be found not to be required for the purposes of their undertaking, and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act, and so far as may be necessary to alter and amend the provisions of "The Lands Clauses Consolidation Act 1845," in reference to the sale of superfluous lands :

To empower the Rhymney Railway Company to become joint owners with the Company of so much of the Company's Merthyr Tredegar and Abergavenny Line of Railway as is situate between the western terminus of that line of railway at Nant-y-bwch and a point thereon three hundred yards to the eastward of the existing junction of that line of railway with the Sirhowy Railway, including all stations, sidings, works, and conveniences connected with that portion of railway, upon and subject to such terms and conditions as may be agreed upon by the two Companies, or as may be provided for or prescribed by the intended Act. To provide for the appointment of a joint committee for the purposes of the intended joint

ownership. To enable the two Companies to make and carry into effect agreements with respect to the matters aforesaid, and to confirm and give effect to any agreement which may be made between them with respect to those matters. And to empower the Rhymney Company to apply to the purposes of such joint ownership any moneys or funds belonging to them :

To confirm and give effect to certain heads of agreement made between the Company and the Metropolitan District Railway Company, dated the first day of August, one thousand eight hundred and seventy-one, with respect to the use by the Company of a portion of the railway of the Metropolitan District Railway Company ; and to empower the Company to apply their funds in the payment to the Metropolitan District Railway Company of the sum or sums of money in the said agreement mentioned in that behalf :

To empower the Company to contribute towards the completion of the railway and works of the Wrexham Mold and Connah's Quay Railway Company, upon such terms and conditions as may be agreed upon, and to empower the two Companies to make and carry into effect agreements with respect thereto, and with respect to any lands, houses, or buildings of the Wrexham Mold and Connah's Quay Railway Company, which the Company may by this Act be authorized to acquire :

To empower the Company to build or to contribute towards the building and establishing of an hotel at Preston in connection with their railway there :—

To empower the Company to contribute towards the funds of the society or association known as "The London and North-Western Railway Insurance Society :"

To repeal or make provision for the repeal of section 296 ("Roads may be made across the railway by the owners of adjoining lands") of the Act 7 and 8 Victoria, cap. 64, entitled "An Act for making a Railway from the Town and Port of Whitehaven to the Town and Port of Maryport, in the County of Cumberland," and if need be to make other provision in lieu thereof :

To repeal so much of Section 62 of the Act (local and personal) 9 and 10 Victoria, cap. 204, as limits the charge to be made in respect of the use of waggons for the carriage of cattle or sheep, and, if thought fit, to make other provisions in lieu thereof :

To empower the Company to increase their capital, and 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 and issue of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or 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 belonging to the Company :

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say) : the Acts directly or indirectly 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, 188, 228, 236, 270, 278, and 291 ; 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, 177, 208, and 217 ; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296 ; 28 and 29 Vict. caps. 333, 334, 22, 72, 110, 193, 250, 267, and 316 ; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, 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 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192 :

The Act 22 and 23 Vict. cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company :

The Act 12 and 13 Vict. cap. 81, and all other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company :

The Act 20 and 21 Vict. cap. 40, and all other Acts relating to the Rhymney Railway Company :

"The Metropolitan District Railways Act 1864" and all other Acts relating to the Metropolitan District Railway Company :

"The Wrexham Mold and Connah's Quay Railway Act 1862" and all other Acts relating to the Wrexham Mold and Connah's Quay Railway Company :

And notice is also hereby given, that on or before the thirtieth 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 London Gazette, will be deposited as follows (that is to say) :—As regards the works in the county of Essex, with the Clerk of the Peace for that county, at his office at Chelmsford ; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell ; as regards the lands in the City of London, with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in the said city ; as regards the works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at Saint Albans ; as regards the works and lands in the county of Buckingham, with the Clerk of the Peace for that county, at his office at Aylesbury ; as regards the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Stratford-on-Avon ; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford ; as regards the lands in the county of Salop, with the Clerk of the Peace for that county, at his office at Shrewsbury ; as regards the works and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester ; as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston ; as regards the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office at Carlisle ; as re-

gards the works in the county of Westmoreland, with the Clerk of the Peace for that county, at his office at Appleby; as regards the lands in the county of Carnarvon, and the works partly in that county and partly in the county of Merioneth, with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon; and as regards the last-mentioned works, with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; as regards the lands in the county of Montgomery, with the Clerk of the Peace for that county, at his office at Welshpool; as regards the lands in the county of Flint, with the Clerk of the Peace for that county, at his office at Mold; and as regards the lands in the county of Anglesey, with the Clerk of the Peace for that county, at his office at Beaumaris; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say): As relates to the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office in the Town Hall, Old Street Road, Shoreditch; as relates to the extra-parochial place 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 relates to the part of the bed or shore of the River Dee, in or adjoining the parish of Northop, in the county of Flint, with the parish clerk of that parish, at his residence; and as relates to the several other parishes, with the parish clerk of each such parish at his residence; and as relates to any other extra-parochial place with the clerk of some adjoining parish at his residence.

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

Dated this 9th day of November 1871.

James Blenkinsop, Euston Station, and 5, Westminster Chambers, Westminster, Solicitor.

In Parliament—Session, 1872.

Great Tower Hill Ratepayers' Relief.

(Relief from provisions and rates authorised by the Great Tower Hill Act, 1869; Powers for Maintenance of Roads and other purposes referred to in said Act; Provisions as to Transfer of Great Tower Hill and Roads therein from the Whitechapel District; Powers to Corporation or Commissioners of Sewers of the City of London or other Bodies; Amendment of said Act, and Metropolis Management Act, 1855, and other Acts; and other purposes.)

A PPLICATION 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:—

To repeal, alter, or amend all or some of the provisions of the Great Tower Hill Act, 1869 (herein referred to as the Act of 1869), and to alter, reduce, or abolish the rates authorised by that Act to be levied or raised by the Whitechapel District Board (herein referred to as the Board) on the houses and premises situated on Great Tower Hill, as the same are described in said Act for the purposes therein mentioned.

2. To make other provisions for the payment of the debts and expenses incurred by the said Board with reference to the Act passed in the

year 1797, in the 37th year of the reign of Geo. III., intituled "An Act for paving, lighting, watching, cleansing, watering, and improving and keeping in repair Great Tower Hill, and for removing and preventing nuisances and annoyances within the same" (which Act is herein referred to as the Act of 1797), and with reference to the Act of 1869, and with reference to the maintenance of the roads situated on Great Tower Hill, and described in the said Acts of 1797 and 1869, and to provide that the said debts and expenses and the said roads shall be paid and maintained by the Board out of the general rates received by them for maintenance of roads in the Whitechapel district, or otherwise as shall be provided for by the Bill, and to enable the Board, for the purposes of the Bill, to raise and levy a special rate on the several parishes comprised within the district within their jurisdiction, including the Great Tower Hill.

3. To provide, if need be, that the said Great Tower Hill, and the houses and premises and roads mentioned in the said Acts of 1797 and 1869 shall be disjoined from the Whitechapel district and from the parish or precinct of Old Tower Without, for the purposes of all matters relating to maintenance of roads or otherwise, and shall be added to the district under the jurisdiction of the Corporation or Commissioners of Sewers of the city of London, in lieu of the Board, and to provide for the assumption by the said Corporation or Commissioners of Sewers of any mortgages or debts or expenses assumed or incurred by the Board under the said Acts of 1797 or of 1869, and for the future maintenance of the roads on the Great Tower Hill by the said Corporation or Commissioners of Sewers.

4. To exempt, if need be, the houses and premises on the Great Tower Hill assessed by the Board under the Act of 1869 from rates or taxes leviable by the Corporation or Commissioners of Sewers, or any other authorised body with respect to the maintenance of roads within their jurisdiction, to abolish or alter existing rates, and to confer all necessary powers on the Board, the Corporation, and the Commissioners of Sewers of the city of London, and the trustees acting under the Act of 1797, and all other parishes, bodies, or persons interested, and for levying rates within their respective jurisdictions, and for applying funds, and for carrying out the objects of the Bill.

5. To repeal, alter, and amend, so far as necessary, the provisions of the Acts of 1797 and 1869, and also the provisions of the Act 18 and 19 Vic., cap. 120, intituled "An Act for the better Local Management of the Metropolis," and all Acts or charters relating to the Corporation or Commissioners of Sewers of the city of London.

6. To make provision for payment of the expenses of the intended Bill, and to enable the Board, or the Corporation, or Commissioners of Sewers to charge the expenses upon the rates or moneys which they are now or may be authorised to levy or raise within their respective districts.

7. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and on or before the 21st day of December, 1871, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1871.

George Rose Innes, 11, Fenchurch-buildings, City, E.C., Solicitor.

Holmes, Anton, Greig, and White, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1872

Hull Tramways.

(Incorporation of Company; Construction of Tramways in the Borough Town and County of the Town of Kingston-upon-Hull; Purchase of Lands; Power to take Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Street Authorities and other Public Bodies; Working Arrangements with other Companies and Bodies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for incorporating a Company, and for enabling the Company to be incorporated (hereinafter called the Company), to make and maintain the works, and to carry into effect the following objects, or some of the objects, or some part or parts thereof, that is to say:—

To construct and maintain, within the borough town and county of the town of Kingston-upon-Hull, the following street tramways, or some or one of them, or some part or parts thereof with all necessary and proper works and conveniences connected therewith respectively.

No. 1. A Tramway No. 1, commencing in Beverley-road, in the parish of Sculcoates, at a point 46 feet, or thereabouts, southeast of the Post-office letter-box in the boundary or fence wall of a house at the north end of Suffolk-terrace; passing thence in a southerly direction along Beverley-road, along the roadway crossing the Victoria Dock branch of the North-Eastern Railway in Beverley-road; and thence along Beverley-road and Prospect-street, Albion-street, Bond-street, George-street, Charlotte-street, North-street, Bridge-street, North Bridge, Witham and Holderness-road, along the roadway crossing the Victoria Dock Branch of the North-Eastern Railway in Holderness-road and terminating at a point in that road 35 feet, or thereabouts, north of the north-east corner of the Crown Inn or Beer-house, in the last-named road, in the township of Southcoates, in the parish of Drypool, which said tramway will pass through, into, or along the parish of Sculcoates, the united parishes of Holy Trinity and Saint Mary, the parishes of Sutton and Drypool, and the township of Southcoates, in the said parish of Drypool.

The centre line of the proposed Tramway No. 1 will, at its commencement, be 4 feet from and eastward of the imaginary centre line of Beverley-road, and will continue at that distance from the said imaginary centre line for a length of one chain, and will thence gradually approach until, in a distance of one chain, it reaches the centre of the road, and will thence be carried along the centre of the said road to the junction of that road with Prospect-street, and thence along Prospect-street, Albion-street, Bond-street, George-street, Charlotte-street, North-street, Bridge-street, North Bridge, 4 feet from and north-easterly of the imaginary centre line of those streets respectively, and thence along Witham 4 feet from and north-easterly of the imaginary centre line of Witham to a point in that street opposite the south-east corner of the Holderness New Inn public-house, on the north side of that street, and will thence gradually approach until, in a distance of half a chain, it reaches the centre of that street, and thence to its termination will be laid along the centre of Witham and Holderness-road respectively.

No. 1a. A Tramway No. 1a, situate wholly in Beverley-road, and in the parish of Sculcoates, commencing at a point 8 feet from and west of the point of commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1, at a point two chains from its commencement.

The centre line of the proposed Tramway No. 1a throughout its entire length, will be 4 feet from and west of the imaginary centre line of Beverley-road, except for a length of one chain from its termination, in which length it will gradually approach until it reaches the centre of Beverley-road.

No. 1b. A Tramway, or passing place, No. 1b, situate wholly in Beverley-road, in the parish of Sculcoates aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being opposite the boundary wall on the north side of the Sculcoates Union Workhouse, and the point of termination being opposite the central entrance gate from Beverley-road to the said Sculcoates Union Workhouse.

The centre line of the proposed Tramway No. 1b will be 8 feet from and east of the imaginary centre line of Beverley-road, except that for a length of three-fourths of a chain at the commencement and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach until, at the commencement and termination respectively of the tramway, it reaches the centre of the road.

No. 1c. A Tramway No. 1c, commencing in Beverley-road, in the parish of Sculcoates aforesaid, by a junction with Tramway No. 1, at a point in that road opposite the centre of Worsley-street, and passing thence in a southerly direction into and along Prospect-street, Albion-street, Bond-street, George-street, Charlotte-street, North-street, Bridge-street, North Bridge, and Witham, and terminating, by a junction with Tramway No. 1, in the last-mentioned street, at a point opposite the south-east corner of the Holderness New Inn public-house, on the north side of the street in the parish of Sutton, which said tramway will pass through, into, or along the parish of Sculcoates, the united parishes of Holy Trinity and Saint Mary, the parishes of Sutton and Drypool, and the township of Southcoates in the parish of Drypool.

The centre line of the proposed Tramway No. 1c will be, throughout its entire length, at a distance of 4 feet from and on the south-west side of the imaginary centre line of the streets through which it is intended to pass, except that for a length of half-a-chain at the commencement, and for a like length at the termination of the tramway, the centre line will gradually approach until, at the commencement and termination respectively of the tramway, it reaches the centre of the street.

No. 1d. A Tramway or passing place, No. 1d, situate wholly in Witham, in the parish of Sutton, commencing and terminating by junctions with Tramway No. 1, the point of commencement being opposite the south-east corner of Kingston-terrace, and the point of termination being 50 feet south west of the south-west corner of Dansom-lane, at its junction with Holderness-road.

The centre line of the proposed Tramway No. 1d, will be 8 feet from and on the south side of the imaginary centre line of Witham, except that for a length of three quarters of a 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 Witham.

No. 1e. A tramway, or passing place, No. 1e, situate wholly in Holderness-road, and in the township of Southcoates and parish of Drypool, commencing and terminating by junctions with Tramway No. 1, the point of commencement being opposite the centre of Garbutt-street, at its junction with Holderness-road, and terminating at a point three chains to the east of the centre of Garbutt-street, at its junction with Holderness-road.

The centre line of the proposed Tramway No. 1e, will be 8 feet from and on the south side of the imaginary centre line of Holderness-road, except that for the length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach until, at its commencement and termination, it reaches the centre of the said road.

No. 1f. A Tramway No. 1f, situate wholly in Holderness-road, in the parish of Drypool, and township of Southcoates in the said parish, commencing by a junction with Tramway No. 1, at a point two chains from its termination, and terminating at a point in that road 27 feet or thereabouts from, and north of the north-east corner of the Crown Inn or Beer-house.

The centre line of the proposed Tramway No. 1f will be 8 feet from and on the south side of the imaginary centre line of Holderness-road, except that for a length of three quarters of a chain at the commencement of the tramway, the centre line of the tramway will gradually approach until, at its commencement, it reaches the centre of the said road.

No. 2. A Tramway No. 2, situate in Spring Bank, in the parish of Sculcoates, and the united parishes of Holy Trinity and St. Mary, or one of them, commencing in Spring Bank, opposite the centre of Derringham-street, at its junction with Spring Bank, in the parish of Sculcoates, passing thence in a south-easterly direction along the Spring Bank into and along Prospect-street, and terminating in that street by a junction with Tramway No. 1, at a point 80 feet or thereabouts east of the centre of Pearson-street, at its junction with Prospect-street, in the parish of Sculcoates.

The centre line of the proposed Tramway No. 2 will, at its commencement, be 7 feet from and on the north side of the imaginary centre line of Spring Bank, and will continue at that distance from and on the same side of the said imaginary centre line to a point in Spring Bank opposite the centre of Vane-street, and thence will gradually approach until, in a distance of three-quarters of a chain, it reaches the imaginary centre line of Spring Bank, and thence to its termination will be laid along the centre of Spring Bank to the junction of that street with Prospect-street, and thence to its termination 4 feet from and on the east side of the imaginary centre line of Prospect-street.

No. 2a. A short Junction Tramway No. 2a, situate in the parish of Sculcoates and the united parishes of Holy Trinity and St. Mary, or one of them, commencing by a junction with Tramway No. 2, at a point opposite the centre of Pearson-street, and passing thence along Spring Bank into and along Prospect-street, and terminating by a junction with Tramway No. 1c, at a point in that street 40 feet or thereabouts from and south-west of the centre of Marlboro'-terrace, at its junction with Prospect-street.

The centre line of the proposed Tramway No. 2a will be at its commencement in the centre of Spring Bank, passing thence in a curved line to its termination which will be 4 feet from and south-west of the imaginary centre line of Prospect-street.

No. 3. A Tramway No. 3, situate in the united parishes of Holy Trinity and St. Mary, commencing at a point in Anlaby-road, opposite the north-west corner of the boundary wall of the church of St. Matthew, and passing thence in an easterly direction along Anlaby-road, thence into and along Midland-street, Osborne-street, Waterhouse-lane, St. John's-street, and Junction-street, and terminating in the last-mentioned street at a point 37 feet from and east of the north-east corner of Wilberforce Monument, in the said parish, which said Tramway will pass through into or along the said united parishes of Holy Trinity and St. Mary.

The centre line of the proposed Tramway No. 3 will be throughout its entire length 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 the streets through which it is intended to be laid.

No. 3a. A Tramway No. 3a, commencing at a point in Anlaby-road, opposite the north-west corner of the boundary wall of the church of St. Matthew, in the united parishes of Holy Trinity and St. Mary, and passing thence in an easterly direction along Anlaby-road, thence into and along Midland-street, Osborne-street, Waterhouse-lane, St. John's-street, and Junction-street, and terminating in the last-mentioned street at a point 30 feet from and east of, the north-east corner of Wilberforce Monument, in the said united parishes of Holy Trinity and St. Mary, which said Tramway will pass through, into, or along the said united parishes of Holy Trinity and St. Mary.

The centre line of the proposed Tramway No. 3a will be, throughout its entire length, 4 feet from and on the right hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the streets through which it is intended to be laid.

No. 3b. A short Junction Tramway No. 3b, wholly situate in Anlaby-road and in the united parishes of Holy Trinity and St. Mary, commencing by a junction with Tramway No. 3a, at a point opposite the north-east corner of the boundary wall of the church of St. Matthew, and terminating by a junction with Tramway No. 3, at a point 80 feet from the north-east corner of the boundary wall of the church of St. Matthew.

The centre line of the proposed Tramway No. 3b will be at its commencement 4 feet from and on the south side of the imaginary centre line of Anlaby-road, and will thence gradually approach until, in the length of half a chain, it reaches the said imaginary centre line, and will thence gradually diverge until at its termination it reaches 4 feet from and north of the said imaginary centre line.

No. 3c. A short Junction Tramway No. 3c, situate wholly in St. John-street, in the united parishes of Holy Trinity and St. Mary and Sculcoates, or one of them, commencing by a junction with Tramway No. 3, at a point 60 feet from and west of the north-west corner of Wilberforce Monument, passing thence along St. John-street, and terminating by a junction with Tramway No. 3a, at a point 45 feet from and west of the north-east corner of the Hull Dispensary.

The centre line of the proposed Tramway No. 3c will be at its commencement 4 feet from and on the north side of the imaginary centre line of St. John-street, and will thence gradually approach, until, in a length of half a chain, it reaches the said imaginary centre line, and will thence gradually diverge until at its termination it reaches 4 feet from and south of the said imaginary centre line.

No. 4. A Tramway No. 4, situate wholly in the united parishes of Holy Trinity and St. Mary; commencing at a point in Hessle-road, 60 feet east of the south-east corner of the Toll Bar House of the Hessle Turnpike Trust; and passing thence in an easterly direction along Hessle-road, into and along Porter-street and Osborne-street, and terminating in the last-mentioned street, by a junction with Tramway No. 3, at a point 50 feet or thereabouts, east of the junction of the centres of Osborne-street, St. Luke's-street, and Porter-street.

The centre line of the proposed Tramway No. 4, will be laid throughout along the centres of the streets and roads through which it is intended to pass; except that in a length of half a chain at the termination of the tramway its centre line will gradually diverge, until, at the termination of the tramway, its centre line will be four feet from and on the north side of the imaginary centre line of Osborne-street.

No. 4a. A Tramway No. 4a, situate wholly in Hessle-road, in the united parishes of Holy Trinity and St. Mary, commencing at a point 8 feet from and south of the point of commencement of Tramway No. 4, passing thence in an easterly direction along Hessle-road, and terminating in that road by a junction with Tramway No. 4, at a point three chains or thereabouts east of the south-east corner of the Toll Bar House of the Hessle Turnpike Trust.

The centre line of the proposed Tramway No. 4a, will be at a distance of 8 feet from, and on the south side of the imaginary centre line of Hessle-road, except for a length of three quarters of a chain from its termination, in which length the centre line of the tramway will gradually approach, until at its termination it reaches the centre of Hessle-road.

No. 4b. A Tramway or passing-place No. 4b, situate wholly in the united parishes of Holy Trinity and St. Mary, commencing and terminating by junctions with Tramway No. 4, the point of commencement being in Hessle-road three-quarters of a chain west of the east end of Hessle-road, and the point of termination being in Porter-street, three-quarters of a chain east of the west end of Porter-street.

The centre line of the proposed Tramway No. 4b, will be 8 feet from and on the south side of the imaginary centre line of the streets through which it is intended to pass, except that for a length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach, until at its commencement and termination respectively the centre line reaches the centre of the said streets.

No. 5. A Tramway No. 5, situate wholly in the united parishes of Holy Trinity and St. Mary, commencing in Nelson-street at the west end of that street, opposite the centre of Pier-street, and passing thence along Nelson-street, Queen-street, Market-place, Silver-street, Whitefriar-gate, the roadway over Whitefriar-gate Bridge and Junction-street, and terminating in the last-mentioned street at a point 30 feet from and north-

east of the north-east corner of Wilberforce Monument.

The centre line of the proposed Tramway No. 5, will at its commencement be 4 feet from and on the north side of the imaginary centre line of Nelson-street, and the same distance west of the imaginary centre line of Queen-street, and will thence run in a curved line into and along Market-place, being where it passes the statue of King William, 5 feet from and east of the centre of the roadway on the west side of that monument, and thence to a point opposite the centre of South Church Side, where it will be laid 4 feet from and on the west side of the imaginary centre line of Market-place, and thence to its termination will be laid at the same distance from and on the same side of the streets and roads through which it is intended to pass.

No. 5a. A Tramway No. 5a, situate in the united parishes of Holy Trinity and St. Mary, commencing in Nelson-street, at the west end of that street, opposite the centre of Pier-street, and passing thence along Nelson-street, Queen-street, Market-place, Silver-street, Whitefriar-gate, the roadway over Whitefriar-gate Bridge, and Junction-street, and terminating in the last-mentioned street, at a point 37 feet from and north-east of the north-east corner of Wilberforce Monument.

The centre line of the proposed Tramway No. 5a, will, at its commencement, be 4 feet from and on the south side of the imaginary centre line of Nelson-street, and the same distance from and east of the imaginary centre line of Queen-street, and will thence run in a curved line into and along Market-place, being, where it passes the statue of King William, 7 feet from and west of the centre of the roadway on the east side of that monument, and thence to a point opposite the centre of South Church Side, where it will be laid 4 feet from and on the east side of the imaginary centre line of Market-place, thence to its termination will be laid at the same distance from and on the north side of the imaginary centre lines of the streets and roads through which it is intended to pass.

No. 5b. A short Junction Tramway No. 5b, wholly situate in Nelson-street, in the united parishes of Holy Trinity and St. Mary, commencing by a junction with Tramway No. 5a, at a point half a chain from the commencement of the said tramway and terminating by a junction with Tramway No. 5, at a point one chain and a half from the commencement of the said tramway.

The centre line of the proposed Tramway No. 5b, will be at its commencement 4 feet from and on the south-side of the imaginary centre line of Nelson-street, and will thence gradually approach until in the length of half a chain it intersects the said imaginary centre line, from which it will gradually diverge until at its termination it is 4 feet from and on the north side of the said imaginary centre line.

No. 6. A Tramway No. 6, situate in the united parishes of Holy Trinity and St. Mary and the parish of Sculcoates, or one of them, commencing in Junction street, at a point 20 feet from and east of the north-east corner of Wilberforce Monument, and passing thence along Junction-street, Savile-street, and George-street, and terminating in the parish of Sculcoates and in the last-mentioned street by a junction with Tramway No. 1, at a point 50 feet from and east of the west end of George-street.

The centre line of the proposed Tramway No. 6 will, at its commencement, be 4 feet from and south of the imaginary centre line of Junction-street, and thence will be 4 feet from and west

of the imaginary centre line of Savile-street, and at the same distance from and on the north side of the imaginary centre line of George-street to its termination in that street.

No. 6a. A Tramway No. 6a, situate in the united parishes of Holy Trinity and St. Mary, and in the parish of Sculcoates, or one of them, commencing in Junction-street, at a point 37 feet from and east of the north-east corner of Wilberforce Monument, and passing thence along Junction-street, Savile-street, and George-street, terminating in the last-mentioned street by a junction with Tramway No. 1c, at a point 50 feet from and east of the west end of George-street.

The centre line of the proposed Tramway No. 6a will, at its commencement, be 4 feet from and east of the imaginary centre line of Junction-street and Savile-street, and at the same distance from and on the south side of the imaginary centre line of George-street, in the parish of Sculcoates, to its termination in that street.

No. 6b. A short junction tramway, No. 6b., situate wholly in the parish of Sculcoates, commencing by a junction with Tramway No. 6, at a point in Savile-street, 50 feet south-east of the north-west corner of Savile-street, and passing thence into and along Bond-street, and terminating by a junction with Tramway No. 1c, at a point in that street 20 feet north-west of the south-east corner of Bond-street.

The centre line of the proposed Tramway No. 6b will be 4 feet from and on the west and south-west side of the imaginary centre lines of Savile-street and Bond-street respectively.

No. 6c. A short junction tramway, No. 6c, situate wholly in the parish of Sculcoates, commencing by a junction with Tramway No. 6a, at a point in Savile-street 8 feet from and east of the point of the commencement of Tramway No. 6b, passing thence into and along Bond-street, and terminating by a junction with Tramway No. 1, at a point in that street 8 feet from and north of the point of termination of Tramway No. 6b.

The centre line of the proposed Tramway No. 6c will be 4 feet from and on the east and north-east side of the imaginary centre lines of Savile-street and Bond-street respectively.

No. 7. A short junction Tramway, No. 7, situate wholly in the united parishes of Holy Trinity and St. Mary, commencing by a junction with Tramway No. 3, at a point in St. John-street, 40 feet from and north-west of the north-west corner of Wilberforce Monument, passing thence into and along Junction-street, and terminating by a junction with Tramway No. 6 at a point 20 feet from and north-east of the corner of Junction-street and St. John-street.

The centre line of the proposed Tramway No. 7 will be, at its commencement, 4 feet from and north of the imaginary centre line of St. John-street, and the same distance from and on the west side of the imaginary centre line of Junction-street to the termination of the said tramway.

No. 7a. A short junction Tramway, No. 7a, situate wholly in the united parishes of Holy Trinity and St. Mary, commencing by a junction with Tramway No. 3a, at a point in St. John-street 38 feet from and north-west of the north-west corner of Wilberforce Monument, passing thence into and along Junction-street, and terminating by a junction with Tramway No. 6a, at a point 28 feet from and north-east of the corner of Junction-street and St. John-street.

The centre line of the proposed Tramway No. 7a will be, at its commencement, 4 feet from and south of the imaginary centre line of St. John-street and the same distance from and on the east

side of the imaginary centre line of Junction-street to the termination of the said tramway.

All the proposed tramways and works hereinbefore described will pass or be made from, in, through, or into the several parishes and places following, or some of them; that is to say: the united parishes of Holy Trinity and St. Mary, and the several parishes of Sculcoates, Sutton, and Drypool, and the township of Southcoates, in the said parish of Drypool, all in the borough town and county of the town of Kingston-upon-Hull.

And it is proposed by the Bill to empower the Company from time to time to lay down, make, and maintain such junctions, curves, crossings, passing-places, turnouts, sidings 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 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, passing-places, turnouts, sidings and other works as may be provided or prescribed by or in the said Bill, or for providing access to any stables or carriage houses, sheds, or works of the Company, and to construct the proposed tramways on a gauge of 4 feet 8 and a-half inches, or such other gauge as shall be specified in the Bill.

To authorise the Company, by compulsion or otherwise, and either temporarily or permanently, to enter upon, break up, and use the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public roads, ways, footpaths, railways, tramways, docks, works, quays, piers, jetties, and other works, watercourses, bridges, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, electric telegraph-wires, tubes, wires, and apparatus, within all or any of the townships, parishes, extra-parochial and other places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or substituting others in their places, or for other the purposes of the Bill.

To empower the Company to purchase or acquire by agreement, or to take on lease, lands, buildings, and hereditaments, or rights and easements therein, for the purposes of the said Bill, and otherwise for the purposes of their undertaking, and to erect on land so to be acquired, offices, stables, buildings, and other conveniences, for the purposes of their undertaking, and to dispose by way of sale, letting, or otherwise, of any lands, buildings, or hereditaments, acquired or erected by the Company.

To authorise the temporary occupation by the Company of lands and buildings for the purposes of the intended Bill, 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 authorise 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, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of tolls, rates, and charges.

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 contained in the Bill, of any paving, metalling, or road material extracted or removed by them in and 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 edged 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, companies, or corporations other than the Company, with carriages with flange wheels, specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons, companies, or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on the Company, and all such other persons, companies, or corporations.

To make provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places on which the proposed tramways, junctions, curves, passing-places, turnouts, sidings, and other works will be laid, or any part or parts thereof, and along, over, and across such tramways, junctions, curves, passing-places, turnouts, sidings, and works, and for preventing obstructions to all or any such traffic, and to enable the Company, and the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull, acting by the Council of the said Borough as and for the Local Board of Health in and for the said borough (hereinafter referred to as the Corporation), or other 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 any of the provisions of the said Bill.

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 of the proposed tramways, or any part or parts thereof, to make and lay down in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or tramways, or part or parts thereof, so removed or discontinued to be used, or intended so to be.

To enable the Company 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, footpaths, railways, tramways, docks, quays, piers, jetties, bridges, and places respectively over, upon, or through which any of the proposed tramways, rails, or plates may be laid, 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 by means of animal or other power, and for the payment of a composition in respect of the user of such streets, roads, footpaths, railways, tramways, docks, quays, piers, jetties, bridges, and places, and for securing the carrying out of the proposed undertaking, and to confirm any agreement or agreements which have or has already been made with reference to any such objects.

To enable the Board of Trade, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to appoint a referee or referees to enquire into, report upon, or decide any questions which it may be expedient to refer, or which by the said Bill may be referred or directed to be referred to such referee or referees, and to authorise and empower such referee or referees to administer oaths and affirmations, and to confer upon him or them, and to enable him or them, to exercise the power of a court of law, or the powers usually conferred upon arbitrators, or other special powers, and to make provisions for enforcing and giving effect to his or their decisions, awards, and report.

To incorporate in the proposed Bill, and to confer upon the Company, all or some of the powers and 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 Tramways Act, 1870," so far as the same are applicable to the proposed undertaking, save and except so far as the same may be expressly varied or excepted by the said Bill.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer upon the Company all such other rights and privileges as may be necessary or convenient for carrying into effect the objects and purposes of the intended Bill.

To repeal, alter, amend, and extend, so far as may be necessary for effecting any of the objects and purposes of the said Bill, all or some of the powers and provisions of the following Charter and Acts of Parliament, that is to say:—The Charter of the 13th year of King Charles the Second, dated the 3rd December, 1661, and all other Charters relating to the borough or the town and county of the town of Kingston-upon-Hull, "The Kingston-upon-Hull Improvement Act, 1854," and the several Acts therein recited, and the Acts incorporated therewith or extended thereby to the borough of Kingston-upon-Hull, so much of the public Acts 14 and 15 Vic., cap. 98; 26 and 27 Vic., cap. 32; 27 and 28 Vic., cap. 83; 28 and 29 Vic., cap. 108; "The Local Government Supplemental Act, 1871 (No. 2);" "The Local Government Supplemental Act, 1871 (No. 4);" so far as the same relate to the Local Board of Health for the District of the Borough of Hull; the local and personal Acts 14 Geo. 3, cap. 56; 42 Geo. 3, cap. 91; 45 Geo. 3, cap. 42; 7 and 8 Vic., cap. 103, relating to the Hull Docks; The Hull Dock Acts, 1861, 1866, and 1867, and all other Acts (if any) relating to the Hull Docks or the Dock Company at Kingston-upon-Hull; the Act 25 and 26 Vic., cap. 77, and 29 and 30 Vic., cap. 105, relating to the Hull South Bridge; the 29 and 30 Vic., cap. 187, and the several Acts therein recited, relating to the Hull and Hornsea Railway Company; the 16 and 17 Vic. cap. 93, and 25 and 26 Vic., cap. 120, and the Acts therein recited, relating to the Hull and

Holderness Railway Company; the Acts 6 Wm. 4, cap. 76; 8 and 9 Vic. cap. 136; 9 and 10 Vic., caps. 65, 66, and 241; 10 and 11 Vic., caps. 118, 133, and 218; 12 and 13 Vic., cap. 60; 13 and 14 Vic., cap. 38; 15 and 16 Vic., caps. 96 and 127; 16 and 17 Vic., cap. 109; 17 and 18 Vic., cap. 211; 25 and 26 Vic., cap. 85; 26 and 27 Vic., caps. 122 and 238; 28 Vic., cap. 111; 29 and 30 Vic., cap. 251; and 34 and 35 Vic. cap. 116, respectively relating to the North Eastern Railway Company; and 6 Wm. 4, cap. 80; 6 Vic., cap. 7, and 8 and 9 Vic., cap. 51, respectively relating to the Hull and Selby Railway Company; and all other Acts now in force relating to the North Eastern Railway Company, or to any of their railways in and through Hull; the Act 2 Geo. 4, cap. 45, and all other Acts relating to the Kingston-upon-Hull Gas Light Company; "The British Gas Light Company Limited (Sculcoates and Kingston-upon-Hull) Act, 1858;" "The Sutton Southcoates and Drypool Gas Act, 1867; and the 6 and 7 Vic., cap. 73, relating to the water supply of Hull; and such of the provisions of any other Acts or Act in force within the borough, or in any parish, township, extra-parochial, or other place hereinbefore-mentioned, as may interfere or be inconsistent with any of the objects and provisions of the intended Bill.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and 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 town and county of the town of Kingston-upon-Hull, at his office in Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley, and that a copy of so much of the said plans and sections and book of reference as relates to each of the parishes from, in, through, or into which the said 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, with the parish clerk of each such parish, at his residence.

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

Dated this 14th day of November, 1871.

England, Saxelbyes, and Sharp, Kingston-upon-Hull, Solicitors for the Bill.

Durnford and Co., Parliament-street, Westminster, Parliamentary Agents.

Withernsea Pier.

Application for a Provisional Order for Powers to erect a Pier at Owthorn, adjoining Withernsea, and to levy Tolls, &c.

NOTICE is hereby given, that application is intended to be made, on or before the 23rd day of December next, to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, by the Withernsea Pier, Promenade, Gas, and General Improvement 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, for the following or some of the following among other powers:—

To construct a pier, jetty, landing-places, with all proper works, approaches, and other conveniences connected therewith, for promenade

and for the embarking and landing of passengers, fish, cattle, goods, and merchandise, and for the safe-keeping of boats, that is to say, a pier, jetty, and landing-place commencing at or near the eastern extremity of a new street or road leading from the Owthorn and Patrington-highway to the cliff or shore of the North Sea, and bounded by lands of A. C. Sheriff, Esq., contracted to be sold to the said promoters on the north, and by lands of Anthony Bannister, Esq., also contracted to be sold to the said promoters on the south, and situate in the said parish of Owthorn, in Holderness, in the East Riding of Yorkshire, and proceeding thence in an easterly direction towards and below low-water mark to a distance of 1,200 feet, of a width of not less than 14 feet, and a height above high-water mark of not less than 16 feet, including a landing stage or stages at the end of such pier and approaches, and conveniences connected therewith, for the embarking and landing of passengers, fish, cattle, goods, and merchandise.

To purchase, take, or lease, or otherwise acquire, the lands and tenements necessary for the construction of the said pier, approaches, and conveniences, or otherwise.

To demand and receive tolls, rates, and duties upon or in respect of the said pier and works, of persons, vessels, and things in the said application, particularly mentioned, using the said pier.

To confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate in the said Provisional Order the whole or part of the Company's Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts, 1845 and 1860, the Company's Act, 1862, the Company's Clauses Act, 1863, and the Railway Clauses Act, 1863, with power to construct approaches to the said pier, leading from the said pier southwards on the cliff to the road leading from the said Patrington and Owthorn-highway to the shore of the North Sea, which said road is in the same parish of Owthorn, and the southern side whereof is the extreme boundary of the said parish of Owthorn, where the same parish adjoins the parish of Withernsea, in Holderness aforesaid. And to alter the said road as in the plans and sections hereunder mentioned and particularly described or shewn.

And notice is hereby further given, that a copy of this advertisement, and proper plans and sections of the said pier, approaches, and other works, will, on or before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the East Riding of Yorkshire, situate in Beverley, in the said Riding, and also at the Custom-house at the Port of Kingston-upon-Hull, and at the offices of the Board of Trade, situate at Whitehall, in the city of Westminster.

Notice is hereby further given, that on or after the 23rd day of December, 1871, printed copies of the draft Provisional Order will be furnished at the price of one shilling each to all persons applying for them, at the office of Messrs. Frankish and Buchanan, 23, Parliament-street, Westminster; or at the office of Mr. F. F. Ayre, Solicitor, No. 17, Bowlalley-lane, Hull.

Dated this 6th day of November, 1871.

Frederic F. Ayre, 17, Bowlalley-lane, Hull, Solicitor.

Frankish and Buchanan, No. 23, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Hindley Local Board Bill.

(Power to purchase the undertaking of the Hindley Gas Coke Meter and Fittings Company, Limited, and to dissolve the Company; to erect Gas Works, and to manufacture Gas; to construct Waterworks and supply Gas and Water; Purchase of Lands; Levying of Rates; Borrowing of Money; Repeal, Incorporation and Amendments of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Local Board for the district of Hindley in the township of Hindley and parish of Wigan in the County Palatine of Lancaster (hereinafter called "The Local Board"), jointly with the Hindley Gas Coke Meter and Fitting Company, Limited (hereinafter called "The Company") for an Act for all or some of the following purposes (that is to say):—

To enable the Local Board to purchase and the Company to sell at a price to be named in the intended Act or to be settled by agreement or arbitration, the lands, buildings, works, pipes, machinery, apparatus, rights, privileges, easements, property, and effects of or belonging to or held or possessed by or on behalf of the Company, and for that purpose to confirm in whole or in part, or if necessary to alter or vary, any agreement already or hereafter to be entered into between the Company of the one part and the Local Board of the other part for that purpose, and to provide for the winding-up of the Company on completion of such purchase, and for the application of the purchase-money.

To enable the Local Board to pull down, remove, and dispose of the said works, buildings, apparatus, and machinery, or to maintain the said works, and to alter, enlarge, and improve the same, and to erect additional works on the said lands or any part thereof, and upon certain lands which may be purchased or taken by them under the powers of the intended Act, and generally to erect and maintain gas works, with all necessary works and conveniences for the manufacturing and storing of, and to manufacture and store, gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, coal-tar, and other residual and manufactured products, matters, and things, and to supply gas for public and private purposes within the said district of Hindley and the parish or township of Abram in the said county of Lancaster. The lands to be held and used by the said Local Board for the maintenance and erection of gas works and the manufacture and storing of gas, and the manufacture, storing, and conversion of the residual products resulting from the manufacture of gas, are the following (that is to say):—

A.—The lands now held by or belonging to the Company, and on which the gas works of the Company have been erected or immediately adjoining thereto, and which are situate in or near to the northerly side of the Ince Hindley and Westhoughton turnpike-road, called Wigan-road, in the township of Hindley and parish of Wigan in the county of Lancaster, and are bounded on the northerly side thereof as to part thereof by a cottage and premises belonging or reputed to belong to Richard Pennington, Junior, Esquire, and now or late in the occupation of John Greenough as tenant thereof; and as to other part thereof, and also as to the whole of the

easterly and part of the southerly sides thereof respectively, by land belonging or reputed to belong to the said Richard Pennington, Junior, and in his possession, on the remainder of the southerly side by the said Ince Hindley and Westhoughton turnpike-road, and a new street called, or intended to be called, Cross-street, and on the westerly side as to part thereof by Dove Darby or Derby-lane, and as to other part thereof by cottages and premises belonging, or reputed to belong, to Mr. Robert Gibson, and now or late in the occupation of Joseph Hedley, John Tyrer, Jacob Hurst, Christopher Mann, James Swan, Thomas Hampson, Thomas Hurst, Elizabeth Aspinall, and Mary Shaw, as tenants thereof.

B.—A piece or parcel of land, part of the Worthington Mill Estate situate and abutting upon the northerly side of the said intended new street called, or intended to be called, Cross-street, in the said township of Hindley and parish of Wigan, belonging, or reputed to belong, to the said Richard Pennington, Junior, and now in his occupation, and measuring on the northerly side thereof 64 yards or thereabouts, on the southerly side thereof 57 yards or thereabouts, on the easterly side thereof 22 yards or thereabouts, and on the westerly side thereof 20 yards or thereabouts, and containing in the whole 1,240 superficial square yards or thereabouts; bounded on the northerly and westerly sides thereof respectively by the gas works and premises of the Company; on the southerly side thereof by the said intended new street called, or intended to be called, Cross-street, and on the easterly side thereof by other portions of the said estate, belonging, or reputed to belong, to the said Richard Pennington, Junior, and in his occupation.

C.—A plot of land situate in the township of Hindley aforesaid, and on the northerly side of the said Wigan Road, and belonging to, or reputed to belong to, Richard Walmesley, Esquire, and which said plot of land is situate partly in the field called the Broad Meadow, partly in the field called the Rose Croft, and partly in the plantation adjoining the said Wigan-road, and is now in the occupation of James Hodgkinson, and which said plot of land extends along the north side of the said Wigan-road in an easterly direction 15 yards or thereabouts from the east end of the house in Wigan-road aforesaid, occupied by George Blackledge, and belonging, or reputed to belong, to Enoch Moss, and thence extending 6 statute chains or thereabouts in a northerly direction, and parallel to the easterly fence of the said Broad Meadow at a distance of 12 yards or thereabouts in an easterly direction from the said fence, and thence in a north-westerly direction for a distance of 7 statute chains or thereabouts to the watercourse on the north-west boundary of the said Broad Meadow, and thence in a south-westerly, southerly, and south-easterly direction, along the said watercourse to the south-eastern corner of the said Broad Meadow, and thence for a distance of 10 yards or thereabouts, in a southerly direction to the north side of the said Wigan-road.

D.—A plot of land situate in the township of Hindley aforesaid, and on the northerly side of the said Wigan-road, and forming part of a field called the Common Field, and

belonging to, or reputed to belong to, Richard Pennington, Esquire, and in the occupation of Oliver Ormrod, and which same plot of land is bounded on the northerly and north-westerly sides thereof by the township boundary dividing the townships of Hindley and Ince in Makerfield, on the easterly side partly by an occupation road and partly by land and premises belonging to the Haigh Brewery Company, and on the southerly side by the said Wigan-road.

E.—A plot of land situate in the township of Hindley aforesaid, and on the southerly side of the said Wigan-road, and forming part of a field called the Big Meadow, and belonging to, or reputed to belong to, Randolphus de Trafford, Esquire, and in the occupation of Henry Whittle, and on the northerly side thereof, extending in an easterly direction along the said Wigan-road, 12 yards from the north-eastern corner of the Goods Station Yard belonging to the Lancashire Union Railways Company and the London and North-Western Railway Company or one of them, and thence in a southerly direction and parallel to the said Goods Station Yard for a distance of 6 statute chains or thereabouts, and thence in an easterly direction to the easternmost fence of the said Big Meadow for a distance of 5 statute chains or thereabouts, and thence in a southerly direction along the easternmost side of the said Big Meadow for a distance of $4\frac{1}{2}$ statute chains or thereabouts, and thence in a westerly direction along the whole of the south side of the said Big Meadow, and thence alongside the easterly side of the Railway and Goods Station Yard of the said Lancashire Union Railways Company and London and North-Western Railway Company or one of them, to the north-eastern corner hereinbefore described of the said goods station yard.

To authorise the Local Board to acquire additional land, and to construct and erect thereon gasholders, receivers, and all apparatus required for the purpose of storing gas. The additional land so to be acquired is the following, situate wholly in the said township of Hindley and parish of Wigan (that is to say):—

F.—A piece or parcel of land, part of the Lowe Hall Estate, situate and abutting upon a private occupation road leading from Lowe Green-road to the Lowe Hall Collieries, in the said township of Hindley and parish of Wigan, belonging, or reputed to belong, to the trustees of the late Francis Duke, of Bridgewater, and now in the occupation of the Moss Hall Coal Company (Limited), and measuring on the north-westerly and south-easterly sides thereof respectively 100 yards or thereabouts, and on the north-easterly and south-westerly sides thereof respectively 60 yards or thereabouts, and containing in the whole 6,000 superficial square yards or thereabouts, bounded on the north-westerly, south-easterly, and south-westerly sides thereof respectively by other portions of the said estate, called the Lowe Hall Estate, belonging, or reputed to belong, to the said trustees of the late Francis, Duke of Bridgewater, and on the north-easterly side thereof by the said private occupation road.

To enable the Local Board to purchase by compulsion (except as to the lands belonging to the Company) or by agreement, or to take on lease and to acquire any right in or easement over, the pieces of land hereinbefore described, and to pur-

chase by agreement, or take by agreement or lease other lands, houses, hereditaments, and easements in and over other lands in their district for the purposes of their Act.

To authorise the Local Board to maintain, alter, and remove any existing mains and pipes within their district and the parish or township of Abram; to lay down and maintain mains, pipes, culverts, and other works and apparatus for gas, and other purposes aforesaid, in, through, under, over, or across, and for all or any of the purposes of the intended Act; to cross, break up, alter, or divert, or stop up, either temporarily or permanently, streets, roads, highways, footpaths, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, watercourses, gas-pipes; to remove and alter telegraph wires, tubes, and posts in the district and parish or township and other places before mentioned, or some of them.

To empower the Local Board to supply gas by agreement to persons and local authorities outside their prescribed limits of supply, and to enable the Local Board and such local authorities to make and carry into effect contracts with reference thereto.

To authorize the Local Board to convert, manufacture, sell, and dispose of coal, coke, tar, and other residual products, and to take licenses of patent rights, and to manufacture, purchase, hire, sell, and let meters, fittings, and other apparatus, and generally to carry on the business usually carried on by gas companies, or which is or may become incident thereto, and to make contracts or agreements with any persons or corporations in relation to the several matters aforesaid.

To enable the Local Board to make and maintain the water works and other works and conveniences following, or some of them, all in the county of Lancaster, namely:—

1. A Reservoir (hereinafter described as Reservoir No. 1) wholly in the township of Lowton, in the ancient parish of Winwick, in the said county, situate on lands belonging, or reputed to belong, to the Reverend Peter Warburton and others, and in the occupation of Samuel Bent, lying at or near a point 28 statute chains, or thereabouts, measured in a south-westerly direction from the farmhouse called Lowton Heath House, near Stone Cross-lane, or Stone Croft-lane, occupied by Ellis Boardman, and in the said township of Lowton.
2. A Well and Pumping Station, wholly in the township of Lowton aforesaid, on lands belonging, or reputed to belong, to the said Reverend Peter Warburton and others, and in the occupation of the said Samuel Bent, lying at or near a point 26 statute chains, or thereabouts, measured in a south-westerly direction from the aforesaid farmhouse called Lowton Heath House.
3. An Aqueduct Conduit, or line of pipes, commencing from and out of the proposed Reservoir No. 1, and passing thence through or into the several parishes, townships, or places following, or some of them (that is to say), Winwick, Leigh, Wigan, Lowton, Golborne, Ashton in Makerfield, Abram, Ince in Makerfield, and Hindley, and terminating in the township of Hindley and parish of Wigan, at the Reservoir No. 2, next hereinafter described.
4. A Reservoir, No. 2, situate wholly in the township of Hindley, on lands belonging to, or reputed to belong to, Roger Leigh, Esquire, and in the occupation of William Hampson, lying at or near a point 8 statute

chains or thereabouts, measured in an easterly direction from the Penny Gate Farmhouse, in Ladies-lane, occupied by the said William Hampson, and in the said township of Hindley.

To sink wells and shafts, and make borings and other works for collecting, pumping, and raising water from the lands in the said parishes, townships, and places, or some or one of them.

To deviate laterally from the lines of the intended new works within the limits shown upon the plans hereinafter mentioned or described in the intended Act, and to deviate vertically from the levels shown upon the sections hereinafter mentioned.

To make and maintain in the said parishes, townships, and places aforesaid, or any of them, in connection with the intended works above described, all necessary and convenient approaches, roads, ways, embankments, tanks, filtering-beds, dams, sluices, channels, drains, pipes, engines, and conveniences for collecting, raising, storing, filtering, and drawing and distributing water.

To lay down and maintain mains, pipes, culverts, and other works for the distribution of water within the before-mentioned parishes, townships, and places, and for supplying water in bulk, or otherwise, to any local board, or other public body or private consumer, in any parish, township, district, or place adjoining or near to the before-mentioned parishes, townships, and places, and to enable the Local Board, and any other local board, public body, or persons, to enter into contracts and agreements for carrying into effect any such last-mentioned object, and for the supply of water in bulk to the Local Board, or any other object of the said Act, and to confirm, annul, or alter existing agreements.

To break up, alter, divert, or stop up, either temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing-paths, railways, tramroads, sewers, drains, streams, and watercourses within the parishes, townships, and places aforesaid, which it may be necessary or convenient to break up, alter, divert, and stop up for the purposes of the intended waterworks, or of the intended Act.

To enable the Local Board to acquire, compulsorily or otherwise, easements, or rights of way, or other rights over or affecting the several roads, lanes, and ways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, and the site and soil thereof respectively (that is to say):—The Bolton and Saint Helens turnpike-road, Stone Cross-lane, Stone Croft-lane, Lowton-road, Factory-lane, Swell-brow, Wigan-road, Smithy-lane, Ashton-road, Windy Bank-lane, Hey Bridge-lane, Aye Bridge-lane, Dover, Dover Bridge, Abram-brow, Platt Bridge-lane, Platt Bridge, Lowe Green-road, Stony-lane, Market-street, Ladies-lane, and the Ince, Hindley, and Westhoughton turnpike-road.

To insure to every house within the district of the Local Board a proper supply of water, and to require the owners and occupiers of all such houses to procure such supply at their expense.

To enable the Local Board to make, levy, and receive rates, rents, and charges for, or in respect of, the supply of gas and water, and for the sale and hire of meters and fittings for gas and water, and the public lighting or watering of any streets, roads, lanes, or places within the district of the Local Board, or within the several parishes, townships, hamlets, and places now supplied with gas by the Company, or some of them, or which the Board may be authorised to supply with gas or water, and to alter existing rates, rents, and

charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Local Board to levy general or special, or other district rates within their district, for the purposes of their gas and water undertakings. To alter existing rates, and to confer, vary, or extinguish exemptions from the payment of the same.

To authorise the Local Board to apply to the purposes of the intended Act, or any of them, any funds or moneys belonging or coming to them, or which they are or may be empowered to raise, by rates or otherwise, under any public, general, or other Acts for the time being in force, or under the intended Act, and to raise additional funds for the erection of gas-works, and the purchase of the undertaking of the Company, and the making and maintaining of water-works, and procuring a supply of water, and other the purposes of the intended Act, or any of them, by borrowing on the credit of all or any of their undertakings, works, property, tolls, rates, duties, rents or revenue, for the time being, whether derived from the gas and water undertakings, or from rates levied in their districts, or from whatever source derived, or to be derived, by mortgage or debenture, or by way of rent, charge, or annuity, or by the creation and issue of debenture stock.

To diminish the several amounts which the Local Board are now required to set apart, and appropriate annually, for paying off any moneys borrowed by them, or which they are, or shall be, authorised to borrow, and to extend the time limited for paying off moneys borrowed by the Board.

To confer upon the Local Board all such other powers, rights, authorities, and privileges which are or may become necessary or useful for carrying the powers of the intended Act into execution; to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, vary, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the Wigan Gas Act, 1861, and any Act amending the same, and particularly to exclude the district of Hindley and the township of Abram from the operation of that Act, and to enable the Local Board to purchase any mains, pipes, property, or rights of the Wigan Gas Company within that district and township respectively.

To incorporate with the intended Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," and "The Commissioners Clauses Act, 1847," "The Water Works Clauses Acts, 1847 and 1863, or some parts thereof respectively, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands.

It is also proposed, so far as may be necessary or expedient for all or any of the purposes of the intended Act, to alter, amend, extend, and enlarge, and if need be to repeal or re-enact and incorporate all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say):—"The Public Health Act, 1848," "The Local Government Act, 1858," "The Sanitary Act, 1866," and any Acts now in force amending such last-mentioned

Acts, and all other Acts, if any, now in force within the district.

On or before the 30th day of November instant duplicate plans and sections of the works proposed to be authorised by the intended Act, and plans showing also the lands proposed to be compulsorily taken under the powers thereof, and 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, together with a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county; and that on or before the 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, through, or into which the proposed works will be made, or in which the lands intended to be taken are situate; and a copy of this notice as published in the London Gazette will be deposited in the case of each parish with the parish clerk of each parish at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 13th day of November, 1871.

T. F. Taylor, Wigan, Darlington and Son,
Wigan, Solicitors for the Bill.

S. H. Lewin, 1, Upper Charles-street,
Westminster; *Sharpe, Parker, Pritchard,*
and *Sharpe, 41, Bedford-row,*
London, Parliamentary Agents.

In Parliament.—Session 1872.

Trowbridge and Westbury Water Supply.

(Re-incorporation of Trowbridge and District New Water Company (Limited). Powers to maintain works and construct new works, and to supply Trowbridge, Westbury, and adjoining places, in Wiltshire. New source of supply. Further money powers. Arrangements with local bodies. Further provisions as to Trowbridge Water Company (Limited); and the vesting of their property in the new Company.)

APPPLICATION is intended to be made to Parliament next session by the Trowbridge and District New Water Company (Limited), (hereinafter called "the existing Company") for an Act to effect the objects or some of the objects following, viz:—

1. To annul the memorandum of association of the existing Company, and to incorporate into a new Company, under a new name, the proprietors of the existing Company, and, if so thought fit, to dissolve the existing Company.

2. To declare, define, and regulate the undertaking, capital, and borrowing powers of the new Company, so to be incorporated as aforesaid (hereinafter called "the new Company"), and to make provision for the regulation and management of their affairs and proceedings, and in addition to the powers of raising money and borrowing which the existing Company now have, to enable the new Company to raise money by the creation of new shares and stock in their undertaking, with or without preference or priority or other special privileges, and by borrowing, and to create and issue debenture stock.

3. To vest in the new Company all the under-

taking, works, property, stock and plant, rights, powers, and privileges, licenses and agreements, and benefit of licenses and agreements of the existing Company.

To empower the new Company to effect the objects or some of the objects following, viz:—

4. To supply with water for public and private purposes the following towns, townships, parishes, and places, or some of them, that is to say, the town and parish of Trowbridge, the town and parish of Westbury, and the townships, parishes and places of North Bradley, Steeple Ashton, Hilperton, and Upton Scudamore (all in Wiltshire), and to lay, take up and alter and repair mains, pipes, and other works in and through the same.

5. To open, break up, cross, alter, and divert, or stop up temporarily or permanently streets, roads, highways, footpaths, bridges, railways, tramways, canals, sewers, drains, water-courses, streams, and rivers within the aforesaid towns, townships, parishes, and places.

6. To levy water-rates and rents for the supply of water, and to vary or extinguish exemptions from the payment thereof, and to vary the rates and rents now or heretofore levied by the existing Company or the Trowbridge Water Company (Limited).

7. To maintain, alter, enlarge, extend, and improve the existing water mains and pipes within the town and parish of Trowbridge.

8. To make and maintain the following water-works, or some of them, with all necessary approaches, works, and conveniences connected therewith, viz:—

A. A collecting tank, with pipes and other apparatus, in Upton Scudamore parish, in Wiltshire, situate at or near the source or head of the Biss Brook, and partly in the garden belonging and adjoining to a cottage of which William Temple, Esq., is the owner or reputed owner, and Charles Carpenter is the occupier, and which cottage and garden are numbered 179 on the Tithe Commutation Map for Upton Scudamore parish, and partly in the north-western end of the field belonging or reputed to belong to Richard Leconby H. Phipps, Esq., and occupied by Isaac Godwin Pearce, and which field is numbered 180 on the Tithe Commutation Map for Upton Scudamore parish, or wholly in the said garden or wholly in the north-western corner of the said field.

B. A collecting tank, with pipes and other apparatus, in Upton Scudamore parish aforesaid, in the garden belonging and adjoining to a cottage of which Edward Stent is the owner or reputed owner and occupier, and which cottage and garden are numbered 178 on the Tithe Commutation Map for Upton Scudamore parish.

C. A collecting tank, with pipes and other apparatus, in Upton Scudamore parish aforesaid, partly in the garden belonging and adjoining to a cottage of which William Deacon is the owner or reputed owner, and Isaac Carpenter is the occupier, and which cottage and garden are numbered 172 on the Tithe Commutation Map for Upton Scudamore parish, and partly in the north-eastern corner of a field in that parish, of which Richard Leconby H. Phipps, Esq., is the owner or reputed owner, and Isaac Godwin Pearce is the occupier, and numbered 170 on the said Tithe Commutation Map, or

wholly in the said garden, or in the north-eastern corner of the said field.

D. A collecting tank, with pipes and other apparatus, in Upton Scudamore parish aforesaid, in the garden belonging and adjoining to a cottage of which Richard Leonby H. Phipps, Esq., is the owner or reputed owner, and William Haines is the occupier, and which cottage and garden are numbered 171 on the Tithe Commutation Map for Upton Scudamore parish.

E. A collecting tank, with pipes and other apparatus, in Upton Scudamore parish aforesaid, in the southern part of a field numbered 169 on the Tithe Commutation Map for that parish, and belonging or reputed to belong to William Temple, Esq., and occupied by James Corp Harding.

F. A conduit or line of pipes wholly in the parishes of Upton Scudamore and Westbury, in Wiltshire, commencing in Upton Scudamore parish, at or in the tank (A), first hereinbefore described, and terminating in Westbury parish, at or in the southern end of the reservoir (G) next hereinafter described.

G. A reservoir, with embankments, filtering-beds, and other works connected therewith, on the Biss Brook, in Westbury parish, in Wiltshire, and in the fields numbered respectively 837, 902, and 905 on the Tithe Commutation Map for that parish, or some or one of them, and which field, numbered 837, belongs, or is reputed to belong, to the representatives of the late Robert Nokes, and is occupied by John Turner, and the field numbered 902 belongs or is reputed to belong to Mr. John Parham, and is occupied by Daniel Hillman, and the field numbered 905 belongs or is reputed to belong to Richard Leonby H. Phipps, Esq., and is occupied by Daniel Hillman.

H.—A conduit or line of pipes commencing in Westbury parish aforesaid, at the northern end of the before-mentioned reservoir (G), and terminating in Trowbridge parish, at a point in the highroad from Frome to Trowbridge near the barracks, and passing from, in, through, or into the parishes, townships, and places of Westbury, North Bradley, and Trowbridge, all in Wiltshire, or some of them.

I.—A dipping tank, with pipes and works, in Upton Scudamore parish aforesaid, in the drove or waste land abutting on the Biss Brook, at or near its source, and adjoining or near the cottages and gardens before described.

9.—To deviate laterally from the lines of the intended works within the limits to be shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned.

10.—To collect and divert into the intended Waterworks and therein impound and thence distribute the waters of the Biss Springs which supply the river Biss which runs into the River Avon which runs into the Bristol Channel, and all other brooks, streams, springs, and waters which may be intercepted by the intended works.

11. To make and maintain embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, and other conveniences in connexion with the before-mentioned Waterworks, and for collecting, cleaning, and storing

up the waters of the said rivers, springs, brooks, streams, and other waters.

12.—To purchase by compulsion or otherwise and take on lease and take grants of easements over lands, houses, springs, streams, waters, and other hereditaments, in the parishes, townships, and places aforesaid.

13.—To purchase any existing Waterworks within the proposed area of supply.

And it is also intended by the proposed Act to effect the objects or some of the objects following, viz.:—

14.—To make further provision for the dissolution and winding up of the affairs of the Trowbridge Water Company (Limited), and for vesting in the new Company all their works, property, stock, and plant, undertaking, rights, powers, and privileges, licenses and agreements, and benefit of licenses and agreements.

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

16.—To empower the new Company and any corporations, local boards of health, or other local authorities, highway boards, railway and other companies or other bodies, or persons having jurisdiction or owning works or property within any of the towns, townships, parishes, or places named in this notice, to enter into and carry into effect, contracts and arrangements for or with respect to the supply of water in bulk or otherwise, the taking of water and lands, the construction of works and execution of any of the powers and purposes of the intended Act, and any incidental matters, and to vary, suspend, or rescind any such contract or arrangements now subsisting, with or without the substitution of other contracts or arrangements, and to empower all parties to any such contracts or arrangements to apply for the purposes thereof their funds and revenues, and to raise money on the credit of their rates and revenues.

17.—To incorporate with the intended Act (with such variations as may be thought fit), all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845 and 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" and the clauses and provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the railway during the construction thereof, and to exempt the new Company from the provisions of the Waterworks Clauses Act, 1847, with respect to the supply of water to be furnished by the undertakers.

18.—To make special provision for the protection of the works, property, and water supply of the new Company, and for the protection and cleansing of the rivers, springs, brooks, streams, and waters aforesaid, and for defining and regulating their supply, and to give them special rights and remedies for preventing frauds and abuses of their supply, and to impose penalties and make other provisions affecting consumers.

19.—To empower the new Company to sell, lease, or otherwise dispose of, any works and property from time to time vested in them, and which they do not require, subject to such conditions and restrictions as they think fit.

Plans and sections of the Waterworks intended to be made and maintained as aforesaid, showing the situation and levels thereof, and the lands which will or may be taken for the purposes thereof, with the books of reference to such plans, and a copy of this notice, will on or before

the 30th day of this present November be deposited for public inspection with the clerk of the peace for the county of Wilts, at his office at Marlborough, 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 and extra-parochial place in or through which the said Waterworks are intended to be made and maintained, or in which the said lands are situate, 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 each such 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 proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1871.

W. Peed, Solicitor for the Bill, Cambridge.
J. Dorington and Co., 29, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

South London Gas.

(Amalgamation of the South Metropolitan Gas Light and Coke Company and the Surrey Consumers' Gas Light and Coke Association with the Phoenix Gas Light and Coke Company; Increase, Alteration and Regulation of Capital, Preference Shares, and Stock; Sale and lease of superfluous Lands; Supply of Gas in bulk, and special Agreements with other Companies, bodies, and persons; Alteration of Title of Phoenix Gas Light and Coke Company; Repeal or Amendment of Acts; and for other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to carry into effect the following objects and purposes, or some of them (that is to say):—

1. To amalgamate the whole or any part of the undertakings of the South Metropolitan Gas Light and Coke Company and the Surrey Consumers' Gas Light and Coke Association (in this Notice called the two Companies) with the undertaking of the Phoenix Gas Light and Coke Company (in this Notice called the Company), and for vesting in the Company all or some of the powers, rights, and authorities of the two Companies, whether with reference to the manufacture and supply of gas and the manufacture and sale of the residuary products arising from the manufacture of gas, the levying and recovering of rates or other remuneration, or otherwise (in addition to the powers, rights, and authorities now enjoyed by the Company under its existing Acts), on such terms and conditions as may have been or may be agreed upon, or as may be authorized 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 two Companies, or either of them, including their borrowing powers, 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 two Companies, or either of them, and, if need be, to provide for the dissolution of the two Companies and the winding-up of their affairs respectively.

2. To confirm and give effect to any agreement

or agreements existing between the Company and the two Companies, and to enable them to enter into other agreements for and in respect to all or any of the purposes aforesaid.

3. To unite the share and loan capitals of the Company and of the two Companies, and to increase such capitals with or without any preference or other privilege, and to adjust the order of priority of the shareholders and bondholders 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 define and regulate the order of priority of the bondholders and mortgagees of the respective Companies; 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 reserve fund for equalizing the dividends of the Company; and to create a fund to meet special contingencies; to authorize the payment of annuities or other allowances to the retiring officers of any of the three Companies, or to the widows or personal representatives of any deceased officer; and to create such other rights and privileges as shall be deemed just in reference to the proposed amalgamation.

4. To enable the Company, and each or any of the following Gas Companies, viz.: the London Gas Light Company, the Crystal Palace District Gas Company, the Woolwich, Plumstead and Charlton Consumers' Gas Company, the Woolwich Equitable Gas Light and Coke Company, the Wandsworth and Putney Gas Light and Coke Company, the Mitcham, Merton, and Tooting Gas Company, and the Eltham Gas Company Limited, and any other Company, body, or person, to make and carry into effect agreements for the supply of gas in bulk by the Company to each or any of the said Gas and other Companies, body, or person; and for the laying down of mains or pipes to connect the mains of the Company with the mains and pipes already laid down or hereafter to be laid down in the district or districts of such other Gas Companies, at and for such price and upon such terms and conditions as may be agreed upon; and to enable any or either of the last-mentioned Companies to amalgamate their undertakings, or any part thereof, with the Company, upon such terms and conditions, as shall be defined in the Bill, or in accordance with a scheme or schemes to be approved by the Board of Trade and confirmed by an Order in Council.

5. To enable the Company to purchase land, and to sell, lease, and convey any lands, houses, or property which they now or may hereafter possess, and which may not be required for the purposes of their undertaking, and to apply the purchase-money to the general purposes of the Company, or in such manner as shall be defined by the intended Act.

6. To enable the Company to change its corporate name.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, or some of them, viz.: 5 Vic., cap. 79; 28 and 29 Vic., cap. 14; 32 and 33 Vic., cap. 130, relating to the South Metropolitan Gas Light and Coke Company; 17 and 18 Vic., cap. 94; 18 and 19 Vic., cap. 186; and 26 and 27 Vic., cap. 37, relating to the Surrey Consumers' Gas Light and Coke Association; 5 Geo. 4, cap. 78; and 27 and 28 Vic., cap. 159, relating to the Phoenix Gas Light and Coke Company; 15 and 16 Vic., cap. 82, 20 and 21 Vic., cap. 73, 22 and 23 Vic., cap. 54, and all other Acts relating to the London Gas Light Company; 21 and 22 Vic., cap. 129, and 28 and

29 Vic., cap. 32, and all other Acts relating to the Crystal Palace District Gas Company; 18 and 19 Vic., cap. 2, and 25 and 26 Vic., cap. 2, and all other Acts relating to the Woolwich, Plumstead, and Charlton Consumers' Gas Company; 18 and 19 Vic., cap. 26, and all other Acts relating to the Woolwich Equitable Gas Company; 19 and 20 Vic., cap. 62, and 29 and 30 Vic., cap. 275, and all other Acts relating to the Wandsworth and Putney Gas Light and Coke Company.

7. 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 7th day of October, 1871.

Young, Jones, Roberts, and Hale, 2, St. Mildred's-court, City, Solicitors for the Bill,

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Midland Railway
(Hassop and Dore Line).

(Railway in the county of Derby to connect the Rowsley and Buxton Railway with the Chesterfield and Sheffield Railway of the Midland Railway Company; 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 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 railway following, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A railway (to be called the "Hassop and Dore Line") ten miles two furlongs or thereabouts in length, to commence in the township of Hassop, in the parish of Bakewell, in the county of Derby, by a junction with the Company's Rowsley and Buxton Line at a point thereon four chains or thereabouts south-east of the booking-office of the Hassop Station, and to terminate in the township of Dore, in the parish of Dronfield, in the county of Derby, by a junction with the Company's Chesterfield and Sheffield Line, at a point thereon nine chains or thereabouts north-east of the bridge which carries Twenty-Well-Sick-Lane over that line; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following (that is to say); Hassop, Bakewell, Great Longstone, Little Longstone, Longstone-with-Holme, Great Barlow, Staveley, Edensor, Baslow, Baslow and Bubnell, Burchills, Pilsley, Holmesfield, Froggatt, Calver, Brambley, Stony Middleton, Unthank, Ashford, Rowland, Dronfield, Dronfield Woodhouse, Lower Bradway, Millsthorpe, Totley, Dore, Beauchief, otherwise Beauchief Abbey, Greenhill Norton, and Norton, in the county of Derby:

To empower the Company to purchase lands, houses, and buildings by compulsion or agreement, for the purposes of the railway 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 pur-

poses of the intended Act, and to confer other rights and privileges:

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

To authorise 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 purposes of the intended Act:

To authorise 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 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 plans and sections of the said intended railway and works, together with an ordnance map, whereon will be defined the general course or direction of such railway, 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 county of Derby, at his office in Derby; 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 railway and works are or 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 to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence:

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, 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; 33 and 34 Vict., cap. 63; and 34 and 35 Vict., caps. 11, 39, 86, and 192; and any other Acts relating to the Midland Railway Company.

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 9th day of November, 1871.

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

Southport Tramways Company Limited.

(Application to Board of Trade for Provisional Order to Construct Tramways, Purchase Lands, Levy Tolls; Provisions for use of Tramways and Roads traversed; Working and other arrangements with Corporation and other Bodies; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, under the provisions of the Tramways Act, 1870, for a Provisional Order authorising the Southport Tramways Company Limited (hereinafter called "the Company") to construct and maintain the 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, that is to say:—

Tramway No. 1.

(In the Township of Birkdale, in the Parish of North Meols.)

A Tramway (herein referred to as Tramway No. 1) wholly situate in the township of Birkdale, in the parish of North Meols, in the county of Lancaster, commencing in Weld-road, at a point 1 chain or thereabouts, in a north-westerly direction from the north-west gate of the Liverpool, Crosby, and Southport Railway, in Weld-road, and passing thence along Weld-road to the junction with York-road, along York-road the whole length thereof to the junction with Aughton-road, along Aughton-road to the junction with Lulworth-road, and along Lulworth-road from the junction with Aughton-road to and terminating in the township of Birkdale, at the boundary of the Borough of Southport, at the junction of Lulworth-road and Lord-street West.

The centre line of Tramway No. 1 will be as follows (that is to say):—In Weld-road, York-road, and Lulworth-road the centre line of the tramway will throughout coincide with the imaginary centre line of those roads, and in Aughton-road, on the south-westerly side of, and at a distance of 2 feet 6 inches from, the imaginary centre line of that road.

Tramway No. 1A.

(In the Township of Birkdale.)

A Tramway (herein referred to as Tramway No. 1A) wholly situate in Weld-road, in the township of Birkdale, and commencing by a junction with Tramway No. 1, at the commencement thereof, and passing thence in a south-easterly direction to the north side of Weld-road, and terminating at the boundary of the premises occupied by John Goulder.

The centre line of Tramway No. 1A will, at its commencement, coincide with the imaginary centre line of Weld-road, and passing in a curved line to its termination, where it will be on the north side of, and at a distance of 17 feet or thereabouts from, such imaginary centre line.

Tramway No. 2.

(In the Township of Birkdale.)

A Tramway (herein referred to as Tramway No. 2), wholly situate in the township of Birkdale aforesaid, commencing by a junction with Tramway No. 1 in York-road, at or near the end of Gloucester-road, and passing thence along Gloucester-road to the junction with Lulworth-road, along Lulworth-road to and terminating by a junction with Tramway No. 1, in Lulworth-road, at or near the end of Aughton-road.

The centre line of Tramway No. 2 will throughout coincide with the imaginary centre line of the said roads.

Tramway No. 3.

(In the Borough of Southport, in the Township and Parish of North Meols.)

A Tramway (herein referred to as Tramway No. 3) wholly situate in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 1, at the boundary of the township of Birkdale at or near to Lulworth-road, and the boundary of the borough of Southport at or near to Lord-street West at its junction with Lulworth-road, and passing thence along Lord-street West, Lord-street, Manchester-road (to the junction with Queen's-road), Queen's-road, Park-crescent, and terminating in Park-crescent at a point about 3 chains or thereabouts in an easterly direction from the entrance-gates at the Queen's Lodge to Hesketh Park.

The centre line of Tramway No. 3 will coincide with the imaginary centre line of Lord-street West, Lord-street, Queen's-road, and Park-crescent, and Manchester-road for a distance of 25 yards from the north-west, whence it will diverge until, at a further distance of 47 yards or thereabouts, it is on the north-east side of, and at a distance of 2 feet from, such imaginary centre line, from which point it will approach until at a further distance of 86 yards or thereabouts it intersects the imaginary centre line, and from thence diverge and be on the south-west side thereof, until near the junction of Manchester-road with Queen's-road, when it will be at a distance of $4\frac{1}{2}$ feet from such imaginary centre line.

Tramway No. 3A.

(In the Borough of Southport aforesaid.)

A passing place, 2 chains in length, situate wholly in Lord-street, in the borough of Southport aforesaid, between Portland-street and Old Bath-street, commencing and terminating by junctions with Tramway No. 3.

The centre line of Tramway No. 3A will, at each end thereof, coincide with the imaginary centre line of Lord-street, and will at its centre be at a distance of 9 feet from, and on the south-east side of such imaginary centre line.

Tramway No. 3B.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3B) situate wholly in Lord-street, in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3 at a point opposite the north-east side of Eastbank-street, and passing thence in a curved line to its termination at the entrance of the stable-yard of the Scarisbrick Hotel.

The centre line of Tramway No. 3B will, at its commencement, coincide with the imaginary centre line of Lord-street, and from thence diverge in a curved line to its termination, where it will be on the north-west side of, and at a distance of 60 feet or thereabouts from, such imaginary centre line.

Tramway No. 3c.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3c) situate wholly in Lord-street, in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, at a point distant in a north-easterly direction 27 yards or thereabouts from the north-east side of Eastbank-street, passing thence in a curved line to its termination and junction with Tramway No. 3B.

The centre line of Tramway No. 3c will, at its commencement, coincide with the imaginary centre line of Lord-street, and from thence diverge in a curved line to its termination, where it will be on the north-west side of, and at a distance of 42 feet or thereabouts from such imaginary centre line.

Tramway No. 3D.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3D) situate wholly in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, in Queen's-road, at a point distant 9 yards or thereabouts, in a north-easterly direction from the north-east side of Leyland-road and passing thence in a curved line and terminating in Leyland-road by a junction with Tramway No. 5, at a point distant 9 yards or thereabouts, in a direct line in a south-easterly direction from Queen's-road.

The centre line of Tramway No. 3D will, at its commencement and termination, coincide with the imaginary centre lines of Queen's-road and Leyland-road.

Tramway No. 5.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 5) situate wholly in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 3, in Queen's-road, opposite the end of Leyland-road, and passing thence along Leyland-road, Manchester-road, and Row-lane, and terminating in the said Row-lane at or near the junction therewith of Long-lane or Green-lane at the Boundary of the Borough of Southport.

The centre line of Tramway No. 5 will throughout coincide with the imaginary centre line of Leyland-road, Manchester-road, and Row-lane.

Tramway No. 5A.

(In the Borough of Southport aforesaid.)

A passing place $1\frac{1}{2}$ chains in length, situate wholly in Row-lane, opposite the end of Long-lane or Green-lane, commencing by a junction with Tramway No. 5, and terminating opposite the easterly side of Long-lane or Green-lane aforesaid, at the boundary of the borough of Southport.

The centre line of Tramway No. 5A will, at its commencement, coincide with the imaginary centre line of Row-lane, and will gradually diverge therefrom for a distance of 1 chain, where it will be on the southerly side of, and at a distance of 9 feet from, such imaginary centre line; and so continue unto the termination thereof.

Tramway No. 6.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A Tramway (herein referred to as Tramway No. 6) wholly situate in the township and parish of North Meols (outside the borough of Southport aforesaid), commencing by a junction with Tramway No. 5, in Row-lane, at or near the end of Long-lane or Green-lane, at the boundary of the borough of Southport, and passing thence along Row-lane to the junction with Mill-lane, and thence along Mill-lane, and terminating in Mill-lane at a point 158 yards or thereabouts in a northerly direction from the north side of the Churchtown Corn Mill, in Mill-lane aforesaid.

The centre line of Tramway No. 6 will throughout coincide with the imaginary centre line of Row-lane and Mill-lane, excepting from a point distant 2 chains from its termination, whence it will gradually diverge from the imaginary centre line until it is on the west side thereof, and at a distance of 25 feet from such imaginary centre line at its termination.

Tramway No. 6A.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, $1\frac{1}{2}$ chains in length, situate wholly in Row-lane, in the township and parish

of North Meols, outside the borough of Southport, at or near the end of Long-lane or Green-lane, commencing by a junction with Tramway No. 5A, and terminating by a junction with Tramway No. 5.

The centre line of Tramway No. 6A will, at its commencement, be on the southerly side of, and at a distance of 9 feet from, the imaginary centre line, and will approach, and at its termination coincide with, the said imaginary centre line.

Tramway No. 6B.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, $1\frac{1}{2}$ chains in length, situate wholly in Mill-lane, in the township and parish of North Meols, outside the borough of Southport, and commencing by a junction with Tramway No. 6, at a distance of 130 yards or thereabouts in a northerly direction from the north side of Churchtown Corn Mill, and terminating in Mill-lane, opposite the termination of Tramway No. 6.

The centre line of Tramway No. 6B will, at its commencement, be on the westerly side of, and at a distance of 5 feet from, the imaginary centre line, and will gradually diverge therefrom until it is at a distance of 16 feet from such imaginary centre line at its termination.

Tramway No. 7.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A Tramway (herein referred to as Tramway No. 7) wholly situate in the village of Churchtown, in the township and parish of North Meols, commencing in Mill-lane, by a junction with Tramway Number 6, and passing thence into and along the main road or street of and through the village of Churchtown, and terminating in the said road or street, at a point 40 yards, or thereabouts, in an easterly direction from the Hesketh Arms Hotel.

The centre line of Tramway No. 7, at its commencement, will coincide with the imaginary centre line of Mill-lane, and will gradually diverge therefrom until at the junction of Mill-lane and the main road or street of the village of Churchtown, it will be on the south-east side of, and at a distance of 13 feet from, such imaginary centre line, and in the main street or road of the village of Churchtown, from the junction of the said street or road with Mill-lane, to a point distant in a north-easterly direction, from the north-east side of the Churchtown Co-operative Stores, of 40 yards or thereabouts, it will be on the north-west side of, and at a distance of 2 feet or thereabouts from such imaginary centre line, from which point it will diverge until at a further distance of 14 yards or thereabouts it will be on the north-west side of, and at a distance of 3 feet or thereabouts from such imaginary centre line, and so continue until at a point two chains or thereabouts from its termination, where it will diverge until at a distance of half a chain or thereabouts from its termination, where it will be on the north side of, and at a distance of $4\frac{1}{2}$ feet or thereabouts from such imaginary centre line, and so continue to its termination.

Tramway No. 7A.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, two chains in length, situate wholly in the main street or road of the village of Churchtown, commencing opposite the Hesketh Arms Hotel, by a junction with Tramway No. 7, and terminating opposite the termination of the said tramway.

The centre line of Tramway No. 7A will, at its commencement, be on the northerly side of, and at a distance of 3 feet or thereabouts from, the imaginary centre line of the said main street or road, then gradually approach until at a point distant from its commencement half a chain or thereabouts, where it will intersect the imaginary centre line, thence gradually diverge therefrom till at a point distant one chain or thereabouts from its termination, when it will be on the southerly side thereof, and at a distance of 4½ feet or thereabouts from such imaginary centre line, and so continue to its termination.

In the following cases a less space than 9 feet 6 inches will intervene for a distance of 30 feet or upwards between the outside of the footpath on either side of the street or road and the nearest rail of the Tramway, namely:—

| Name of Street or road. | No. of Tramway. | Part of street or road when less space than 9 feet 6 inches occur between edge of footpath and nearest rail of tramway for a distance of 30 feet or upwards. |
|-------------------------|-----------------|--|
|-------------------------|-----------------|--|

Township of Birkdale.

| | | |
|---------------|--------|--|
| Aughton-road. | No. 1. | On the south-west side of the road from the corner of and junction with York-road, to corner of and junction with Lulworth-road. |
|---------------|--------|--|

Borough of Southport in Township and Parish of North Meols.

| | | |
|------------------|---------|--|
| Lord-street. | No. 3A. | On the south-east side of, and from a point 32 yards or thereabouts in a north-easterly direction from, the centre of Portland-street to a point further distant in the same direction, 44 yards or thereabouts. |
| Manchester-road. | No. 3. | On the north-east side of, and from a point 25 yards or thereabouts from, the corner of Lord-street to a point further distant in the same direction, 86 yards. |

Township and Parish of North Meols, outside the Borough of Southport

| | | |
|--|--------|--|
| Main street or road of the village of Church-town. | No. 7. | On the north-west side of, and from the junction with, Mill-lane to a point opposite the west end of the Hesketh Arms Hotel. |
|--|--------|--|

The tramways and works proposed to be authorised by the Order will be made or pass from, in, through, or into the parishes and places following, or some of them (that is to say):—The borough of Southport and the townships of

Birkdale and North Meols, all in the parish of North Meols and county of Lancaster.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of Part II. and Part III. of the Tramways Act, 1870, with such variations therein as may be deemed necessary or expedient; and the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the Company the powers or some of the powers following (that is to say):—

To authorise the Company to enter upon and open the surface of, and to alter, widen, and otherwise interfere with streets and highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, 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 Provisional Order.

To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire by agreement, or to make 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 any 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 Provisional Order, 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 tramway, carriages with flange wheels or other wheels specially or particularly adapted, or any other carriages 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 Provisional Order, the use of the proposed tramway, by persons or corporations other than the Company, with carriages with flange wheels, or other wheels, or any other carriages, specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorise 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 or road authorities, or any 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 Provisional Order.

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 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 ever or along the same by means of animal power.

To empower the Company and any other Company or Companies 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 part 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.

And the Provisional Order 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 the owners and occupiers of any houses, shops, or warehouses abutting on part of any road or place where, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, may, if they dissent from the said tramway being so laid, express such dissent by a statement in writing, addressed to the Assistant Secretary, Railway Department, Board of Trade, at any time before the 15th day of January now next ensuing.

And notice is hereby further given, that proper

plans and sections of the proposed tramways and Works, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston, in the said county of Lancaster; at the office of the Local Board for the district and township of Birkdale, at Birkdale; at the office of the Town-Clerk for the borough of Southport, in Southport; at the office of the Highway Board for the district of Southport, at 161A, Lord-street, in the borough of Southport; and and with the Parish Clerk of the parish of North Meols, at his residence, in North Meols; and at the office of the Board of Trade, Whitehall, London.

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, 15, Hoghton-street, in the borough of Southport aforesaid, at the price of 1s. each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January next ensuing, and copies of their objections must at the same time be sent to the said Company, at their offices, 15, Hoghton-street, in the borough of Southport aforesaid.

Dated the 13th day of November, 1871.

Welsby and Hill, Southport, Solicitors.

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

In Parliament—Session 1872.

Corn Exchange.

(Incorporation of the Proprietors of the Corn Exchange, in Mark-lane, in the city of London; Settlement of Differences; Further Money Powers; Purchase of Lands by Agreement; Sale of superfluous Lands; Power to Purchase by Agreement the Undertaking of the London Corn Exchange Company; 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 purposes, or some of the purposes, following (that is to say);

1. To incorporate into a company (in this notice called "the Company,") the present proprietors of parts or shares in the Corn Exchange, in Mark-lane, in the City of London (who are hereinafter in this notice referred to as "the existing proprietors"), with or without other persons and corporations.

2. To vest in the Company all the property and rights of the existing proprietors as such, and of any trustee or trustees for them.

3. To declare, define, and regulate the capital and undertaking of the Company, and to make provision for dealing with unclaimed shares, dividends, or interest.

4. To make provision for the settlement of questions or differences between the existing proprietors amongst themselves or with any other persons, corporations, or bodies, or with reference to the ownership of, or any claim in regard of, or affecting any parts or shares in the Corn Exchange.

5. To enable the Company to raise further moneys by borrowing, and by the creation and issue of new shares or stock in their undertaking, and to attach to any shares or stock of the Company, or to any part of their capital, any preference or priority as to dividend or other special privileges.

6. To enable the Company by agreement to purchase, acquire, take on lease, and hold lands, or any interest, right, or easement in, over, or affecting any lands, and to sell or dispose of, or grant leases of the whole, or any part or parts of any lands, buildings, tenements, or hereditaments, from time to time vested in or belonging to them, for such number of years or other periods, and at and for such rents or other considerations, and under and subject to such conditions as the Company may think fit, or as may be prescribed by the Bill, and to vary, as regards any superfluous lands of the Company, the provisions of "The Lands Clauses Consolidation Act, 1845."

7. To authorise and enable the London Corn Exchange Company to sell, and the Company by agreement to purchase and acquire, the undertaking, property, and rights of the London Corn Exchange Company, or any part or parts thereof, and to sanction and give effect to any contract or agreement which may be entered into for any such purpose, and (if need be) to provide for the winding up of the affairs of the London Corn Exchange Company, and the dissolution of that Company.

8. To repeal, alter, or amend all or some of the powers and provisions of the local and personal Act 7 Geo. IV., cap. 55, relating to the London Corn Exchange Company.

Printed copies of the intended Bill will, on or before the 21st day of December, 1871, be deposited at the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1871.

Druce, Sons, and Jackson, 10, Billiter-square, E.C.

McLeod and Watney, 16, London-street, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1872.

Itchen Bridge.

(Extension of Time for Compulsory Purchase of Lands, and for Sale of Superfluous Lands; Alteration of Preference Capital; Further Capital and Powers; Bye-Laws; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Company of Proprietors of the Southampton and Itchen Floating Bridge and Roads (in this notice called "The Company"), for leave to bring in a Bill for the following purposes, or some of them; that is to say:—

To alter, amend, extend, enlarge, or repeal some of the powers and provisions of "The Itchen Floating Bridge Act, 1863 (in this notice called "The Act of 1863"), and "The Itchen Floating Bridge Act, 1868 (in this notice called "The Act of 1868")."

To extend the period limited by the Act of 1863, and by the Act of 1868 respectively, for the compulsory purchase of lands and houses.

To enable the Company to hold, and to extend,

the period limited by the Act of 1863, and by the Act of 1868 respectively, for the sale of lands not required for the purposes of the Company, and to confer further powers on the Company with relation thereto, and for selling or disposing of the said lands, or any parts thereof.

To alter and regulate the existing capital of the Company, and to alter and reduce the nominal amount of the terminable preference shares and stock in the Company, or some part thereof, and the rate of interest now payable on such preference shares and stock, or some part thereof, and to convert such shares and stock, or some part thereof, into perpetual preference shares and stock, with such rate of interest or dividend and other advantages as the Bill may provide, and to make such other provisions with reference to the capital of the Company as the Bill will define, and to alter the rights and privileges of the holders of the various classes of shares and stock in the Company.

To enable the Company to raise additional capital by shares or by stock, and by borrowing, and to attach to any of the new shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define, and to define and regulate the capital of the Company.

To enable the Company to create and issue debenture stock.

To enable the Company to levy new tolls, rates, and duties, to alter the tolls, rates, and duties authorised to be taken by the Act of 1863 and by the Act of 1868 respectively, or any of them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company to make rules, regulations, and bye-laws with respect to the following, among other matters, or some of them.

The carriage of heavy articles and dangerous goods, and other like articles, on the bridge, roads, and premises of the Company.

The regulation of hackney and other carriages using or plying for hire on the roads, bridge, and premises of the Company, and of the conduct of the proprietors and drivers of such carriages.

The regulation of traffic of every description on the roads, bridge, and premises of the Company.

To alter and amend the provisions of the Act of 1863 and of the Act of 1868, with respect to the bye-laws to be made by the Company, and to make other provisions in lieu thereof, and as to the imposition of penalties for the breach or non-observance of such bye-laws, and to confer further powers on the Company with reference thereto, and to the maintenance of good order on the bridge, roads, and premises of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and 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 Railways' Clauses Act, 1863," and "The Lands Clauses Acts, 1845, 1860, and 1869."

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, 1871.

Sharp, Harrison, and Pocock, Southampton, Solicitors for the Bill.

Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Midland Railway.

(Additional Powers.)

Railways, Alteration of Railway and other Works and Additional Lands and stopping-up of Footpaths in the Counties of Derby, Nottingham, Gloucester, Lancaster, Leicester, and the West Riding of the County of York; Powers to Company and the London and North Western Railway Company for the Acquisition of Lands and the Stopping-up of a Footpath in the Counties of Derby and Leicester; Acquisition of Bond-end or Burton-canal and Agreements with London and North Western Railway Company in respect thereof; Provision as to Use, &c., of Station at Huddersfield and Agreements with other Companies in relation thereto; Purchase or Lease of Undertaking of Worcester and Birmingham Canal 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 "Bennerley and Bulwell Line"), five miles four furlongs or thereabouts in length, to commence in the parish of Ilkeston, in the county of Derby, by a junction with the Company's Erewash Valley Line at a point thereon sixty-one chains or thereabouts north of the Booking-office of the Ilkeston Station, and to terminate in the parish of Bulwell, in the county of Nottingham, by a junction with the Company's Nottingham and Mansfield Line at a point thereon forty chains or thereabouts south of the Booking-office of the Bulwell Station; which said intended railway will pass front, through, or into the several parishes, townships, and extra-parochial or other places following or some of them (that is to say): Ilkeston and Cotmanhay, in the county of Derby; Bennerley, Awsworth, Newthorpe, Nuthall otherwise Nuttall, Kimberley, Watnall, Watnall Cantalupe, Greasley, Bulwell, and Basford, in the county of Nottingham;

A railway (to be called "the Watnall New Colliery Branch"), one mile six furlongs or thereabouts in length, to commence in the parish of Nuthall otherwise Nuttall, in the county of Nottingham, by a junction with the intended Bennerley and Bulwell Line above described, in a field belonging to Robert Holden, Esquire, in the occupation of John Houghton, and known as Narrow Sheep Cribs, and to terminate in the parish of Greasley, in the county of Nottingham, in a field belonging to the Right Honorable Earl Cowper, in the occupation of Robert Annable, and known as Gorse Close, which said intended Branch Railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Nuthall, otherwise Nuttall, Watnall, Watnall Chaworth, Watnall Cantalupe, and Greasley, all in the county of Nottingham;

A railway (to be called the "Gloucester and Berkeley New Docks Branch"), four miles

four furlongs or thereabouts in length, to commence in the parish of Berkeley, in the county of Gloucester, by a junction with the Company's Bristol and Gloucester Line, at a point thereon sixteen chains or thereabouts to the north-east of the Booking Office of the Berkeley-road Station on that line, and to terminate in the parish of Berkeley aforesaid at the south-west boundary of Nutstock Wood, fifty yards or thereabouts east of the Gloucester and Berkeley-canal; which said intended railway will pass from, 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, Stanley Saint Leonard's, Breadstone, Wanswell, Hamfallow, Hinton, Oldminster, and Berkeley, all in the county of Gloucester;

A railway (to be called the "Berkeley-road Curve") three furlongs eight chains or thereabouts in length, to commence in the said parish of Berkeley by a junction with the intended Gloucester and Berkeley New Docks Branch above described in a field belonging to Thomas Heberden, in the occupation of Lydia Marsh, and known as The Mead, and to terminate in the said parish of Stanley Saint Leonard's, by a junction with the Company's Bristol and Gloucester Line at a point thereon forty-two chains or thereabouts south of the Booking Office of the said Berkeley-road Station, which said intended railway will pass, from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Berkeley, Cam, and Stanley Saint Leonard's, all in the county of Gloucester;

A railway (to be called the "Shipley and Guiseley Connecting Line"), three miles four furlongs or thereabouts in length, to commence in the parish of Calverley, in the west riding of the county of York, by a junction with the Company's Leeds and Bradford Line at a point thereon six chains or thereabouts north-east of the bridge which carries that line over the Bradford Canal, and to terminate in the parish of Guiseley in the same riding by a junction with the Company's Otley and Ilkley Extension Line, at a point thereon eleven chains or thereabouts north-east of the north-east end of the Belmont Wood Tunnel on that line; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Calverley, Shipley, Bradford, Idle, Otley, Baildon, Hawksworth, Esholt, Guiseley, and Yeadon, all in the west riding of the county of York;

To empower the Company to make an alteration or diversion to be situate wholly in the parish of Keighley, in the West Riding of the county of York, of the line and levels of so much of the Company's Leeds and Bradford Extension Line as lies between a point thereon three chains or thereabouts south of the level crossing of that line by the Leeds and Bradford Turnpike-road, and another point thereon twelve chains or thereabouts north of the bridge which carries Lowcomb-lane over the same line:

To empower the Company to lay down and use rails in, over, across, and on the level of Great Ancoats-street, in the township and parish of Manchester, in the county of Lancaster, between the existing goods station of the Company and

the building of the Company known as Blairs Mill:

To empower the Company to levy tolls, rates, or 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 purchase by compulsion or agreement and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also 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 Rothwell, in the West Riding of the county of York, lying on the easterly side of and adjoining or near to the Midland Railway, and extending from the Woodlesford Station on that railway in a northerly direction for a distance of one mile or thereabouts, and in a southerly direction for a distance of forty chains or thereabouts.

Certain lands and houses in the parish of Beeston, in the county of Nottingham, lying on the west side of and adjoining or near to the Midland Railway, and extending from the Victoria Hotel in a south-westerly direction for a distance of fourteen chains or thereabouts, and certain other lands and houses in the same parish and county lying partly on the east side and partly on the west side of the said railway, and near to the Beeston Station thereon, and on the north-east side of the road leading from Clifton to Beeston;

Certain lands and houses in the parish of Attenborough and township of Toton, in the county of Nottingham, lying near to and partly on the west side and partly on the east side of the Company's Erewash Valley Line, and near to their sidings at Toton;

Certain lands and houses in the parish of Lenton, in the county Nottingham, lying on the westerly side of and adjoining or near to the Company's Nottingham and Mansfield Line, and at the junction of that Line with the Radford and Trowell Line of the Company now in course of construction;

Certain lands and houses in the parish of Glossop, in the county of Derby, lying on the east side of and adjoining or near to the Midland Railway, and extending in a northerly direction from the north front of the Bugsworth Tunnel for a distance of twenty-three chains or thereabouts;

Certain lands and houses in the parishes of Wigston Magna and Knighton, in the county of Leicester, lying on the east side of and adjoining or near to the Company's main line to London, and extending from the Knighton South Junction to the Wigston Junction on that railway;

Certain lands and houses in the parish of Church Langton, in the county of Leicester, lying partly on the north side and partly on the south side of and adjoining or near to the Company's main line to London, and extending for a distance of thirty-five chains or thereabouts, in a westerly direction, from the point where the public road from Church Langton to Market Harborough crosses the said line.

To empower the Company to stop up and discontinue as public paths or ways the undermentioned portions of the existing footpaths following which now cross the railways of the Company on the level (that is to say):—

So much as lies between the boundaries of the Company's property of the footpath in the

township of Wormhill, in the parish of Tideswell, in the county of Derby, which leads out of the road from Wormhill to Doveholes Dale, in the direction of Buxton;

So much as lies between the boundaries of the Company's property of the footpath in the townships of Beard, Thornsett, Ollersett, and Whittle in the parish of Glossop, in the county of Derby, which leads out of the road from Greenhead to New Mills, and crosses the Company's New Mills Extension line, near to the junction of Messieurs Levi and Elijah Hall's Colliery branch with that line;

So much as lies between the boundaries of the Company's property of the footpath in the hamlet of Barton Saint Mary, in the parish of Saint Mary-de-Lode, in the county of Gloucester, which crosses the main passenger and goods line of the Company on the level at a point thereon two hundred and eighteen feet or thereabouts north-east of the centre of the Barton-street level crossing;

and to extinguish all rights of way over the portions of footpaths so to be stopped up.

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, and to hold for purposes connected with the Ashby and Nuneaton Railway of those Companies, now in course of construction, the lands and houses following, or some of them (that is to say):—

Certain lands and houses in the parish of Measham, in the county of Derby, lying partly on the north and partly on the south sides of and adjoining or near to the said Ashby and Nuneaton Railway and east of and near to the road leading from Tamworth to Measham;

Certain lands and houses in the parish of Ashby-de-la-Zouch, in the county of Leicester, lying partly on the east and partly on the west sides of and adjoining or near to the same railway, between the point where the road from Wooden Box to Overseal crosses the Company's Leicester and Burton Branch Railway and the point where the said Ashby and Nuneaton Railway crosses the Ashby-de-la-Zouch Canal;

Certain lands and houses in the parish of Ibstock, in the county of Leicester, lying partly on the east and partly on the west sides of and adjoining or near to the said Ashby and Nuneaton Railway, and extending for a distance of forty chains or thereabouts along that railway in a southerly direction from the point where it is intended to join the Company's Leicester and Burton Branch:

To empower the Company and the London and North Western Railway Company jointly, or either of them, to stop up and discontinue as a public way or path the undermentioned portion of the footpath in the parish of Heather, in the county of Leicester, leading from Ibstock to Heather (that is to say):

So much thereof as lies within or passes through the boundaries of the lands acquired by the two Companies for purposes connected with the said Ashby and Nuneaton Railway,

and to extinguish all rights of way over the same:

To empower the two Companies to make a new footpath in lieu of the said portion of footpath, and for such purpose to acquire by com-

pulsion or agreement the fee simple or any lesser interest in certain lands in the said parish lying near to the said railway and between the said footpath and the public carriage road leading from Heather to Istock :

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 authorise 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 purchase by agreement and to hold certain lands at Burton-upon-Trent (including the disused canal known as the Bond End or Burton Canal) belonging to the Most Noble the Marquess of Anglesea, and to empower the Company and the London and North Western Railway Company to enter into and carry into effect agreements with reference to the ownership and use by the two Companies, or either of them, of the lands so purchased, or any part thereof :

To empower the Company to pass over and into, and to 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 authorise contracts and agreements between the Company and the London and North Western and Lancashire and Yorkshire Railway Companies, or either of them, and any other Company or Companies who have or may acquire any right or interest in that station, with reference to the ownership, use, appropriation, occupation, alteration, extension, enlargement, and arrangement of the said station, and the works and conveniences of every description connected therewith, and with reference to the ownership, use, and appropriation of any lands acquired by the Company and the London and North Western Railway Company, or either of them, which may be made available for purposes connected with that station; 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 and the Company of Proprietors of the Worcester and Birmingham Canal Navigation (hereinafter called "the Canal Company") to make and carry into effect contracts and agreements for the purchase or lease by the Company upon such terms and conditions as have been or may be agreed upon of the undertaking of the Canal Company and all their canals, railways, and works, lands, property, and effects, rights, powers, and privileges of whatever description, including the power of fixing, receiving, and recovering rates, tolls, and charges, and also including all the estate, right, title, and

interest of the Canal Company in or to the Droitwich Canal, the Droitwich Junction Canal, and the Lower Avon Navigation, or for the amalgamation of the undertaking of the Canal Company with the undertaking of the Company, and to confirm and give effect to any agreement which may be made between the two Companies with respect to any of the matters aforesaid, or otherwise to vest or provide for the vesting in the Company of the undertaking of the Canal Company, and if need be to dissolve or provide for the dissolution of the Canal Company.

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 deposited for public inspection as follows (that is to say): as regards the works partly in the county of Nottingham, and partly in the county of Derby and the works and lands in the county of Nottingham with the clerk of the peace for that county at his office at Newark; as regards the works partly in the county of Nottingham and partly in the county of Derby, and the lands in the county of Derby with the clerk of the peace for that county at his office at Derby; as regards the works in the county of Gloucester with the clerk of the peace for that county at his office at Gloucester; as regards the works and lands in the West Riding of the county of York with the clerk of the Peace for that riding at his office at Wakefield; as regards the works in the county of Lancaster with the clerk of the peace for that county at his office at Preston; and as regards the lands in the county of Leicester with the clerk of the peace for that county at his office at Leicester; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference 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): 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; 33 and 34 Vict. cap. 63; and 34 and 35 Vict. caps. 11, 39, 86, and 192, 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 Lancashire and Yorkshire Railway Company. 22 and 23 Vict., cap. 110, and any other Act or Acts relating to that Company.

Acts relating to the Company of proprietors of the Worcester and Birmingham Canal Navigation (that is to say), 31 Geo. III. cap. 59; 38 Geo. III. cap. 31; 44 Geo. III. cap. 35; 43 Geo. III. cap. 49; and 55 Geo. III. cap. 66, and any other Act or Acts relating to the said Company of proprietors.

Act 8 Geo. III. cap. 37, relating to the Droitwich Canal, and any other Act or Acts relating to that canal.

Act 15 and 16 Vict. cap. 23, relating to the the Droitwich Junction Canal, and any other Act or Acts relating to that canal.

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, 1871.

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

Mersey Railway.

(New Railways; Compulsory Purchase of Property; Running Powers; Working and Traffic Arrangements; Powers to other Companies to Subscribe; Money Powers; Amendment of Acts, &c.)

NOTICE is hereby given, that the Mersey Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act to enable the Company to effect the following purposes, or some of them, viz. :—

To make and maintain the railways hereinafter described, with all needful stations, approaches, works and conveniences connected therewith respectively (that is to say),

1. A Railway (No. 1) wholly situate in the parish and borough of Liverpool, in the county palatine of Lancaster, commencing by a junction with the railway No. 1, authorized by "The Mersey Railway Act, 1871," at its termination in Church-street, opposite Compton House, and terminating by a junction with the authorized Liverpool Central Station Railway at or near to a point marked 2 furlongs 7 chains and 50 links on the plans deposited with the Clerk of the Peace of the County of Lancaster, in the month of November, 1863, with reference to the last-mentioned railway, such point being in a yard then and now in the occupation of Messrs. Bennion and Healey.

2. A Railway (No. 2) commencing in the parish and borough of Liverpool, in the county palatine of Lancaster, by a junction with the Railway No. 1, authorized by "The Mersey Railway Act, 1866," at or near to a point in

the centre of Lord-street, and marked 1 furlong on the plans deposited with the Clerk of the Peace of the County of Lancaster, in the month of November, 1865, with reference to the said Act, and terminating in the township of Kirkdale, in the parish of Walton-on-the-hill, in the said county palatine of Lancaster, by a junction with the Lancashire and Yorkshire Railway at a point 226 yards or thereabouts north-east of the door opening on the platform of the Sandhills passenger station booking office.

And the intended Act will enable the Company to exercise the following powers, viz. :—

To apply any capital or funds at their disposal or authorized to be raised by them, to the purposes of the intended Act or any of them, and to raise further sums for such purposes or any of them, and also for the general purposes of their undertaking by the creation of new shares or stock, with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond or by any of those means.

To deviate from the lines and levels of the intended railways shown on the deposited plans and sections, deposited as hereinafter mentioned, to a greater extent, if necessary, than is allowed by "The Railways Clauses Consolidation Act, 1845."

To appropriate or use any street, square, road, or land traversed by the intended railways, and also to acquire compulsorily any easement only for the purpose of the said intended railways through or under the ground, and all buildings traversed by the intended railways. And also to cross, divert, alter, or stop up, whether temporarily or permanently roads, railways, tramways, drains, pipes, sewers, navigations, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works.

To underpin or otherwise secure buildings which may be rendered insecure by any of the authorized or intended works of the Company, and which buildings the Company do not desire to purchase for the purposes of their undertaking.

To purchase lands, houses, and other property compulsorily for the purposes of the intended Act, and to levy tolls, rates, and charges in respect of the new railways before described and to exercise other rights and privileges.

And it is intended to levy tolls, rates, and charges, in respect of the intended railways, to alter and repeal the tolls, rates, and charges authorized to be taken by "The Mersey Railway Act, 1866," and to levy other tolls, rates, and charges in lieu thereof.

To authorize the Great Western Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any of them, to promote the Bill for the intended Act, and out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act to take shares in and subscribe for or towards the making, maintaining, working, and using the railways and works of the Company, or any part thereof; and to raise money by ordinary or preference shares, and by borrowing for the purposes aforesaid, or any of them; and to guarantee the payment of interest or dividend upon the whole, or any portion of the capital of the Company; and to exercise certain rights and privileges with reference to the Company, as to the appointment of Direc-

tors or otherwise, as may be prescribed by the intended Act.

To enable the Company on the one hand, and the Great Western Railway Company, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Company, or any part or parts thereof, the supply of rolling stock and plant, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, 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 authorize the contracting Companies to apply any money which they have raised or may raise to the above purposes, and to appoint joint Committees for carrying into effect any such agreement as aforesaid, and the Act will confirm any agreement already made or which previously to the passing of the intended Act may be made, touching any of the matters aforesaid.

To authorize the Company and all Companies and persons lawfully working or using their railway, and their respective officers and servants to run over, work, or use with their engines and carriages, and for the purposes of their traffic, all or some part of the Birkenhead Joint Railway, including the branch to the Docks at Birkenhead, and so much of the railway belonging to or vested in the Cheshire Lines Committee as is situated between the junction therewith of the intended railway firstly hereinbefore described, and the Brunswick Station on that railway, and so much of the Lancashire and Yorkshire Railway as is situated between the Liverpool and Southport Branch and the terminus of their Dock Branch at Stanley Dock, and also to use the stations, booking offices, sidings, watering places, machinery, and conveniences connected therewith respectively, upon such terms, payments, and conditions as shall be mutually agreed upon, or, as in case of dispute or in default of agreement, shall be determined by arbitration or by the Board of Trade.

The intended Act will vary and extinguish all existing rights and privileges which will 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 Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such modifications of the provisions of those Acts as may be contained in the intended Act with respect to the assessing of compensation in respect of property injuriously affected, the prevention of frauds upon the Company, and obstructions upon the intended or authorized railways or any of them or otherwise, and will amend and enlarge the powers and provisions of the 5th and 6th Will. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; also of the 9th and 10th Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway Company; also of the 1st and 2nd Will.

IV., cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; also of the 12th and 13th Vic., cap. 81, and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway 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., cap. 18, and of the several other Acts relating to the Midland Railway Company; and "The Mersey Railway Act, 1866;" "The Mersey Railway Act, 1868," and "The Mersey Railway Act, 1871."

Duplicate plans and sections, describing the lines, situations, and levels of the proposed new railways and works, and showing 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 the occupiers of such lands, houses, and other property, also a 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 palatine of Lancaster, at his office at Preston; and with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool; 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 or extra-parochial chapelry or place in or through which the intended works will be made, or in which any lands, houses, and 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 each extra-parochial chapelry or extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 18th day of November, 1871.

Isham H. E. Gill, 14, Cook-street, Liverpool, Solicitor.

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

In Parliament.—Session 1872.

Holborn Valley and Farringdon Market Improvement.

(Lowering of Roadway of Thavies Inn—Communication of Charterhouse-street with Saffron-hill—Stopping up of Streets—Dedication to Public of Land near Saint Sepulchre's Church—Powers to Vicar and Churchwardens of Saint Sepulchre, and other Powers—Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Commons of the city of London (who are herein referred to as the Corporation), intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To authorise the Corporation to make the following improvements and alterations in connection with the Holborn Valley Improvements and Farringdon Market:—

(1) To stop up, appropriate, alter, and use the soil of Harp-court, Harp-alley, Stonecutter-street, Upper Union-court, Union-court,

George-alley, and all other streets, courts, ways, passages, alleys, squares, yards, and places within any of the parishes, liberties, or places hereinafter mentioned, as may be included within the limits of deviation to be defined on the deposited plans ;

- (2) To lower the footway and carriage-way of Thavies-inn, Holborn.
- (3) To make a communication between Charterhouse-street and Great Saffron-hill.
- (4) To authorise the Commissioners of Sewers of the city of London to take charge of Saint Andrew's-street.

The said improvements and alterations will be made in the following parishes, liberties, and places, or some of them, that is to say, Saint Sepulchre, London, Saint Andrew, Holborn, Saint Bridget, otherwise Saint Bride, and Thavies-inn, all in the city of London, and Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex.

2. In connection with the said alterations and other improvements, to make and maintain junctions and communications with any existing streets which may be joined, intersected, or interfered with, or be contiguous to any of the intended alterations and other improvements, and to alter the line or levels of any existing streets, roads, or ways, public or private, or the pavement thereof, for the purpose of connecting the same with the said intended new streets, alterations, or other improvements, to deviate from the lines and levels of the intended works, and to construct, alter, divert, and stop up all such sewers, drains, subways, and works as are necessary or incident to the formation of the proposed new streets, alterations, and other improvements, or any of them.

3. To authorise the compulsory purchase of lands, houses, and property, and of easements over or under lands and houses for the purposes of the said intended alterations and other improvements, and for the erection of houses and buildings adjoining and near such new street, alterations, and other improvements or other works, and to authorise the sale, lease, or appropriation, for building purposes, of any land to be acquired under the proposed Act.

4. To make provision for the repairs and maintenance of the proposed new and altered streets, sewers, and subways, and other works, by the Commissioners of Sewers for the city of London and liberties thereof, or other bodies within their respective jurisdictions.

5. To charge the expenses of the works, or of some of the works to be authorised by the Bill, upon the duty referred to in the second section of "The London Coal and Wine Duties Continuance Act, 1863," and to authorise the appropriation to that purpose of any moneys arising from such duties under that Act, or any Act continuing or amending the same.

6. To authorise the Corporation to apply to the purposes of the Bill any moneys belonging to them, or under their control, and, if necessary, to raise further moneys on mortgage, bond, or annuity, or otherwise.

7. To place New Saint Andrew-street under the control, jurisdiction, and powers of the Commissioners of Sewers of the city of London.

8. To provide for the appropriation to the public of a piece of land belonging to the Corporation, and acquired by them in carrying out the Holborn Valley Improvements, and which said piece of land lies immediately to the westward of the Church of Saint Sepulchre, in the city of London, and to enact that the site of the before-

mentioned land shall be thrown into and form part of the adjacent street, or otherwise be kept open and unbuilt upon, and dedicated to the public use.

9. To authorise the vicar and churchwardens of the said parish of Saint Sepulchre to defray the costs of the proposed improvement out of a certain fund now belonging to the said parish, and standing in the name of the Accountant-General of the High Court of Chancery, in the matter of "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862."

10. To vary and extinguish all rights and privileges which will interfere with the objects of the Bill ; to confer exemption from rates and other rights and privileges.

11. To alter and amend, so far as may be necessary, some of the powers and provisions of, amongst other acts, the several acts of Parliament following (that is to say)—"The Fleet Market Removal Act, 5th George IV, cap. 151 ;" "The Holborn Valley Improvement Act, 1864 ;" "The Holborn Valley Improvement Additional Works Act, 1867 ;" "The Holborn Valley Improvement (Money) Act, 1869," the Acts 26 and 27 Victoria, cap. 46, and other acts relating to the London Coal and Wine Duties and also the "London City Improvement Act, 1847," and to make the provisions of such last-mentioned Act applicable to the objects and purposes of the intended Bill, subject to certain modifications.

12. To extend the leasing powers of the Corporation in respect of vacant lands, and for that purpose to amend the 1st and 2nd Vict., cap. 83 ; the 3rd and 4th Vict., cap. 112 ; and the 14th and 15th Vict., cap. 120.

13. On or before the 30th day of November instant plans and sections describing the lines and levels of the intended new streets, alterations, and other improvements, and the lands, houses, and property which may be taken for the purposes thereof, or other objects and purposes authorized by the Bill, with a book of reference to the plans containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property ; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the city of London, at his office, at the Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell ; and on or before the same day a copy of so much of the said plans and sections, and a book of reference as relates to any of the parishes or places aforesaid in or through which the intended new streets, alterations, and other improvements will be made, and in which the lands, houses, or property which will or may be taken are situate, with a copy of this notice will be deposited as follows :—As regards any parish in the city of London with the parish clerk of such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some adjoining parish at his residence, and as regards the liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, in the county of Middlesex, and any other parish, liberty, or place in the Holborn district, with the Clerk of the Holborn District Board of Works, at his office in High Holborn.

14. 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 15th day of November, 1871.

William Corrie, Remembrancer, Guildhall.

In Parliament.—Session 1872.

Sutton Harbour Improvement Company.

(Powers to Sutton Harbour Improvement Company to lay down Tramways along the Quays of Sutton Pool, and in certain parts of Plymouth; Powers to Construct Tramways on the Broad and Narrow Gauge; Construction of Viaduct over portion of Sutton Pool; Widening of Streets; Power to make Turn-tables in Streets; Compulsory Purchase of Lands; Tolls; Agreements with Corporation of Plymouth and Street Authorities; Working and other Arrangements with other Companies; Powers to Raise and Apply Capital, and other Provisions; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Sutton Harbour Improvement 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 authorise the Company to make and maintain the works, and to carry into effect the objects, or some of the objects, hereinafter mentioned:

To make and maintain the following tramways, 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):—

—A Tramway, No. 1, commencing at or near the junction of Sutton Wharf with Vauxhall Quay, and passing along or across Sutton Wharf, North Quay, Harbour Avenue, property proposed to be purchased under the powers of the Bill, and thence into Friary-street, Exeter-street, into and through the Friary-gardens, and terminating in garden ground abutting north-westward on Tothill-lane, and north-eastward on Tothill-road, at a point in such garden ground 4 chains or thereabouts in a southerly direction from the junction of Tothill-road with Tothill-lane.

The centre line of the proposed Tramway will at its commencement be on the right hand side of (proceeding from the commencement to the termination of the tramway), and at a distance of 5 feet from, the imaginary centre line, thence for 12 yards or thereabouts, at a gradually diminishing distance, until it attains the distance of 2 feet from such imaginary centre line, thence for 26 yards or thereabouts, at a gradually increasing distance, until it attains the distance of 10 feet from such imaginary centre line, thence for 25 yards or thereabouts, at a gradually increasing distance, until it attains the distance of 45½ feet from such imaginary centre line, thence for 29 yards or thereabouts, at a gradually diminishing distance, until it attains the distance of 44 feet from such imaginary centre line, thence for 15 yards or thereabouts, at a gradually diminishing distance, until it attains the distance of 27½ feet from such imaginary centre line, thence for 30 yards or thereabouts, at a gradually increasing distance, until at the junction of Sutton Wharf and North Quay it attains the distance of 29½ feet from the imaginary centre line of Sutton Wharf and 14 feet from the imaginary centre line of North Quay; thence passing along North Quay, for 67 yards or thereabout, at a gradually diminishing distance, until it attains the distance of 1½ feet from such imaginary centre line; thence for 13 yards or thereabouts, at a gradually increasing distance, until it attains the distance of 4 feet from such imaginary centre line, thence for 67 yards or thereabouts, at a gradually diminishing distance, until it attains the distance of 3 feet

from such imaginary centre line, thence for 13 yards or thereabouts, at a gradually diminishing distance, until it attains such imaginary centre line, thence for 13 yards or thereabouts, at a gradually increasing distance, on the left hand side of (proceeding as aforesaid) such imaginary centre line until it attains a distance of 15 feet from such imaginary centre line, and from thence it continues to its termination as aforesaid, crossing in its course Harbour-avenue, Friary-street, and Exeter-street.

A Tramway, No. 1A, commencing by a junction with the intended Tramway No. 1 on Sutton Wharf, at a point 20 yards from the commencement of the said Tramway No. 1, passing along or across Sutton Wharf, and terminating by a junction with the intended Tramway No. 1 at or near the junction of Sutton Wharf with North Quay.

The centre line of the proposed Tramway No. 1A will at its commencement be at the right-hand side of (proceeding from the commencement to the termination of the tramway) and at a distance of 4½ feet from the imaginary centre line, thence for 8 yards, or thereabouts, at a gradually increasing distance, until it attains the distance of 6 feet from such imaginary centre line, thence for ten yards, or thereabouts, at a gradually diminishing distance, until it attains the distance of 4 feet from such imaginary centre line, thence for 26 yards, or thereabouts, at a gradually increasing distance, until it attains the distance of 31 feet from such imaginary centre line, thence for 29 yards, or thereabouts, at a gradually diminishing distance, until it attains the distance of 30 feet from such imaginary centre line, thence for 15 yards, or thereabouts, at a gradually diminishing distance, until it attains the distance of 17½ feet from such imaginary centre line, thence at a gradually-increasing distance until at its termination it attains the distance of 29½ feet from such imaginary centre line.

A Tramway, No. 2, commencing by a junction with the intended Tramway No. 1 in the Friary-gardens, at a point 27 yards in a northerly direction from the entrance-gate of such gardens in Exeter-street, and passing along or across Exeter-street, Friary-green, and Sutton-road, and terminating in the last-named road at or near the northern corner of the yard or premises of the Sutton Harbour Station of the South Devon Railway.

The centre line of the proposed Tramway passes from its commencement in Friary-gardens across Exeter-street and Friary-green, and at a distance of three chains or thereabouts from its commencement it enters Sutton-road, where it is at a distance of 16 feet on the right-hand side of (proceeding from the commencement to the termination of the tramway) the imaginary centre line, thence for 34 yards, or thereabouts, it will be at a gradually diminishing distance until it attains the distance of 4½ feet from such imaginary centre line, thence for 27 yards, or thereabouts, at a distance of 4½ feet from such imaginary centre line, thence at a gradually-increasing distance until at a point opposite the southern end of the Almshouses in Sutton-road it attains a distance of 18 feet from such imaginary centre line, thence, for 21 yards, or thereabouts, at a gradually diminishing distance until it attains such imaginary centre line, thence for 36 yards, or thereabouts, at a gradually-increasing distance, on the left hand side of (proceeding as aforesaid) such imaginary centre line until it attains a distance of 8 feet from such imaginary centre line, thence at a gradually increasing distance until opposite the entrance to Marrowbone Slip it

attains a distance of 16 feet from such imaginary centre line, thence for 16 yards at a gradually diminishing distance until it attains such imaginary centre line, thence for 20 yards, or thereabouts, at a gradually-increasing distance on the right-hand side of (proceeding as aforesaid) such imaginary centre line, until it attains a distance of 8 feet from such imaginary centre line, thence for 18 yards or thereabouts at a gradually diminishing distance until it attains the distance of $3\frac{1}{2}$ feet from such imaginary centre line, thence for 25 yards or thereabouts at a distance of $3\frac{1}{2}$ feet from such imaginary centre line, thence for 10 yards or thereabouts at a gradually-diminishing distance until it attains the distance of 3 feet from such imaginary centre line, thence for 10 yards or thereabouts at a gradually-increasing distance until it attains the distance of $5\frac{1}{2}$ feet from such imaginary centre line, thence for 52 yards or thereabouts at a gradually diminishing distance until it attains the distance of 3 feet from such imaginary centre line, thence for 24 yards or thereabouts at a gradually increasing distance until it attains the distance of $4\frac{1}{2}$ feet from such imaginary centre line, thence for 15 yards or thereabouts at a gradually diminishing distance until it attains such imaginary centre line, thence at a gradually-increasing distance until at its termination it attains the distance of 6 feet from and on the right-hand side of (proceeding as aforesaid) such imaginary centre line.

A Tramway, No. 2A, commencing by a junction with Tramway No. 2 at a point on Sutton-road, 72 yards or thereabouts from the junction of the said road with Exeter-street, and passing along or across Sutton-road, and terminating therein by a junction with the intended Tramway No. 2 at a point 54 yards or thereabouts south of the entrance to the Almshouses in that road.

The centre line of the proposed tramway will, at its commencement, be on the right hand side of (proceeding from the commencement to the termination of the tramway) and at a distance of 4 feet from the imaginary centre line; thence for 17 yards or thereabouts, at a gradually diminishing distance, until it attains such imaginary centre line, thence for 14 yards or thereabouts at a gradually increasing distance, on the left-hand side of (proceeding as aforesaid) such imaginary centre line until it attains the distance of 3 feet from such imaginary centre line, thence for a distance of 14 yards or thereabouts at a gradually diminishing distance, until it attains such imaginary centre line, thence at a gradually increasing distance on the right hand side of (proceeding as aforesaid) such imaginary centre line, until, at a point opposite the southern end of the Almshouses in Sutton-road, it attains a distance of 3 feet from such imaginary centre line; thence for 10 yards or thereabouts at a gradually diminishing distance, until it attains such imaginary centre line, thence for a distance of 7 yards or thereabouts at a gradually increasing distance on the left-hand side of (proceeding as aforesaid) such imaginary centre line, until it attains a distance of 2 feet from such imaginary centre line, thence at a gradually diminishing distance, until at its termination it attains a distance of 1 foot from such imaginary centre line.

A Tramway, No. 3, commencing by a junction with the intended Tramway No. 2 at the termination thereof in the Sutton-road, and passing along or across that road, and terminating in the yard or premises of the Sutton Harbour Station of the South Devon Railway, at a point near to and to the eastward of the southern end of the siding on the eastern side of such yard.

The centre line of the proposed tramway will, at its commencement, be on the right-hand side of (proceeding from the commencement to the termination of the tramway) and at a distance of 6 feet from the imaginary centre line; thence for 12 yards or thereabouts at a gradually increasing distance, until it attains the distance of 11 feet from such imaginary centre line, and thence to its termination it will be within the yard or premises of the said Sutton Harbour Station.

A Tramway, No. 4, commencing in the parish of Charles, otherwise Charles the Martyr, Plymouth, by a junction with Tramway No. 1 at the commencement thereof, and passing along or across Vauxhall Quay, over and across a portion of Sutton Pool, by means of the proposed viaduct hereinafter described; thence along or across Smart's Quay and Barbican, and terminating in the parish of St. Andrew, Plymouth, at the southern end of the Barbican Quay, at or near the junction of that quay with the west pier.

The centre line of the proposed tramway will, at its commencement, and for a distance of 11 yards or thereabouts, be on the imaginary centre line; thence for 7 yards or thereabouts at a gradually increasing distance on the left-hand side (proceeding from the commencement to the termination of the tramway) of such imaginary centre line, until it attains a distance of 2 feet from such imaginary centre line, thence for 30 yards or thereabouts at a gradually increasing distance, until it attains the distance of 3 feet from such imaginary centre line, thence for 22 yards or thereabouts at a gradually increasing distance, until it attains the distance of 8 feet from such imaginary centre line, thence it crosses part of Sutton Pool, the southern end of Vauxhall Quay, and along a proposed viaduct over a portion of Sutton Pool, and attains the imaginary centre line on Smart's Quay; thence at a gradually increasing distance from and on the left hand side (proceeding as aforesaid) of such imaginary centre line, until at a point opposite the end of Smart's Quay, and its junction with Barbican, it is at a distance of $3\frac{1}{2}$ feet from the imaginary centre line of Smart's Quay and 23 feet from the imaginary centre line of Barbican Quay; thence for 22 yards or thereabouts at a gradually diminishing distance, until it attains the distance of 17 feet from such imaginary centre line, and thence for 57 yards or thereabouts at a gradually diminishing distance from such imaginary centre line, until it attains a distance of $7\frac{1}{2}$ feet from such imaginary centre line, and thence at a gradually increasing distance, until at its termination it attains the distance of $12\frac{1}{2}$ feet from such imaginary centre line.

The said intended Tramways, numbers 1, 1A, 2, 2A, and 3, will be wholly situate in the parish of Charles, otherwise Charles the Martyr, Plymouth, and the intended Tramway No. 4, will be wholly situate in the parishes of Charles, otherwise Charles the Martyr, and St. Andrew, Plymouth, and the extra-parochial place of Sutton Pool, or some of them, all in the county of Devon.

Each of the tramways hereinbefore described will, subject to the power to lay down an additional rail or rails, as hereinafter mentioned, be constructed so as to admit of the use thereon of carriages constructed for use upon railways of the broad gauge of 7 feet; and the distance 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, wharf, quay, or road (by whatever name known or called) along which the tramway is intended to be laid.

Power will be sought in the Bill to lay down throughout the entire course of each tramway, and within the broad gauge rails, an additional rail or rails, so as to admit of the use upon the tramways of carriages constructed for use upon railways on the narrow gauge of 4 feet 8½ inches.

To authorise the Company to make and maintain in connection with the proposed tramways a viaduct over or across a portion of Sutton Pool, such viaduct to commence in the said parish of Charles, otherwise Charles the Martyr, Plymouth, at the southern end of Vauxhall Quay, and to terminate in the said parish of Saint Andrew, Plymouth, at or near the north-east corner of Smart's Quay, which said intended viaduct will be wholly made or situate within the said parishes of Charles, otherwise Charles the Martyr, and Saint Andrew, Plymouth, and the extra-parochial place of Sutton Pool, or some of them.

To authorise the Company to widen—

Vauxhall Quay, on the eastern side thereof, between points 20 and 105 feet from the southern termination thereof.

Harbour Avenue, on the west side thereof, at its junction with North Quay, for a distance of 17 feet, or thereabouts.

Friary-street, on the east side thereof, from its junction with Exeter-street, for a distance of 35 feet, or thereabouts, southwards.

Sutton-road, on the west side thereof, from its junction with Exeter-street, for a distance of 150 feet, or thereabouts, southwards.

Sutton-road, on the east side thereof, for a distance of 150 feet between points nearly opposite the Shipwrights' Arms and the entrance to the Marrowbone Slip.

Which said widenings will be wholly situate in the said parish of Charles, otherwise Charles the Martyr, Plymouth, and the extra-parochial place of Sutton Pool, or one of them.

To authorise the Company, for the purposes of the tramways, to make and maintain turn-tables at the respective points hereinafter defined, viz. :—

At the point of junction of the proposed Tramways Nos. 1 and 4.

At the termination of Tramway No. 1A.

On Vauxhall Quay, 120 feet from the southern end thereof.

To empower the Company, from time to time, to make such crossings, passing-places, sidings, junctions, turn-tables, 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-houses or works of the Company, or to the works or premises of traders near the line of any of the proposed tramways.

And it is proposed by the Bill to authorise the Company to enter upon and open the surface of, and to alter, and stop up, remove, and otherwise interfere with streets, turnpikes, roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within the parishes or 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 places, 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 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 edged 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 edged rail or on a grooved rail, and to authorise 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 on 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, the mayor, aldermen, and burgesses of the borough of Plymouth, 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 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 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 mayor, aldermen, and burgesses of the borough of Plymouth, and any vestry, 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 enable the Company on the one hand, and the Devon and Cornwall Railway Company, the London and South-Western Railway Company,

the South Devon Railway Company, the Bristol and Exeter Railway Company, the Salisbury and Yeovil Railway Company, the Cornwall Railway Company, and the Great Western Railway Company, or any 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 intended tramways 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 tramways, 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 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 authorise the Company for the purposes of the Bill, and for the general purposes of their undertaking, 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 to authorise the Company to apply to the purposes of the Bill any capital or funds now belonging to them, or which they are authorised to raise.

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):—10 and 11 Vic., cap. 297, and any other Acts relating to the Company; 25 and 26 Vic., cap. 165, and the several other Acts relating to the Devon and Cornwall Railway Company; 4 and 5 Wm. IV., cap. 88; 18 and 19 Vic., cap. 188, and the several other Acts relating to or affecting the London and South-Western Railway Company; 7 and 8 Vic., cap. 68, and all other Acts relating to or affecting the South Devon Railway Company; 6 Wm. IV., cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company; 17 and 18 Vic., cap. 215, and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company; 9 and 10 Vic., cap. 335; 21 and 22 Vic., cap. 88; and the several other Acts relating to the Cornwall Railway Company; 5 and 6 Wm. IV., cap. 107; 26 and 27 Vic., caps. 113 and 198, and the several other Acts relating

to or affecting the Great Western Railway Company, and all other Acts relating to or affected by the objects of the Bill or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended tramways and works, and of the lands to be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra parochial place in or through which the intended tramways and works will be made, or in which any lands or houses intended to be taken are situate, and also a copy of this notice, published as aforesaid, 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 extra-parochial place, with the parish 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 14th day of November, 1871.

Ashurst, Morris, and Co., Old Jewry.

J. Brend Batten, 32, Great George-street,

Agents for

John Kelly, Solicitor, Plymouth.

*Henry Toogood, 16, Parliament-street,
Parliamentary Agent.*

In Parliament—Session, 1872.

Longton, Adderley Green, and Bucknall Railway.

(Construction of Deviation Railway; Abandonment of Portions of Authorised Railways; Compulsory Purchase of Lands; Tolls; Alterations of existing Tolls; Extension of Time for Completion of Works, and Revival and Extension of Time for Compulsory Purchase of Lands; Additional Capital; Working and other Arrangements with, and other Powers affecting, the North Staffordshire Railway Company to Undertaking of Longton, Adderley Green, and Bucknall Railway Company, and to raise Capital; Amendment of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To authorise the Longton, Adderley Green, and Bucknall Railway Company (hereinafter called the Company), to make and maintain the following deviation railways, with all proper stations, sidings, approaches, and other works and conveniences connected therewith—that is to say—

A deviation railway from the railway authorised by "The Longton, Adderley Green, and Bucknall Railway Act, 1866," hereinafter referred to as "the Act of 1866," in that Act called Railway No. 1, commencing in the township of Bucknall, in the parish of Stoke-upon-Trent, in the county of Stafford, at a point on the authorised Railway No. 1, distant 2 furlongs 4 chains and 50 links from the terminus of that railway, and terminating in the township of

Botteslow, in the parish of Stoke-upon-Trent, in the county of Stafford, by a junction with the Biddulph Branch of the North Staffordshire Railway, at a point adjoining the bridge which carries the said Biddulph branch over the tramway of the Botteslow Colliery.

The said proposed railway and works hereinbefore described, will pass, or be made from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say—Bucknall, Botteslow, and Stoke-upon-Trent, all in the county of Stafford.

To enable the Company to cross, stop up, alter, or divert, and otherwise interfere with, whether temporarily or permanently, all turnpike and other roads, streets, footpaths, railways, tramways, bridges, rivers, streams, canals, aqueducts, pipes, sewers, drains, water-courses, and telegraph apparatus, within or adjoining the aforesaid townships, parishes, and places, or any of them, so far as may be necessary in constructing and maintaining the said intended railway and works, or for other the purposes of the Bill.

To deviate horizontally from the lines of railway and vertically from the levels of the said lines, as shown upon the plans and sections to be deposited as hereinafter mentioned, to any extent to be authorised by the Bill.

To purchase lands, houses, and other property, by compulsion, or otherwise, for the purposes of the said intended railway and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property, and to exercise other rights and privileges.

To levy tolls, rates and charges, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges respectively.

To empower the Company to abandon the construction of so much and such parts of the railways authorised by the Act of 1866, as will be rendered unnecessary by the construction of the above-mentioned intended deviation, that is to say:—

So much of the Railway No. 1, by that Act authorised, as is situate between the commencement of the intended deviation railway before described, and the termination of the said authorised Railway No. 1, and also to empower the Company to abandon the whole of the railway by the said Act authorised to be made, in that Act called Railway No. 3.

To revive and extend the time now limited by the Act of 1866, and by a warrant of the Board of Trade, dated the 13th day of July, 1871, for the compulsory purchase of lands and houses for the purposes of the whole of the railways by the Act of 1866 authorised to be made, except those portions of those railways which are proposed to be abandoned as aforesaid, and also to extend the time limited by the same Act and warrant for the completion of those railways and portions of railways and works, and to relieve the company from all penalties for the non-completion within the time limited by the same warrant, and by the Act of 1866, of all or any of the railways by that Act authorised.

To authorise the Company to raise a further sum of money for the purposes of the Bill, and for the general purposes of their undertaking by the creation and issue 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 of the capital or funds now belonging to the Company

or hereafter to belong to them or under the control of their directors.

To empower the Company to create and issue debenture stock.

To empower the Company and the North Staffordshire Railway Company from time to time to enter into contracts, agreements, and arrangements with respect to the working, use, management, construction, and maintenance by the North Staffordshire Railway Company of the said intended railway and works, and of the authorised railways of the Company, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting Companies, or either of them, or any part thereof, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, with respect to such working, use, management, construction, and maintenance, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such contract, agreement, or arrangement as aforesaid, and to confirm any contracts, agreements, or arrangements already made, or which, prior to the passing of the Bill, may be made touching any of the matters aforesaid.

To authorise and empower the North Staffordshire Railway Company, if they think fit, to take shares in, and to subscribe towards the undertaking of the company, and the cost of the construction of the railways authorised by the Act of 1866, and of the intended railway and works, and to apply for those purposes, or any of them, any part of their funds which may not be required for the purposes of their own undertaking, and to guarantee the payment of interest or dividend on all or any part of the capital of the Company, and to make such other provisions with reference to the several matters aforesaid as the Bill may define.

To authorise the North Staffordshire Railway Company to purchase and accept a transfer of all or any of the shares or stock of the capital of the Company authorised or to be authorised to be raised for the purposes of the undertaking of the Company, or of the railways and works to be authorised by the Bill, such purchase of 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 parties thereto, and to appoint directors of the Company.

To empower the North Staffordshire Railway Company to make the said intended railway and works and the authorised railways of the Company, and to maintain and manage them as part of the system of the North Staffordshire Railways, and to make applicable thereto all the powers, rights, and privileges, and all the conditions and restrictions contained in the several Acts relating to the North Staffordshire Railways, whether for the levying and collecting of tolls, rates, and charges, or otherwise, as fully and effectually to all intents and purposes as such powers, rights, privileges, conditions, and restrictions are applicable to the North Staffordshire Railways.

To authorise and empower the company to lease, either in perpetuity or for a limited period,

or to sell and transfer their undertaking, and all the railway stations, works, lands, property, estate, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof now or hereafter vested in or belonging or enjoyed by the Company, or which they are or may be authorised to construct, purchase, or acquire, and either before or after the completion thereof, to the North Staffordshire Railway Company, and to empower that Company to take such lease, or to make such lease and accept such transfer upon such terms and conditions, and for such considerations and otherwise, as may be agreed upon or as may be prescribed by the Bill, and upon such lease, or sale and transfer, to authorise and require the North Staffordshire Railway Company, in the case of a lease during the continuance thereof, and in the case of the purchase absolutely and for ever, to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, authorities, privileges, obligations, claims, and demands of the company.

To confer on the North Staffordshire Railway Company all the powers with reference to the levying of tolls, rates, and charges, or otherwise vested in the Company with respect to their undertaking and the above described railway and works, and to authorise, sanction, and give effect to any agreements which may have been or may be hereafter made between the Company and the North Staffordshire Railway Company, with reference to any of the matters aforesaid.

To authorise and empower the North Staffordshire Railway Company 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, or by borrowing, or by either of those means.

And it is proposed by the Bill to alter, amend, and enlarge or repeal all or some of the provisions of the Longton, Adderley Green, and Bucknall Railway Act, 1866, and the several local Acts following, or some of them (that is to say): 1 Will. 4, cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 26 and 27 Vic., cap. 158; 27 and 28 Vic., caps. 118, 232, 308, and 309; 28 and 29 Vic., cap. 339; and 30 and 31 Vic., cap. 142: and all other Acts relating to the North Staffordshire Railway Company, or the capital thereof.

The Bill will vary and extinguish all other rights and other rights and privileges which will interfere with its objects, and 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;" and "The Railways Clauses Acts, 1863."

Duplicate plans and sections describing the line, situation, and levels of the before-mentioned intended railway and works, and the lands, houses, and other property in or through which they 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 an Ordnance 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 Stafford, at his office at Stafford, 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 or extra-parochial place in or through which the intended railway or works are to be made, or in which any lands, houses, or other property intended to be taken are situate, and 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 of such parish, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 10th day of November, 1871.

Blakiston and Everett, Stoke-on-Trent.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitors for the Bill.

Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Newark, Melton Mowbray, and Leicester Railways.

(Lines from Newark to Bottesford, Melton Mowbray, and Leicester; Powers over Parts of Great Northern Railway; Incorporation of Company; Powers to Great Northern Railway Company to construct, contribute to, or acquire Railways.)

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:—

(1.) 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, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

Railway No. 1, Newark to Bottesford.—To commence in the parish of Newark, in the county of Nottingham, by a junction with the main line of the Great Northern Railway, at or near the point where the bridge carrying the turnpike-road from Newark to Sleaford passes over that railway, and to terminate in the parish of Bottesford, in the county of Leicester, by a junction with the Nottingham and Grantham Branch of the Great Northern Railway, three hundred and eight yards, or thereabouts, east of the level crossing of that railway by the road leading from Bottesford to Orston.

Railway No. 2, Bottesford to Melton Mowbray.—To commence by a junction with Railway No. 1, in the said parish of Bottesford, in a field belonging to the Reverend Frederick John Norman, as Rector of Bottesford, and in the occupation of several persons, four hundred and eighty yards, or thereabouts, northward of the said Nottingham and Grantham Branch, and to terminate in the parish of Melton Mowbray, in the county of Leicester, in a field belonging to the Melton Mowbray Town Estate, and in the occupation of the Melton Local Board, and abutting on the north side of the Cattle Market of Melton Mowbray.

Railway No. 3, Melton Mowbray to Leicester.—To commence by a junction with Railway No. 2, in the parish of Melton Mowbray, at the termina-

tion of that railway as hereinbefore described, and to terminate in the parish of Saint Margaret, Leicester, in the county of Leicester, on the south-east side of that portion of the Leicester and Melton turnpike-road called the Belgrave-road, about fifteen yards north-east of Willow Brook, in a field belonging to the Earl of Dysart, and occupied by Mr. Henry Wilkinson and Mr. John Hunt.

Railway No. 4, Western Branch to Great Northern Railway at Bottesford.—To commence by a junction with the said Nottingham and Grantham Branch, at the termination of Railway No. 1, as hereinbefore described, in the said parish of Bottesford, and to terminate by a junction with Railway No. 2, in the said parish of Bottesford, about fifty-five yards north of a public highway leading from Bottesford to Orston, in a field belonging to his Grace the Duke of Rutland, K.G., and occupied by Mr. Francis Vincent.

Railway No. 5, Eastern Branch to Great Northern Railway at Bottesford.—To commence by a junction with the said Nottingham and Grantham Branch, in the same parish of Bottesford, 440 yards or thereabouts east of the bridge carrying that railway over the River Devon, and to terminate by a junction with Railway No. 2, in the parish of Bottesford, fifty-five yards or thereabouts north of the public highway leading from Bottesford to Orston, in a field belonging to the Duke of Rutland, and occupied by Mr. Francis Vincent.

Railway No. 6, Waltham Branch.—To commence by a junction with Railway No. 2, in the parish of Scalford, or of Rothley (detached), or one of them, in the county of Leicester, in a field belonging to the Vicar of Scalford, and occupied by Mr. Taylor Sharpe, and to terminate in the parish of Waltham on the Wolds, in the county of Leicester, on the east side of the road leading from Waltham on the Wolds to Eaton, in a field belonging to the Duke of Rutland, and occupied by Mr. George Musson.

Railway No. 7, Branch to the Midland Railway at Melton Mowbray.—To commence by a junction with Railway No. 3, in the parish of Melton Mowbray, in a field adjoining the River Eye or the River Wreake, belonging to Mr. William Blake, and in the occupation of Mr. Joseph Copley, and to terminate by a junction with the Syston and Peterborough Branch of the Midland Railway, on the west side of the turnpike-road leading from Melton Mowbray to Leicester, at or near the point where that road is crossed by the same branch railway in the same parish of Melton Mowbray.

Railway No. 8, Branch to Midland Railway at Leicester.—To commence by a junction with Railway No. 3, in the parish of Belgrave, in the county of Leicester, in a field belonging to Thomas Tertius Paget, Esquire, and in the occupation of Mr. Josiah Dakin, and adjoining Willow Brook, and to terminate by a junction with the Midland Railway, in the parish of St. Margaret, Leicester, about fifty yards south of the bridge carrying that railway over the Leicester and Uppingham turnpike-road.

The said railways or some of them will pass from, through, or into, or be situated within the parishes, townships, and extra-parochial, or other places following, or some of them (that is to say): Newark, otherwise Newark-upon-Trent, Hawton, Bowbridge, Cothamfield, Thorpe, Balderton, Balderton Grange, Thornhills, East Stoke, Cotham, Cold Harbour, Staunton Grange, Shelton, Staunton, Thoroton, Flawborough, Kilvington, Alverton, Orston, Horndale, Elton, Grauby, Sutton, and Langar all in the county of Nottingham—Normanton, Bottesford, Vale of Belvoir, Eas-

thorpe, Muston, Redmile, Barkstone, Plungar, Harby, Stathern, Hose, Eaton, Eastwell, Croxton, Croxton Kerial, Long Clawson, otherwise Long Claxton, Goadby Marwood, Waltham-on-the-Wolds, Rothley (detached), Wycombe, otherwise Wykeham, Caldwell otherwise Chadwell, Scalford, Scalford Grange otherwise Goldsmith Grange, Debdale, Melton Spinney, Thorpe Arnold-cum-Brentingby, Brentingby Spinney, Brentingby-cum-Wyfordby, Melton Mowbray, Sysonby, Eye Kettleby, New Guadalupe, Old Guadalupe, Kirby Bellars, Frisby-on-the-Wreake, Assfordby, Kirby Lodges, Great Dalby, Thorpe Pasture, Little Dalby, Gaddesby, Ashby Pasture, Ashby Folville, Thorpe Satchville, Pickwell, Burrow-on-the-Hill, otherwise Borrough, Somerby, Twyford, South Marefield, Austin's Lodge, Owston Loseby, otherwise Loseby, Halstead, Tilton-on-the-Hill, Cold Newton, Skeffington, South Croxton, Billesdon, Hungarton, Old Ingarsby, Ingarsby Hollow, Foxhole Spinney, Keyham, Scraftoft Gorse, Becby, Galby, Houghton-on-the-Hill, Scraftoft, Upper Hall, Nether Hall, Thurnby, Evington, Humberston, Barkby, Belgrave, and St. Margaret's, Leicester, all in the county of Leicester.

(2.) To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, 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 to any extent 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 and works, to raise capital in shares and by loan, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

(3.) To authorise the Great Northern Railway Company to contribute towards the cost of constructing the intended railways and works, or of any parts thereof, 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 capitals; and to enable the said 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; or the Bill will enable the Great Northern Railway Company themselves to execute the railways and works hereinbefore described, and will confer on that Company all the powers described in this notice, or such of those powers as may be needful, and among them the power of raising capital by the issue of ordinary or preferential stock and by loan.

(4.) To enable the Company and the Great Northern Railway Company from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways 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; 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 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:

(5.) To enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, the parts hereinafter described of the Great Northern Railway, together with the watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say): the Newark Station of the Great Northern Railway, together with so much of the same railway as gives convenient access thereto, from the intended Railway No. 1, and the Bottesford Station of the same railway, with so much of the Great Northern Railway as gives convenient access thereto from the proposed railways.

(6.) 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 Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the Great Northern Railway Act, 1846 (9 and 10 Vict. cap. 71) and of any other acts relating to the Great Northern Railway Company.

(7.) Duplicate plans and sections, describing the lines, 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; also an ordinance 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 thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Nottingham, at his office at Newark, and with the Clerk of the Peace for the county of Leicester, at his office at Leicester, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to 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 immediately adjoining such extra-parochial place, at his place of abode.

(8.) Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December next.

Dated this 14th day of November, 1871.

Barr, Nelson, and Barr, Leeds, Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Glasgow and Suburban Tramways.

(To incorporate a Company or to authorize the British and Foreign Tramways Company Limited to lay down and work Tramways in Glasgow and the Suburbs thereof; Power to make agreements with, and powers to purchase, and other powers to the Lord Provost, Magistrates and Council of the City of Glasgow, the Board of Police of Glasgow, the Glasgow Tramway and Omnibus Company Limited, or some or one of them, and other Companies, Street Authorities and Public Bodies; Power to levy Tolls; Provisions as to interchange of Traffic with other Tramways and Railways; Amendment of Acts; Amendment of Memorandum and Articles of Association of the British and Foreign Tramways Company Limited and the Glasgow Tramway and Omnibus Company Limited; and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to effect all or some of the purposes following (that is to say):—

To incorporate a Company or to authorize the British and Foreign Tramways Company Limited (hereinafter respectively referred to as "the Company"), to make, form, lay down, maintain, and work the several Tramways hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper iron rails, plates, works, and conveniences (that is to say):—

1 and 1a. A Tramway (No. 1) and a Tramway (No. 1a) commencing respectively in Main-street, Maryhill, at points in that street opposite or nearly opposite the northern end of Gairbraid Terrace, thence respectively passing in a south-easterly direction along Main-street, Wyndford-street, and Garscube-road, and terminating respectively in the last-mentioned road at points four and a quarter chains or thereabouts measuring in a south-easterly direction from the turnpike-gate on that road, known as the Garscube-road Turnpike Gate, at or near the municipal boundary of the city of Glasgow.

The centre line of Tramway (No. 1) will, at its commencement, be at the distance of four feet six inches from and on the south-western side of the imaginary centre line, and will thence gradually approach until in a length of one chain or thereabouts from its commencement it intersects the imaginary centre line, and thence will gradually diverge therefrom until in a further length of one chain or thereabouts it attains the distance of four feet six inches from and on the north-eastern side of the imaginary centre line, and thence will continue at that distance from the imaginary centre line to its termination, except that from a point measuring two chains and a quarter or thereabouts in a northerly direction from the northern face of the aqueduct, carrying the Forth and Clyde Canal over Garscube-road or Wyndford-street, the centre line of the tramway will gradually approach, until in a length of one chain or thereabouts it reaches the imaginary centre line, thence it will continue for a length of three chains and three-quarters or thereabouts to be coincident with the imaginary centre line, and thence it will gradually diverge until in a further length of one chain or thereabouts it attains the distance of four feet six inches from and on the north-eastern side of the imaginary centre line.

The centre line of Tramway (No. 1a) will

be throughout its entire length at the distance of four feet six inches from and on the south-western side of the imaginary centre line, except that from a point measuring two chains and a quarter or thereabouts in a northerly direction from the northern face of the aqueduct, carrying the Forth and Clyde Canal over Garscube-road or Wyndford-street, the centre line of the tramway will gradually approach until in a length of one chain or thereabouts it reaches the imaginary centre line, thence it will continue for the length of three chains and three-quarters or thereabouts to be coincident with the imaginary centre line, and thence it will gradually diverge until in a further length of one chain or thereabouts it attains the distance of four feet six inches from and on the south-western side of the imaginary centre line.

By the expression "the imaginary centre line," wherever used in this notice is meant an imaginary line drawn along the centre of the carriageway of the streets or roads along which the respective tramways are intended to be laid.

2 and 2a. A Tramway (No. 2) and a Tramway (No. 2a) commencing respectively in the Garscube-road by junctions with the proposed Tramways (No. 1) and (No. 1a) respectively, at the points hereinbefore described as the points of termination of those tramways respectively, thence respectively passing in a south-easterly direction along Garscube-road and the New City-road, and terminating respectively in the last-mentioned road by junctions with the Glasgow Street Tramways (No. 5) and (No. 5a) authorized by the "Glasgow Street Tramways Act, 1870," at or near the intersection of the last-mentioned road by St. George's-road.

The centre line of Tramway (No. 2) will be throughout its entire length at the distance of four feet six inches from and on the north-eastern side of the imaginary centre line.

The centre line of Tramway (No. 2a) will be throughout its entire length at the distance of four feet six inches from and on the south-western side of the imaginary centre line.

3 and 3a. A Tramway (No. 3) and a Tramway (No. 3a), commencing respectively in Castle-street, in the city of Glasgow, by junctions with the Glasgow Tramways (No. 10) and (No. 10a) respectively, authorized by the "Glasgow Street Tramways Act, 1870," at or near the end of Kennedy-street, where that street joins Castle-street, thence passing respectively in a northerly direction along Castle-street and terminating in that street on the centre of the bridge carrying that street over the Forth and Clyde Canal, at or near the municipal boundary of the city of Glasgow.

The centre line of Tramway (No. 3) will, at its commencement, be at the distance of five feet from and on the western side of the imaginary centre line, and thence it will gradually approach the imaginary centre line until in the length of one chain, or thereabouts, it reaches the distance of four feet six inches therefrom, whence it will be and will continue to its termination to be at that distance from the imaginary centre line.

The centre line of Tramway (No. 3a) will, at its commencement, be at the distance of five feet from and on the eastern side of the imaginary centre line, and thence it will gradually approach the imaginary centre line until in the length of one chain, or thereabouts,

it attains a distance of four feet six inches therefrom, whence it will be and will continue to its termination to be at that distance from the imaginary centre line.

4 and 4a. A Tramway (No. 4) and a Tramway (No. 4a) commencing respectively in Castle-street by junctions with the proposed Tramways (No. 3) and (No. 3a) respectively at the points hereinbefore described as the points of termination of those tramways, thence passing respectively in a northerly direction along Castle-street, the Springburn-road, and the street or road passing through the village of Springburn, also commonly called the Springburn-road, and terminating in the last-mentioned road at or near the point of junction of the Stirling-road and Balgray Brae with that road.

The centre line of Tramway (No. 4) will throughout its entire length be at the distance of four feet six inches from and on the western side of the imaginary centre line.

The centre line of Tramway (No. 4a) will throughout its entire length be at the distance of four feet six inches from and on the eastern side of the imaginary centre line, except that from a point distant two chains or thereabouts from its termination it will gradually approach the imaginary centre line until in the length of one chain or thereabouts it intersects the imaginary centre line, whence it will gradually diverge therefrom until at its termination it attains the distance of four feet six inches from and on the western side of the imaginary centre line.

5 and 5a. A Tramway (No. 5) and a Tramway (No. 5a), commencing respectively in the Langside-road, opposite or nearly opposite the entrance gates to the cottage known as Queen Mary's-cottage, Langside, thence passing respectively in a northerly direction along the Langside-road, Queen's-road, and Victoria-road, and terminating in the last mentioned road, at points at or near the intersection of that road by the Butterbiggins-road, at or near the municipal boundary of the city of Glasgow.

The centre line of tramway (No. 5) will, at its commencement, be at the distance of four feet six inches from and on the southern side of the imaginary centre line, and thence it will gradually approach, until, in a length of one chain or thereabouts, it intersects the imaginary centre line, and thence it will gradually diverge therefrom, until in a further length of one chain or thereabouts, it will attain the distance of four feet six inches from and on the northern side of the imaginary centre line, whence it will be and will continue to its termination to be at that distance from and on the northern and western side of the imaginary centre line.

The centre line of Tramway (No. 5a) will, throughout its entire length, be at the distance of four feet six inches from and on the southern and eastern side of the imaginary centre line.

6 and 6a. A Tramway (No. 6) and a Tramway (No. 6a) commencing respectively in Victoria-road by junctions with the proposed Tramways (No. 5) and (No. 5a) respectively, at the points hereinbefore described as the points of termination of those tramways, thence passing respectively in a northerly direction along Victoria-road into and terminating respectively in Pollokshaws-road by junctions with the Glasgow Tramways (No. 15a) and (No. 15), authorized by the "Glasgow Street Tramways Act, 1870," at points distant respectively two chains or

thereabouts, measuring in a southerly direction, from the turnpike gate known as the Muirhouse Turnpike Gate.

The centre line of Tramway (No. 6) will, throughout its entire length, be at the distance of four feet six inches from and on the western side of the imaginary centre line, except that at a point distant one chain or thereabouts from its termination it will gradually diverge from the imaginary centre line until at its termination it will be at the distance of five feet from and on the western side of the imaginary centre line.

The centre line of Tramway (No. 6a) will, throughout its entire length, be at the distance of four feet six inches from and on the eastern side of the imaginary centre line, except that at a point distant one chain, or thereabouts, from its termination, it will gradually diverge from the imaginary centre line until at its termination it will be at the distance of five feet from and on the eastern side of the imaginary centre line.

7 and 7a. A Tramway (No. 7) and a Tramway (No. 7a), commencing respectively in Cathcart-road, New Cathcart, opposite or nearly opposite the junction of that road with the road leading to Pollokshaws by Merrylee, thence passing respectively in a northerly direction along and terminating in Cathcart-road at points opposite or nearly opposite the junction of that road with the Butterbiggin-road at or near the municipal boundary of the city of Glasgow.

The centre line of Tramway (No. 7) will, at its commencement, be at the distance of four feet six inches from and on the eastern side of the imaginary centre line, and will thence gradually approach until in a length of one chain, or thereabouts, it will intersect the imaginary centre line, and thence will gradually diverge therefrom, until in a further length of one chain, or thereabouts, it will attain the distance of four feet six inches from and on the western side of the imaginary centre line, where it will be and whence it will continue to be to its termination at that distance from and on the western side of the imaginary centre line.

The centre line of Tramway (No. 7a) will throughout its entire length be at the distance of four feet six inches from and on the eastern side of the imaginary centre line.

8 and 8a. A Tramway (No. 8) and a Tramway (No. 8a) commencing respectively in Cathcart-road by junctions with the proposed Tramways (No. 7) and (No. 7a) respectively at the points hereinbefore described as the points of termination of those Tramways, thence passing respectively in a northerly direction along Cathcart-road and Upper Crown-street, and terminating respectively in the last-mentioned street by junctions with the proposed Tramways (No. 10a) and (No. 10) respectively at points at or near the intersection of that street by Caledonia-road.

The centre line of Tramway (No. 8) will throughout its entire length be at the distance of four feet six inches from and on the western side of the imaginary centre line.

The centre line of Tramway (No. 8a) will throughout its entire length be at the distance of four feet six inches from and on the eastern side of the imaginary centre line.

9 and 9a. A Tramway (No. 9) and a Tramway (No. 9a), commencing respectively in the Langside-road, by junctions with the proposed Tramways (No. 5a) and (No. 5) respectively at points opposite, or nearly opposite, the junction of that road with the Queen's Drive, thence respectively passing

in an easterly direction along Langside-road and Queen's Drive into and terminating in Cathcart-road by junctions with the proposed Tramways (No. 7a) and (No. 7) respectively, at points opposite or nearly opposite the junction of the last-mentioned road with Queen's Drive.

The centre line of Tramway (No. 9) will, throughout its entire length, be at the distance of four feet six inches from and on the northern side of the imaginary centre line.

The centre line of Tramway (No. 9a) will, throughout its entire length, be at the distance of four feet six inches from and on the southern side of the imaginary centre line.

10 and 10a. A Tramway (No. 10) and a Tramway (No. 10a) commencing respectively in Eglinton-street by junctions with the Glasgow Street Tramways (No. 4a) and (No. 4), authorized by the "Glasgow Street Tramways Act, 1870," at points opposite or nearly opposite the junction of that street with Cumberland-street, thence passing respectively in a south-easterly direction into and along Cumberland-street, Upper Crown-street, Caledonia-road and Rutherglen-road and terminating in the last-mentioned road at points respectively distant nine chains and a half or thereabouts, measuring in a north-westerly direction, from the centre of the bridge carrying that road over the Polmadie Burn, at or near the municipal boundary of the city of Glasgow.

The centre line of Tramway (No. 10) will, throughout its entire length, be at the distance of four feet six inches from the imaginary centre line, and in passing along Eglinton-street and Upper Crown-street it will be on the eastern side of the imaginary centre line, and in passing along Cumberland-street, Caledonia-road and Rutherglen-road, will be on the northern side of the imaginary centre line.

The centre line of Tramway (No. 10a) will, throughout its entire length, be at the distance of four feet six inches from the imaginary centre line, and in passing along Eglinton-street and Upper Crown-street will be on the western side of the imaginary centre line, and in passing along Cumberland-street, Caledonia-road, and Rutherglen-road, will be on the southern side of the imaginary centre line.

11 and 11a. A Tramway (No. 11) and a Tramway (No. 11a) commencing respectively in the Rutherglen Road by junctions with the proposed Tramways (No. 10) and (No. 10a) at the respective points hereinbefore described as the points of termination of those tramways, thence passing respectively in a south-easterly direction along and terminating in Rutherglen-road at points on the centre of the bridge carrying that road over the Polmadie Burn.

The centre line of Tramway (No. 11) will, throughout its entire length, be at the distance of four feet six inches from and on the northern side of the imaginary centre line.

The centre line of Tramway (No. 11a) will, throughout its entire length, be at a distance of four feet six inches from and on the southern side of the imaginary centre line.

12 and 12a. A Tramway (No. 12) and a Tramway (No. 12a) commencing respectively in the Rutherglen-road by junctions with the proposed Tramways (No. 11) and (No. 11a) respectively at the points hereinbefore described as the points of termination of those Tramways, thence passing respectively in a southerly, easterly, and northerly direction along Rutherglen-road, Glasgow-road,

Chapel-street, Main-street Rutherglen, Farmloan-road, the road leading from Farmloan-road to Dalmarnock-bridge and Dalmarnock-bridge, and terminating respectively at points on the centre of that bridge at or near the municipal boundary of the city of Glasgow.

The centre line of Tramway (No. 12) will, throughout its entire length, be at the distance of four feet six inches from the imaginary centre line, and in passing along Rutherglen-road and Glasgow-road will be on the eastern side of the imaginary centre line, and in passing along Chapel-street and Main-street, Rutherglen, will be on the northern side of the imaginary centre line, and in passing along Farmloan-road, the road leading from Farmloan-road to Dalmarnock-bridge and Dalmarnock-bridge will be on the western side of the imaginary centre line.

The centre line of Tramway (No. 12a) will, throughout its entire length, be at the distance of four feet six inches from the imaginary centre line, and in passing along Rutherglen-road and Glasgow-road will be on the western side of the imaginary centre line, and in passing along Chapel-street and Main-street, Rutherglen, will be on the southern side of the imaginary centre line, and in passing along Farmloan-road, the road leading from Farmloan-road to Dalmarnock-bridge and Dalmarnock-bridge will be on the eastern side of the imaginary centre line.

13 and 13a. A Tramway (No. 13) and a Tramway (No. 13a) commencing respectively on the centre of Dalmarnock Bridge by junctions with the proposed Tramways (No. 12) and (No. 12a) respectively at the points hereinbefore described as the points of termination of those tramways, thence passing in a northerly direction along Dalmarnock-bridge, Dalmarnock-road, and Bridgeton-cross, into and terminating respectively in Canning-street, by junctions with the Glasgow Street Tramways (No. 2a) and (No. 2) authorized by the "Glasgow Street Tramways Act, 1870," at points opposite or nearly opposite to the Toll-house known as the Barrowfield Tollhouse.

The centre line of Tramway (No. 13) will, throughout its entire length, be at the distance of four feet six inches from and on the western side of the imaginary centre line.

The centre line of Tramway (No. 13a) will, throughout its entire length, be at the distance of four feet six inches from and on the eastern side of the imaginary centre line.

All which said proposed tramways will pass or be made from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say) the parishes of Maryhill, Barony, City (of Glasgow), Springburn, Govan, Calton and Rutherglen, and the Royal Burgh of Glasgow and the Royal Burgh of Rutherglen, in the county of Lanark; and the parishes of Govan and Cathcart, or one of them, in the county of Renfrew.

Each of the said tramways hereinbefore described will occupy a space not exceeding five feet and one inch in width.

To authorize 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 for the efficient working of the proposed tramways, or any of them, or for providing access to any stables, or carriage houses, or works of the Company, or to any

yards or works adjacent to the tramways or any of them.

To authorize the Company to lay down and maintain tramways, iron rails, and plates in, upon, and along the surface of the streets, roads, and places aforesaid, in or through which the said intended tramways and works are to be laid down or made, and for those purposes to open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roadways, foot-paths, water-courses, sewers, drains, pavements, thoroughfares, cab stands, and weighing machines, within the parishes and places aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the said proposed tramways, or of substituting others in their place, with power of free access thereto at all reasonable times, for all or any of the above purposes.

To enable the Company, in carrying out the purposes aforesaid, to move, alter, re-lay, or interfere with any pipe for the supply of gas or water, or any tube or apparatus for telegraphic, weighing, or other purposes.

To provide, if need be, for the maintenance and repair by the Company of the portions of the streets, roads, and places upon or along which any tramways, rails, or plates may be laid, and to exempt the Company from payment of the whole or some part of any tolls exigible on such roads, or of any highway or other rate or assessment in respect of the use of, or of the paving or repairing of, any street, road, or place, any portion of which the Company shall maintain and repair.

To enable the Company to purchase and acquire, by compulsion or agreement, lands or houses for the purposes of their undertaking, and to erect offices, buildings, and other conveniences on any such lands.

To authorize the British and Foreign Tramways Company Limited to subscribe for the purposes of the intended Act or any of them, any capital or funds now or hereafter belonging to them.

To reserve to the Company the exclusive right of using, on the proposed tramways, carriages with flange wheels or other wheels specially adapted to run on a grooved rail.

To prohibit, except by agreement with the Company, the use of the said tramways by means of carriages with flange wheels, or other wheels specially adapted to run on a grooved rail, and to confer on or confirm to the Police, and the bodies and persons having the control or management of any streets, roads, or places, in or upon which the said proposed tramways shall be laid, the power of regulating the passage of traffic along the same, with a view to the convenient working and use of the said tramways, and the prevention at the same time of obstructions to the general traffic, and to vary or extinguish any existing rights or privileges which may interfere with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to levy tolls, rates and charges for the use of the proposed tramways and for the conveyance of passengers, goods and other traffic thereon, and to confer exemptions from the payment of such tolls, rates, or charges.

To enable the Company and the Lord Provost, Magistrates and Council of the city of Glasgow, the Board of Police of Glasgow, the Glasgow Tramway and Omnibus Company (Limited), the Magistrates and Police Commissioners of the Burgh of Maryhill, the Magistrates and Commissioners of the Burgh of Crosshill, the Magis-

trates and Council of the Burgh of Rutherglen, the Trustees of the Turnpike-road leading from Glasgow to Garscube, the Trustees of the Glasgow, Kirkintilloch and Baldernock Turnpike Roads, the Trustees of the Renfrewshire Turnpike Roads, the Muirkirk and Cambuslang Road Trustees, the Vale of Clyde Tramways Company, the North British Railway Company, the Caledonian Railway Company, the City of Glasgow Union Railway Company, the Committee of Management of the Joint Line of Railway between Glasgow and Paisley, the Glasgow and Kilmarnock Joint Line Committee, the Greenock and Ayrshire Railway Company, or other bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to all or any of the matters aforesaid, and also with respect to the laying down, working, maintaining, and using of the proposed tramways, iron rails, plates, and works, and for facilitating and regulating the passage of carriages and traffic over and along the same by means of horse haulage; and with respect to the interchange of traffic passing over the tramways of the Company and any other tramways or railways already authorized or which may be authorized, and the division and apportionment of the tolls and profits arising therefrom; and also to enable the said bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the streets, roads, or places respectively, or some or one of them, to purchase or acquire, on such terms as may be agreed on with the Company, and subject to such conditions as may be prescribed by Parliament, the right to make, form, lay down, maintain and work, the several tramways above described, or some or one of them, and to exercise in respect thereof the various rights or some of them, or some part or parts thereof, to be conferred on the Company by the said intended Act, and to apply any portion of their income or capital to the purposes of any such arrangements or agreements, or such acquisition, and the carrying into effect such rights and powers.

To make provision for facilitating the interchange of traffic between the said intended tramways and the tramways authorized by the "Glasgow Street Tramways Act, 1870," and the "Vale of Clyde Tramways Act, 1871," and other tramways or railways already authorized or which may be authorized, and the railways authorized by the "Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," the North British Railway, the Caledonian Railway, the Glasgow and South Western Railway, the City of Glasgow Union Railway, the joint line of Railway between Glasgow and Paisley, the Glasgow and Kilmarnock joint line of Railway, the Greenock and Ayrshire Railway, or any of them; and for securing through booking and invoicing from, to, and over the said tramways and railways respectively, or any of them, and also for fixing and ascertaining the tolls, rates, and charges to be levied and charged, and the manner in which the same are to be apportioned between the Company and the Owners or Lessees of any such other tramways or railways, and other terms and conditions in respect to the interchange and forwarding of such traffic as aforesaid, and to make such alterations in the tolls, rates, and charges at present authorized to be levied and charged in respect of the tramways authorized by the "Glasgow Street Tramways Act, 1870," and the "Vale of Clyde Tramways Act, 1871,"

or in respect of the said several railways as may be necessary.

To authorize the Company and the bodies corporate, and persons in this Notice before specially named or referred to, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act.

To extend, so far as may be necessary, for the purposes of the said intended Act, the provisions or some of the provisions of the Memorandum and Articles of Association of the British and Foreign Tramways Company Limited, dated respectively the 22nd May, 1871, and also of the Memorandum and Articles of Association of the Glasgow Tramway and Omnibus Company (Limited), dated the 29th day of September, 1871, and to confer further powers on the two last named Companies.

To incorporate the provisions, or some of the provisions, of the Public General Acts of Parliament following, viz.: "The Lands Clauses Consolidation (Scotland) Act, 1845"; "The Lands Clauses Consolidation Acts Amendment Act, 1860"; "The Companies Clauses Consolidation (Scotland) Act, 1845"; "The Companies Clauses Act, 1863"; "The Railways Clauses consolidation (Scotland) Act, 1845"; "The Railways Clauses Act, 1863"; and "The Tramways Act, 1870."

To amend, extend, repeal, or enlarge, so far as may be necessary for the purposes aforesaid, the following local and personal Acts, viz.: "The Glasgow Police Act, 1866"; "The Glasgow Improvement Acts, 1866 and 1871"; "The Glasgow Street Tramways Act, 1870"; and "The Vale of Clyde Tramways Act, 1871"; 11 Geo. IV, cap. 128, and any other Act or Acts relating to the turnpike road leading from Glasgow to Garscube; 18 and 19 Vic., cap. 141, and any other Act or Acts relating to the Glasgow, Kirkintilloch and Baldernock Turnpike Road; 6 Geo. IV., cap. 108, and any other Act or Acts relating to the roads under the jurisdiction of the Trustees on the Renfrewshire Roads; the 5 and 6 Vict., cap. 112, and any other Act or Acts relating to the roads under the jurisdiction of the Muirkirk and Cambuslang Road Trustees; the 25 and 26 Vict., cap. 189, and any other Act or Acts relating to the North British Railway Company; the 8 and 9 Vict., cap. 162, and any other Act or Acts relating to the Caledonian Railway Company or to the joint line of Railway between Glasgow and Paisley; the 18 and 19 Vict., cap. 97, and any other Act or Acts relating to the Glasgow and South-Western Railway Company; the 27 and 28 Vict., cap. 286, and any other Act or Acts relating to the City of Glasgow Union Railway Company; the 32 and 33 Vict., cap. 98, and any other Act or Acts relating to the Glasgow and Kilmarnock joint line of Railway; the 28 and 29 Vict., cap. 301, and any other Act or Acts relating to the Greenock and Ayrshire Railway Company.

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 Edinburgh Gazette, will be deposited on or before the 30th day of November instant, with the Principal Sheriff Clerk for the county of Lanark, at his office in Glasgow, and with the Principal Sheriff Clerk for the county of Renfrew, at his office in Paisley, and a copy of so much of the said plans, sections and book of reference, as relates to the several parishes and to the Royal Burghs of Glasgow and Rutherglen respectively in or through which the intended

tramways are proposed to be made; and also a copy of this Notice, as published in the Edinburgh Gazette, will on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session Clerk of each of such parishes, at the usual place of abode of such Schoolmaster or Session Clerk, and with the Town Clerks of the said Royal Burghs at their offices in Glasgow and Rutherglen respectively.

Printed copies of the 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, 1871.

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| <p><i>Ashurst, Morris, and Co.,</i> 22, Abingdon-street, Westminster;</p> <p><i>Baxter, Rose, Norton, and Co.,</i> 6, Victoria-street, Westminster;</p> <p><i>M'Grigor, Donald, and Co.,</i> 136, St. Vincent-street, Glasgow;</p> <p><i>Martin and Leslie,</i> 27, Abingdon-street, Westminster, Parliamentary Agents.</p> | <p>} Solicitors for the Bill.</p> |
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In Parliament—Session 1872.

Hemel Hempsted and London and North Western Railway.

(New and Diverted Railways; Alteration of Line and Levels of Portion of Authorised Line; Extension of Time for Completion of Railway; Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Hemel Hempsted and London and North Western Railway Company (hereinafter called "the Company") for an Act to enable them to construct the works and effect the objects following, or some of them, viz.:-

1. To make and maintain a short railway at Boxmoor, with all proper stations, approaches, works, and conveniences connected therewith, to be situated in the Boxmoor district of the parish of Hemel Hempsted, commencing in a plantation on the north-eastern side of the London and North Western Railway, adjoining the carriage-shed occupied by John Edward Jones, which plantation and carriage-shed are numbered respectively 4 and 4a on the plans of the Hemel Hempsted and London and North Western Railway deposited with the Clerk of the Peace for the county of Hertford and with the Clerk of the parish of Hemel Hempsted in the month of November, 1862, and terminating by a junction with the Company's existing railway in the London and North Western Railway Company's coal yard, which is numbered 9 on the said deposited plans, at a point about 100 yards north-westward of the bridge over the London and North Western and Hemel Hempsted Railways near the southern or London end of Boxmoor station yard.

2. To make and maintain a deviation railway, with all proper stations, approaches, works, and conveniences connected therewith, to be situated in the parish of Hemel Hempsted, commencing by a junction with the Company's authorised line in the field numbered 71 on the plans of the Hemel Hempsted and London and North Western Railway (Extension to Harpenden) deposited with the said Clerk of the Peace and Parish Clerk in the month of November, 1865, and terminating by a junction with the same authorised line in the field numbered 108 on the last-mentioned deposited plans.

To abandon so much of the railway autho-

risied by the Hemel Hempsted and London and London and North Western Railway Extension Act, 1866, as was proposed to be situated between the said fields numbered 71 and 108 on the said deposited plans thereof, in the parish of Hemel Hempsted.

To authorise the construction and maintenance by the Company of the railway authorised by the said Act of 1866 (except the portion thereof to be abandoned as aforesaid), according to altered and different lines and levels from those authorised by the said Act of 1866, which alteration of line and levels will be within the limits of lateral deviation, defined on the said deposited plans referred to in the said Act of 1866, and will be situated in the parishes and places of Hemel Hempsted, Redbourne, and Harpenden.

To extend the time granted by the said Act of 1866, and by Warrant from the Board of Trade, under the Railways Extension of Time Act, 1868, for the completion of the railway and works authorised by the said Act of 1866, as proposed to be altered by the intended Act.

All the said railways and works will be situated in the county of Hertford.

The intended Act will authorise the Company to exercise all or some of the following powers, viz.:

To cross, stop up, alter, or divert for the purposes of the Act, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes and places, or any of them.

To purchase by compulsion and by agreement lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works and of the Act, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties respectively, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the intended Act the funds raised and to be raised under the Company's said Acts of 1863 and 1866, to attach to the unissued share capital any preference or priority in payment of interest or dividend, or such other special advantage as the Act may define, or to cancel the unexercised power of raising money by shares and borrowing, and to create new capital in lieu thereof by shares or stock of one class or of different classes, with priority of interest or dividend over the existing share and loan capital of the Company.

And it is intended to incorporate with the said Act all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; and, so far as may be necessary or desirable, for any of the purposes of the said Act, to amend or repeal all or some of the provisions of the Hemel Hempsted and London and North Western Railway Act, 1863, and the Hemel Hempsted and London and North Western Railway Extension Act, 1866.

And notice is hereby given, that on or before the 30th day of November, 1871, plans and sections of the said intended railways and works, showing the intended alteration of line and levels, together with a book of reference to such plans, a map with the lines of the intended rail-

ways 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 Hertford, at his office at St. Albans, in the said county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works will be made, 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 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 said intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1871.

G. E. Forster, 3, Verulam-buildings,
Gray's Inn, London, Solicitor.

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

In Parliament—Session, 1872.

Midland Railway.

(Shireoaks and Doncaster Line.)

(Construction of a Railway in the County of Nottingham and in the West Riding of the County of York, to connect the Midland Railway Company's Mansfield and Worksop Line of Railway with the South Yorkshire Line of the Manchester, Sheffield, and Lincolnshire Railway Company; 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 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 railway following, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

A Railway, to be called "The Shireoaks and Doncaster Line," fourteen miles five furlongs or thereabouts in length, to commence in the township of Haggonfield and Shireoaks, in the parish of Worksop, in the county of Nottingham, by a junction with the Company's Mansfield and Worksop Line now in course of construction at a point thereon four chains or thereabouts north-east of the bridge carrying that line over the Chesterfield Canal, and to terminate in the township of Balby with Hexthorpe, in the parish of Doncaster, in the West Riding of the county of York, by a junction with the South Yorkshire Line of the Manchester, Sheffield, and Lincolnshire Railway Company, at a point thereon three chains or thereabouts south-west of the level crossing by the said South Yorkshire line of the road leading from Hexthorpe to Balby, known as the Green Lane, otherwise Church Lane, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, that is to say: Worksop, Haggonfield with Shireoaks, Gateford, Carlton in Lindrick, North Carlton, South Carlton, Wigthorpe, Blyth, Hodsock with Goldthorpe, Firbeck, Styrrup with Farworth, Styrrup with Oldcotes, and Harworth, all in the

county of Nottingham; Letwell, Laughton-en-le-Morthen, Gilding - Wells, Gilding, Braithwell, Micklebring, Hellaby, Stainton-cum-Hellaby, Tickhill, Stancil with Wellingley and Wilsick, Rossington, Edlington, Wadworth, Alverley, Loversall, Warmsworth, Balby with Hexthorpe, and Doncaster, all in the West Riding of the county of York:

To empower the Company to purchase lands and houses by compulsion or agreement for the purposes of the railway 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 authorise the Company to levy tolls, rates, or duties for or in respect of the said railway and works, and to grant exemptions from the payment of tolls, rates, and duties:

To authorise 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 authorise the Company to raise a further sum of money for the purposes of the intended Act, by the creation of new shares or stock, 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 duplicate plans and sections of the said intended railway and works, together with a published map, whereon will be delineated the general course or direction of such railway, 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 thirtieth day of November, in this present year, be deposited for public inspection with the Clerk of the Peace for the county of Nottingham, at his office at Newark, and 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 thirtieth 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 railway and works are or 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 to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence:

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 of Parliament following, or some of them, that is to say: 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 181; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82,

182 and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 327, 335, and 359; 29 Vic., cap. 90; 29 and 30 Vic., caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vic., caps. 27, 170, 185, and 207; 31 and 32 Vic., caps. 43 and 49; and 32 and 33 Vic., caps. 25, 83, and 115; 33 and 34 Vic., cap. 63; and 34 and 35 Vic., caps. 11, 39, 86, and 192; and any other Acts relating to or affecting the Midland Railway Company.

And notice is hereby also given, that printed copies of the Bill for the intended Act will, on or before the twenty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1871.

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

In Parliament.—Session 1872.

Liverpool Tramways.

Powers to Corporation of Liverpool to Purchase Existing and Authorised Tramways in Liverpool and Toxteth Park; to Borrow Money; Levy Rates; to Purchase Land by Agreement and Erect Buildings thereon; Incorporation and Amendment of Acts.

NOTICE is hereby given, that application will be made to Parliament in the next Session by the Mayor, aldermen, and burgesses of the borough of Liverpool, in the county of Lancaster, hereinafter called "the Corporation," for an Act to effect all or some of the following objects and purposes, that is to say—

1. To authorise the Corporation to purchase the tramways and undertaking of the Liverpool Tramways Company (hereinafter called the Company), authorised to be constructed within the borough of Liverpool, under the powers of the Liverpool Tramways Act, 1868, and also so much of the tramways and undertaking of the Company authorised to be constructed within the said borough, under the powers of the Liverpool Tramways Act, 1871, as is therein described as the Whitechapel route, and all the works and materials connected with the undertakings so to be purchased, and any lands or buildings acquired by the Company therefor, and to authorise and require the Company to sell and convey the said tramways, undertakings, and premises to the Corporation.

2. To authorise the Corporation to purchase the tramways and undertaking of the Company, authorised to be constructed under the powers of the Liverpool Tramways Act, 1870, within the township or extra-parochial place of Toxteth Park, in the parish of Walton, in the said county, and the works and materials connected therewith, and any lands or buildings acquired for the purposes of the said Act; and to authorise and require the Company to sell and convey the said tramways and undertaking and premises to the Corporation.

3. To enable the Corporation to exercise and enjoy, with reference to the several undertakings so to be purchased, all the rights, powers, privileges, and authorities vested in the said Company at the date of the transfer.

4. To authorise the Corporation to demise or let the said tramways, and any other tramways to be constructed by them, under the powers in that behalf contained in the Liverpool Tramways Act, 1871, or any of them, or any part thereof respectively, for such period, and subject to such

rents and conditions, as the Corporation may deem expedient; and to levy tolls, rates, and duties for the use of carriages passing along the said tramways, or any of them, or any part thereof respectively, and to confer exemptions from payment of such tolls, rates and duties.

5. To authorise the Corporation to use all the before-mentioned tramways, or any of them, or any part thereof respectively, for sanitary purposes, subject to such provisions as may be inserted in the said Act.

6. To authorise the Corporation to provide for the maintenance and repair of such portions of the streets and roads upon or along which the said tramways are or may be made, as the Company are now liable to repair and maintain out of the revenue to be derived from the said tramways, or the moneys or rates authorised to be raised or levied by the intended Act.

7. To enable the Corporation to appropriate or acquire lands by agreement, and to erect thereon offices and buildings and other conveniences for the purposes of the undertaking.

8. To empower the Corporation to make, levy, and recover rates and assessments of and from the owners and occupiers of property within the said borough, for the purposes of the intended Act or some of them, and to grant exemptions from the payment thereof, and to borrow money for such purposes upon the credit of the said rates and assessments, and if the Corporation shall think fit upon the credit of the Borough Fund of the said borough, and of the estates and property of the Corporation, and to apply such part of their corporate estate and funds as they may think fit for the purposes of the intended Act, and to provide by the several means hereinbefore mentioned or some of them money wherewith to construct certain tramways within the borough about to be constructed by them under the powers in that behalf contained in the Liverpool Tramways Act, 1871.

9. To confer upon the Corporation all such other rights, powers, 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 rights, powers, and privileges which in any manner interfere with or impede any of such objects.

10. To alter, amend, and extend, or limit or repeal, all or some of the powers and provisions of the Liverpool Tramways Act, 1868; the Liverpool Tramways Act, 1870; the Tramways Act, 1870; the Liverpool Tramways Act, 1871; and the Municipal Corporations Act, 5 and 6 Will. IV., chap. 76; and such of the provisions of any other Act in force within the borough of Liverpool, or in Toxteth Park, which may interfere or be inconsistent with the objects or provisions of the intended Act. The Bill will incorporate wholly or partially the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Tramways Act, 1870; and parts of the Liverpool Improvement Act, 1858; the Liverpool Improvement Act, 1867; and the Liverpool Improvement and Water Works Act, 1871—some or one of them.

And notice is hereby further given that, 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 7th day of November, 1871.

Joseph Rayner, Town Clerk of the borough of Liverpool, Solicitor for the Bill.

In Parliament.—Session 1872.

Southport Tramways Bill.

(Construction of Tramways; Compulsory taking of Lands; Power to Widen Streets; Tolls; Provisions for Use of Tramways and Streets traversed; Working and other Arrangements with Corporations or Bodies; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the objects or some of the objects hereinafter mentioned (that is to say):—

To authorise and empower the Southport Tramways Company (hereinafter called "the Company") to make and maintain the 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 Tramways and Works proposed to be authorised 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):—The Borough of Southport and the Townships of Birkdale and North Meols, all in the Parish of North Meols and County of Lancaster.

Tramway No. 1.

(In the Township of Birkdale, in the Parish of North Meols.)

A Tramway (herein referred to as Tramway No. 1) wholly situate in the township of Birkdale, in the parish of North Meols, in the county of Lancaster, commencing in Weld-road, at a point 1 chain or thereabouts, in a north-westerly direction from the north-west gate of the Liverpool, Crosby, and Southport Railway, in Weld-road, and passing thence along Weld-road to the junction with York-road, along York-road the whole length thereof to the junction with Aughton-road, along Aughton-road to the junction with Lulworth-road, and along Lulworth-road from the junction with Aughton-road to and terminating in the township of Birkdale, at the boundary of the borough of Southport, at the junction of Lulworth-road and Lord-street West.

The centre line of Tramway No. 1 will be as follows (that is to say):—In Weld-road, York-road, and Lulworth-road, the centre line of the Tramway will throughout coincide with the imaginary centre line of those roads, and in Aughton-road, on the south-westerly side of, and at a distance of 2 feet 6 inches from the imaginary centre line of that road.

Tramway No. 1A.

(In the Township of Birkdale.)

A Tramway (herein referred to as Tramway No. 1A), wholly situate in Weld-road, in the township of Birkdale, and commencing by a junction with Tramway No. 1, at the commencement thereof, and passing thence in a south-easterly direction to the north side of Weld-road, and terminating at the boundary of the premises occupied by John Goulder.

The centre line of Tramway No. 1A will at its commencement coincide with the imaginary centre line of Weld-road, and passing in a curved line to its termination, where it will be on the north side of and at a distance of 17 feet or thereabouts from such imaginary centre line.

Tramway No. 2.

(In the Township of Birkdale.)

A Tramway (herein referred to as Tramway No. 2), wholly situate in the township of Birkdale, commencing by a junction with Tramway No. 1, in York-road, at or near the end of Gloucester-road, and passing thence along Gloucester-road to the junction with Lulworth-road, along

Lulworth-road to and terminating by a junction with Tramway No. 1, in Lulworth-road, at or near the end of Aughton-road.

The centre line of Tramway No. 2 will throughout coincide with the imaginary centre line of the said roads.

Tramway No. 3.

(In the Borough of Southport, in the Township and Parish of North Meols.)

A Tramway (herein referred to as Tramway No. 3) wholly situate in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 1, at the boundary of the township of Birkdale at or near to Lulworth-road, and the boundary of the borough of Southport at or near to Lord-street West at its junction with Lulworth-road, and passing thence along Lord-street West, Lord-street, Manchester-road (to the junction with Queen's-road), Queen's-road, Park-crescent, and terminating in Park-crescent at a point about 3 chains or thereabouts in an easterly direction from the entrance gates at the Queen's Lodge, to Hesketh Park.

The centre line of Tramway No. 3 will coincide with the imaginary centre line of Lord-street West, Lord-street, Queen's-road, and Park-crescent, and Manchester-road for a distance of 25 yards from the north-west end thereof, whence it will diverge until at a further distance of 47 yards or thereabouts, it is on the north-east side of and at a distance of 2 feet from such imaginary centre line, from which point it will approach until at a further distance of 86 yards or thereabouts it intersects the imaginary centre line, and from thence diverge and be on the south-west side thereof, until near the junction of Manchester-road with Queen's-road, when it will be at a distance of 4½ feet from such imaginary centre line.

Tramway No. 3A.

(In the Borough of Southport aforesaid.)

A passing place, 2 chains in length, situate wholly in Lord-street, in the borough of Southport aforesaid, between Portland-street and Old Bath-street, commencing and terminating by junctions with Tramway No. 3.

The centre line of Tramway No. 3A will, at each end thereof, coincide with the imaginary centre line of Lord-street, and will at its centre be at a distance of 9 feet from and on the south-east side of such imaginary centre line.

Tramway No. 3B.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3B) situate wholly in Lord-street, in the borough of Southport aforesaid, commencing by a junction with the Tramway No. 3 at a point opposite the north-east side of Eastbank-street, and passing thence in a curved line to its termination at the entrance of the stable-yard of the Scarisbrick Hotel.

The centre line of Tramway No. 3B will, at its commencement, coincide with the imaginary centre line of Lord-street, and from thence diverge in a curved line to its termination, where it will be on the north-west side of, and at a distance of 60 feet or thereabouts from such imaginary centre line.

Tramway No. 3c.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3c) situate wholly in Lord-street, in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, at a point distant in a north-easterly direction 27 yards, or thereabouts,

from the north-east side of Eastbank-street, passing thence in a curved line to its termination and junction with Tramway No. 3B.

The centre line of Tramway No. 3C will, at its commencement, coincide with the imaginary centre line of Lord-street, and from thence diverge in a curved line to its termination, where it will be on the north-west side of, and at a distance of 42 feet or thereabouts, from such imaginary centre line.

Tramway No. 3D.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 3D) situate wholly in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, in Queen's-road, at a point distant 9 yards, or thereabouts, in a north-easterly direction, from the north-east side of Leyland-road, and passing thence in a curved line and terminating in Leyland-road by a junction with Tramway No. 5, at a point distant 9 yards, or thereabouts, in a direct line in a south-easterly direction from Queen's-road.

The centre line of Tramway No. 3D will, at its commencement and termination, coincide with the imaginary centre lines in Queen's-road and Leyland-road.

Tramway No. 4.

(In the Borough of Southport in the Township and Parish of North Meols.)

A Tramway (herein referred to as Tramway No. 4) wholly situate in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 3, in Lord-street, at or near the end of Eastbank-street, and passing thence along Eastbank-street to the junction with Chapel-street, along Chapel-street to the junction with London-street, along London-street from the junction with Chapel-street to the junction with Lord-street, and terminating in Lord-street by a junction with Tramway No. 3, at or near the end of London-street.

The centre line of Tramway No. 4 will throughout, in Eastbank-street, be on the south-westerly side of the imaginary centre line of that street, and, for a distance of 33 yards or thereabouts from Lord-street, be at a distance of 13 feet or thereabouts from the imaginary centre line, from which point it will approach until, at a distance of 53 yards or thereabouts from Lord-street, it is at a distance of 4 feet from such imaginary centre line, and will so continue until near the junction of Eastbank-street and Chapel-street, and will in Chapel-street, from the south-west end thereof to a point opposite the south-west end of the Market Hall, be on the south-easterly side of and at a distance of 2 feet from the imaginary centre line, whence it will approach until at a point opposite the north-east end of the Market Hall it will coincide with such imaginary centre line, and so continue to the end of Chapel-street.

In London-street the centre line of the Tramway will coincide with the imaginary centre line of the said street for a distance of 120 yards or thereabouts from the junction with Chapel-street, at which point it will gradually diverge from the imaginary centre line until it is at a distance of 13 feet or thereabouts from and on the north-easterly side of such imaginary centre line, and will so continue to its junction with Lord-street.

Tramway No. 5.

(In the Borough of Southport aforesaid.)

A Tramway (herein referred to as Tramway No. 5) situate wholly in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 3 in Queen's-road, opposite the end of Leyland-

road, and passing thence along Leyland-road, Manchester-road, and Row-lane, and terminating in the said Row-lane at or near the junction therewith of Long-lane or Green-lane at the boundary of the borough of Southport.

The centre line of Tramway No. 5 will throughout coincide with the imaginary centre line of Leyland-road, Manchester-road, and Row-lane.

Tramway No. 5A.

(In the Borough of Southport aforesaid.)

A passing place $1\frac{1}{4}$ chains in length, situate wholly in Row-lane, opposite the end of Long-lane or Green-lane, commencing by a junction with Tramway No. 5, and terminating opposite the easterly side of Long-lane or Green-lane aforesaid at the boundary of the borough of Southport.

The centre line of Tramway No. 5A will, at its commencement, coincide with the imaginary centre line of Row-lane, and will gradually diverge therefrom for a distance of 1 chain, where it will be on the southerly side of, and at a distance of 9 feet from, such imaginary centre line, and so continue unto the termination thereof.

Tramway No. 6.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A Tramway (herein referred to as Tramway No. 6), wholly situate in the township and parish of North Meols (outside the borough of Southport aforesaid), commencing by a junction with Tramway No. 5, in Row-lane, at or near the end of Long-lane or Green-lane, at the boundary of the borough of Southport, and passing thence along Row-lane to the junction with Mill-lane, and thence along Mill-lane, and terminating in Mill-lane at a point 158 yards or thereabouts, in a northerly direction from the north side of the Churchtown Corn Mill, in Mill-lane aforesaid.

The centre line of Tramway No. 6 will throughout coincide with the imaginary centre line of Row-lane and Mill-lane, excepting from a point distant 2 chains from its termination, whence it will gradually diverge from the imaginary centre line until it is on the west side thereof, and at a distance of 25 feet from such imaginary centre line at its termination.

Tramway No. 6A.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, $1\frac{1}{4}$ chains in length, situate wholly in Row-lane, in the township and parish of North Meols, outside the borough of Southport, at or near the end of Long-lane or Green-lane, commencing by a junction with Tramway No. 5A, and terminating by a junction with Tramway No. 5.

The centre line of Tramway No. 6A will, at its commencement, be on the southerly side of, and at a distance of 9 feet from, the imaginary centre line, and will approach, and at its termination coincide with, the said imaginary centre line.

Tramway No. 6B.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, $1\frac{1}{4}$ chains in length, situate wholly in Mill-lane, in the township and parish of North Meols, outside the borough of Southport, and commencing by a junction with Tramway No. 6, at a distance of 130 yards, or thereabouts, in a northerly direction from the north side of Churchtown Corn Mill, and terminating in Mill-lane, opposite the termination of Tramway No. 6.

The centre line of Tramway No. 6B will, at its commencement, be on the westerly side of and at a distance of 5 feet from, the imaginary centre, line and will gradually diverge therefrom

until it is at a distance of 16 feet from such imaginary centre line at its termination.

Tramway No. 7.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A Tramway (herein referred to as Tramway No. 7) wholly situate in the village of Churchtown, in the township and parish of North Meols, commencing in Mill-lane by a junction with Tramway No. 6, and passing thence into and along the main road or street of and through the village of Churchtown, and terminating in the said road or street, at a point 40 yards or thereabouts, in an easterly direction from the Hesketh Arms Hotel.

The centre line of Tramway No. 7, at its commencement, will coincide with the imaginary centre line of Mill-lane, and will gradually diverge therefrom until at the junction of Mill-lane, and the main road or street of the village of Churchtown, it will be on the south-east side of and at a distance of 13 feet from such imaginary centre line, and in the main street or road of the village of Churchtown, from the junction of the said street or road with Mill-lane to a point distant in a north-easterly direction from the north-east side of the Churchtown Co-operative Stores of 40 yards or thereabouts, it will be on the north-west side of and at a distance of 2 feet or thereabouts from such imaginary centre line, from which point it will diverge until at a further distance of 14 yards or thereabouts it will be on the north-west side of and at a distance of 3 feet or thereabouts from such imaginary centre line, and so continue until at a point 2 chains or thereabouts from its termination, where it will diverge until at a distance of half a chain or thereabouts from its termination, where it will be on the north side of and at a distance of $4\frac{1}{2}$ feet or thereabouts from such imaginary centre line, and so continue to its termination.

Tramway No. 7A.

(In the Township and Parish of North Meols, outside the Borough of Southport.)

A passing place, 2 chains in length, situate wholly in the main street or road of the village of Churchtown, commencing opposite the Hesketh Arms Hotel by a junction with Tramway No. 7, and terminating opposite the termination of the said Tramway.

The centre line of Tramway No. 7A will at its commencement be on the northerly side of and at a distance of 3 feet or thereabouts from the imaginary centre line of the said main street or road, then gradually approach until at a point distant from its commencement half a chain or thereabouts, where it will intersect the imaginary centre line, thence gradually diverge therefrom till at a point distant 1 chain or thereabouts from its termination, when it will be on the southerly side thereof, and at a distance of $4\frac{1}{2}$ feet or thereabouts from such imaginary centre line, and so continue to its termination.

And it is proposed by the Bill to enable the Company to alter, enlarge, widen, and improve all or any parts of the streets and roads hereinafter mentioned, between the points hereinafter described in manner shown on the plans and sections to be deposited as hereinafter mentioned, and for that purpose to enter upon, and take, and use, all or any parts of the lands in the borough and townships aforesaid, shown on the plans and sections as being within the limits of deviation for that purpose marked on such plans and sections (that is to say): Eastbank-street, from its junction with Lord-street to its junction with Chapel-street; Chapel-street, from its junction with Eastbank-street to the north-east side of the Railway Hotel

premises; Manchester-road, from its junction with Lord-street to a point distant therefrom in a south-easterly direction of 111 yards; and at the north-east corner of Queen's-road and Manchester-road; and the main road to and through the village of Churchtown, from its junction with Mill-lane to the Hesketh Arms Hotel.

To authorize the Company to enter upon and open the surface of and to alter, widen, and otherwise interfere with streets, highways, public roads, ways, footpaths, water-courses, 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, or any other carriages 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, or any other carriages, 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 or road authorities, or any 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 byelaws, rules, and regulations with refer-

ence to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such byelaws, 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 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 and any other company or companies, 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 and apply to the Tramways and works to be authorised by the Bill the powers and provisions, or some of the powers and provisions, of the 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.

To alter, extend, amend, enlarge, or repeal, if and so far as is necessary, for any of the purposes of the Bill, of some of the powers and provisions of the Southport Improvement Act, 1865; The Southport Improvement Act, 1871; The Southport Waterworks Act, 1854; The Southport Waterworks Act, 1856; The Southport Waterworks Act, 1867; and The Southport Waterworks Act, 1870; The Public Health Act, 1848; The Local Government Act, 1858; The Local Government Act 1858 Amendment Act, 1861; The West Lancashire Railway Act, 1871; The High-

way Acts, and any other Acts now in force within the townships and Borough aforesaid.

To incorporate with the Bill, in whole or in part, all or some of the powers and provisions of The Companies Clauses Consolidation Act, 1845; The Companies Clauses Act, 1863; The Companies Clauses Act, 1869; and Land Clauses Consolidation Acts, 1845, 1860, and 1869.

And notice is hereby further given, that duplicate plans and sections of the proposed Street Tramways and Works, and showing the lands and houses proposed to be purchased for widening and improving streets or roads, 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 palatine of Lancaster, at his office, at Preston, in the said county, and with the Parish Clerk of the parish of North Meols, at his residence in North Meols.

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

Dated this 13th day of November, 1871.

Welsby and Hill, Southport, Solicitors.
S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1872.

Midland and Glasgow and South Western
Railway Companies.
(Amalgamation; Amendment and Repeal of
Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect the purposes following, or some or one of them (that is to say):

To authorise and provide for the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been, or may hereafter be agreed on, or as may be fixed and determined in and by or under the provisions of the said Act of the Midland Railway Company and the Glasgow and South Western Railway Company into one Company, either by dissolving the said two Companies, and incorporating the shareholders thereof into a united Company, under the name of the Midland Railway Company, or under such other corporate name or style as may be provided by the said Act, or by dissolving the Glasgow and South Western Railway Company, and constituting the shareholders in that Company shareholders in the Midland Railway Company, under that or such other corporate name or style as may be provided by the said Act; and, so far as necessary, the vesting in such united Company of the several undertakings of the said existing Companies, and of all their property and effects, and of their respective interests in and with respect to other railway undertakings, canals, ferries, roads, stations, and works, and of their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their respective undertakings, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding of shares in or debts affecting other lines of railway, railway stations or works, canals, ferries, or roads, or providing plant or

rolling stock, or otherwise, including any works, property, effects, and interests which may become vested in the said existing Companies respectively, or which they may respectively be authorised to construct and acquire, and any rights, powers, and privileges which may be conferred on them respectively, in virtue of any Act or Acts which may be passed in the ensuing session of Parliament, but subject, in so far as not otherwise provided by the said Act, to their contracts, obligations, debts, and liabilities.

To alter, regulate, fix, and determine the amount of the capital stock and other share capital of such united Company, and the number and nominal value of the shares or respective classes of shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the said existing Companies in the capital stock and other share capital of the said united Company.

To regulate and fix the amount of mortgage, bond, and funded debt, and debentures, and debenture stock of such united Company, and of the said existing Companies, and to regulate, and if need be to alter and vary, the rights, privileges, preferences, and priorities of the holders of such mortgage, bond and funded debt, and debentures, and debenture stock, and of the creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company.

To provide that the tolls, rates, and charges, and other revenue and income of the united Company, after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens, or claims payable in respect thereof, shall be divided amongst the classes of shareholders in the united Company, representing the holders of the ordinary stock or share capital of the said existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in, or provided for, by the said intended Act.

To provide for the keeping, by the united Company, of separate accounts of the earnings and revenue arising in respect of the respective undertakings of the said existing Companies, and for the distribution and apportionment of the free income accruing in respect thereof among the holders of shares or stock of the united Company for such period, in such manner, and in such proportions as may be prescribed by the said intended Act.

To provide for the appointment of a board of directors and of committees for the management of the united Company, and to regulate the qualification of holders of stock or shares to vote, and the scale and mode of voting by holders of stock or shares at all meetings of the united Company, and to make other provisions for regulating the management and proceedings of the united Company, and of the directors thereof, and the holders of stock or shares therein.

To alter, if need be, the tolls, rates, and charges now leviable by the said existing Companies respectively, or by one of them, and to enable the united Company to levy the same, or lower or higher tolls, rates, and charges, and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

To vary and extinguish all rights and privileges

which would impede or interfere with any of the objects of the intended Act.

And, so far as necessary or expedient for the purposes of the said Act, to alter, amend, and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): Relating to or affecting the Midland Railway Company—local and personal Acts 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 33, 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 and 30 Vict. caps. 90, 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. cap. 63; and 34 and 35 Vict. caps. 11, 39, 86, and 192; "The Glasgow and South Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South Western Railway Company and their undertaking, passed respectively in the 19th and 20th, 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, the 26th and 27th, the 27th and 28th; the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty; and "The Caledonian and Scottish Central Railways Amalgamation Act, 1865;" and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Midland Railway Company and the Glasgow and South Western Railway Company, or either of them, or their respective undertakings or works, or any other Company or body who are, or whose property or interests may be, affected by any of the powers or provisions of the said intended Act.

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

Dated this 10th day of November, 1871.

Beale, Marigold, and Beale, } Solicitors.
Thomas Brunton,

In Parliament.—Session 1872.

South Kensington Railway.

(Incorporation of Company); Construction of Railway at South Kensington; Compulsory Purchase of Lands; Tolls; Traffic and other Arrangements with the Metropolitan Railway Company and the Metropolitan District Railway Company; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act to incorporate a Company for making the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works,

stations, approaches, bridges, roads, or communications, that is to say:—

A Railway commencing in the parish of St. Mary Abbot, Kensington, in the county of Middlesex, at or near a point on the south side of the South Kensington Station belonging to the Metropolitan Railway Company and the Metropolitan District Railway Company, or one of them, 120 feet, or thereabouts, eastwards from the booking office of that station, and terminating in the parish of St. Margaret, Westminster, at or near a point on the eastern side of the building which unites the Royal Albert Hall with the Conservatory of the Royal Horticultural Society, 15 feet, or thereabouts, northwards of such conservatory, and such proposed railway will pass from, through, or into the said parishes of St. Mary Abbot, Kensington, and St. Margaret, Westminster, or one of them.

And it is also proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "the Company") 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 and other roads, and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them.

To purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, 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 said proposed railway 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 and works, or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and for the conveyance of traffic thereon by the Company, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient, and will be defined by the Bill.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railway of the Company, or to, from, or over the railways of the Metropolitan Railway Company and the Metropolitan District Railway Company respectively, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement, for referring to arbitration or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and transmission, and other facilities are to be afforded and effected.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, local and personal (that is to say), 16 and 17 Vict., cap. 186; 22 and 23 Vict., cap. 97; 27 and 28 Vict., cap. 291, and any other Act or Acts relating to Metropolitan Railway Company; 27 and 28 Vict., cap. 322,

and other Act or Acts relating to the Metropolitan District Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with an ordnance or published map, with the line of the intended railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, 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 as follows for the parish of St. Mary Abbot, Kensington, with the vestry clerk of that parish, at his office, High-street, Kensington, and for the parish of St. Margaret, Westminster, with the clerk to the District Board of Works for the Westminster District, at his office, Great Smith-street, Westminster.

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 18th day of November, 1871.

Bischoff, Bompas, and Bischoff, 4, Great Winchester-street-buildings, London, Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Powell Duffryn Steam Coal Company Limited. (Power to Construct Railways in the parish of Aberdare, Glamorganshire—Compulsory Purchase of Lands—Tolls—Application of Funds.—Amendment of Acts.)

APLICATION is intended to be made to Parliament in the ensuing session for leave to bring a Bill to empower the Powell Duffryn Steam Coal Company Limited (hereinafter called "the Company") to make and maintain the Railways hereinafter mentioned (which will be respectively wholly situate in the parish of Aberdare, in the county of Glamorgan), or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, and to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned or some of them (that is to say):

A Railway (No. 1) commencing by a junction with the railway or siding belonging to the Company, called or known as the Treaman Siding, at a point 11 chains or thereabouts, measured in a northerly direction along such siding from the point where the said siding crosses on the level the turnpike road from Mountain Ash to Aberdare, near Aberaman Bridge, and terminating by a junction with the Company's siding (known as the Middle Duffryn Siding), at a point 8 chains or thereabouts, measured in a north-westerly direction along that siding from the bridge at or near the

Middle Duffryn Colliery, which carries the tramways of that colliery over the sidings and main line of the Great Western Railway.

A Railway (No. 2) commencing by a junction with the proposed Railway (No. 1) above described, at or near the milestone on the Aberdare Railway indicating the distance of 22 miles from Cardiff, and being at or near the point at which the Lletty-Shenkin Colliery Siding and the Cwm-bach Siding form a junction with the main line of the Aberdare Railway, and terminating by a junction with the Middle Duffryn Siding above-mentioned, at a point 12 chains or thereabouts, north-westward from the bridge above-mentioned over the Great Western Railway.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, highways, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, which it may be necessary to cross, stop up, alter, or divert for the purpose of either of the intended railways and works aforesaid, or of the said Bill.

To purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the intended railway and works.

To apply to the purposes of the proposed railways and works, and of the Bill, the corporate funds of the Company.

To confer, vary, or extinguish other rights and privileges, and to amend or repeal the provisions or some of the provisions of the several local and personal Acts following; that is to say: 8 and 9 Vic., cap. 159, and 11 and 12 Vic. cap., 23, and any Act or other Acts relating to the Aberdare Railway Company; 6 and 7 William IV., cap. 82; "The Taff Vale Railway Act 1857;" and any other Act or Acts relating to the Taff Vale Railway Company.

On or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the line 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 at Cardiff, in that county, and with the parish clerk of the said parish of Aberdare, at his residence.

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

Dated this 16th day of November, 1871.

Bircham and Co., 46, Parliament-street,
Westminster, Solicitors for the Bill.

In Parliament.—Session 1872.

Hindley Gas.

Re-incorporation of the Hindley, Gas, Coke, Meter, and Fitting Company Limited, with powers to purchase Lands, maintain and extend Works, Manufacture Gas, and light Hindley Abram and other places with Gas.

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):—

No. 23799.

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To incorporate by the same or some other name "The Hindley Gas, Coke, Meter, and Fitting 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.

To dissolve the Company as it now exists, and to cancel the memorandum and any the regulations under which the Company are now at present acting.

To confer upon the Company powers for lighting with gas the several townships, parishes, and places of Hindley and Abram, both in the county of Lancaster, or one of those places, or some part or parts thereof respectively.

To authorise the Company to hold lands and maintain their existing works, and to alter, enlarge, and improve such works, and to erect additional works on the lands or any part of the lands now belonging to or held by or behalf of the Company, and upon certain lands which may be purchased or taken by them under the powers of the Bill, and to enable them to manufacture gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas coke, coal tar, and other residual and manufactured products, matters, and things. The lands to be held and used by the Company for the erection of gas works and the manufacture of gas, and the manufacture and conversion of coke, tar, pitch, asphaltum, ammoniacal liquor, oil, and other products, refuse, or residuum arising from the manufacture of gas, or the materials used therein, are the lands now held by or belonging to the Company, and on which the gasworks of the Company have been erected or immediately adjoining thereto, and are situate in or near to the northerly side of the Ince, Hindley, and Westhoughton turnpike road, in the township of Hindley and parish of Wigan, in the county of Lancaster, and are bounded on the northerly side thereof as to part thereof by a cottage and premises belonging or reputed to belong to Richard Pennington, Junior, Esquire, and now or late in the occupation of John Greenough as tenant thereof, and as to other part thereof and also as to the whole of the easterly and part of the southerly sides thereof respectively by land belonging or reputed to belong to the said Richard Pennington, Junior, and in his possession, on the remainder of the southerly side by the said Ince, Hindley, and Westhoughton turnpike road, and a new street called or intended to be called Cross-street, and on the westerly side as to part thereof by Dove, Darby, or Darb-lane, and as to other part thereof by cottages and premises belonging or reputed to belong to Mr. Robert Gibson, and now or late in the occupation of Joseph Hedley, John Tyrer, Jacob Hurst, Christopher Mann, James Swan, Thomas Hampson, Thomas Hurst, Elizabeth Aspinall, and Mary Shaw, as tenants thereof, and the additional land to be acquired under the powers of the Bill, and to be used for the several purposes aforesaid, namely, the erection of gas works, the manufacture of gas, and the conversion and manufacture of residual products arising from the manufacture of gas, is the following land situate wholly in the said township of Hindley and parish of Wigan (that is to say):—

A piece or parcel of land, part of the Worthington Mill Estate, situate and abutting upon the northerly side of the said intended new street called or intended to be called Cross-street, in the said township of Hindley and parish of Wigan, belonging or reputed to belong to the said Richard Pennington,

Junior, and now in his occupation, and measuring on the northerly side thereof 64 yards or thereabouts, on the southerly side thereof 57 yards or thereabouts, on the easterly side thereof 22 yards or thereabouts, and on the westerly side thereof 20 yards or thereabouts, and containing in the whole 1,240 superficial square yards or thereabouts, bounded on the northerly and westerly sides thereof respectively by the gas-works and premises of the Company, on the southerly side thereof by the said intended new street called or intended to be called Cross-street, and on the easterly side thereof by other portions of the said estate belonging or reputed to belong to the said Richard Pennington, Junior, and in his occupation.

To authorize the Company to acquire additional land, and to construct and erect thereon gas-holders, receivers, and all apparatus required for the purpose of storing gas. The additional land so to be acquired is the following, situate wholly in the said township of Hindley and parish of Wigan (that is to say):—

A piece or parcel of land part of the Lowe Hall Estate, situate and abutting upon a private occupation road leading from Lowe Green-road to the Lowe Hall Collieries, in the said township of Hindley and parish of Wigan, belonging or reputed to belong to the trustees of the late Francis Duke of Bridgewater, and now in the occupation of the Moss Hall Coal Company Limited, and measuring on the north-westerly and south easterly sides thereof respectively 100 yards or thereabouts, and on the north-easterly and south-westerly sides thereof respectively 60 yards or thereabouts, and containing in the whole 6,000 superficial square yards or thereabouts, bounded on the north-westerly, south-easterly, and south-westerly sides thereof respectively by other portions of the said Estate called the Lowe Hall Estate, belonging or reputed to belong to the said trustees of the late Francis Duke of Bridgewater, and on the north-easterly side thereof by the said private occupation road.

To enable the Company to purchase, and, if need be, by compulsion, the lands hereinbefore mentioned and described.

To authorise the Company to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and the utilisation of residual products, and to manufacture, purchase, or hire gas-meters, fittings, and other gas apparatus, and to sell or let the same and generally to carry on the business usually carried on by Gas Companies, or which is or may become incident thereto.

To empower the Company to maintain, alter, remove, and renew, any existing mains and pipes within the limits to be supplied with gas, and to lay down and maintain mains, pipes, and other apparatus, along, in, through, across, over, or under any turnpike roads, streets, roads, lanes, passages, highways, footways, railways, rivers, canals, streams, waters, watercourses, bridges, and other places within the limits to be supplied with gas, and for those purposes to alter, break up, open, divert, or otherwise interfere with any such turnpike roads, streets, roads, lanes, passages, highways, footways, railways, rivers, canals, streams, waters, watercourses, bridges, and other places, and any sewers, drains, and pipes, in, under, over, or through the same.

To authorize the Company to acquire additional lands, and to sell and dispose of lands.

To authorize the Company to demand, levy, and collect rates, rents, and charges for the sale and supply of gas, gas meters, and fittings, and other gas apparatus, and to alter existing rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges, and to confer other rights and privileges.

To confer on the Company, and on any local or public authority, all necessary powers with reference to public lighting, and to authorize the Company, and any local or public authority, to make and carry into effect contracts and agreements with reference to lighting and the supply of gas, or otherwise.

To define, alter, and regulate the capital of the Company and its distribution into shares and its appropriation amongst the shareholders, and the capitalization, or conversion into capital, of moneys raised or expended by the Company out of their undivided profits, or otherwise, before the passing of the intended Act, and to authorise the Company to increase their capital and to raise a further sum of money by the creation of new shares or stock with or without preference, priority, or guarantees in payment of interest or dividend over the existing or ordinary shares of the Company, and by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means; and to make further and other arrangements with reference to the existing capital and to the augmentation of the share and loan capital of the Company.

The Bill will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gasworks Clauses Act, 1847;" and "The Gasworks Clauses Act, 1871;" and will vary or extinguish all powers, rights, and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer all other powers, rights, and privileges necessary for carrying into effect the objects of the Bill.

And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans of the lands to be acquired under the powers of the intended Act, together with a book of reference to such plans, containing the names of the owners and lessées, or reputed owners and lessées, and occupiers of such lands; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans and book of reference as relates to each township, parish, or place in which any lands which may be so taken are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerks of each such township, parish, or place, at his residence, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that on or before the 21st day of December, 1871, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1871.

Darlington and Son, Wigan, Solicitors for the Bill.

Sharpe, Parkers, Fritchard, and Sharpe,
41, Bedford-row, London, Parliamentary Agents.

In Parliament—Session 1872.

East Norfolk Railway.

(Extension to Cromer; Alterations of authorised Line from Norwich to North Walsham; Revival of Powers and Extension of Time for Purchase of Land for authorised Line and for completion thereof; Provisions affecting the Great Eastern Railway Company and use of the Thorpe (Norwich) Station and Line; Further Money Powers for them and the East Norfolk Railway Company; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament next session, by the East Norfolk Railway Company (hereinafter called "The Company"), for an Act to amend "The East Norfolk Railway Act, 1864," and "The East Norfolk Railway Act, 1869," and to effect the objects, or some of the objects following, viz. :—

1. To authorise the Company to make and maintain the railways and alterations and works hereinafter described (all in the county of Norfolk), with stations, approaches, roads, communications, and other works, viz. :—

(a). An extension railway (in extension of their authorised line, authorised by "The East Norfolk Railway Act, 1864,") commencing in North Walsham parish by a junction with the said authorised line at or near its termination in the field numbered 29 on the deposited plans of the East Norfolk Railway referred to in "The East Norfolk Railway Act, 1864," and deposited with the Clerk of the Peace for the county of Norfolk, and terminating in Cromer parish in or near a field known as the Mill Hill, belonging to Benjamin Bond Cabbell, and in the occupation of Thomas B. Webb, which said field is on the east side of the turnpike road from Cromer to Norwich and about 90 yards south of the mile post indicating 129 miles from London, and 21 miles from Norwich, and three-quarters of a mile from Cromer Church, which intended railway will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, viz., North Walsham, Gunton, Antingham, Sufield, Swafeld, Roughton, Bradfield, Southrepps, Thorpe Market, Northrepps, Overstrand, and Cromer, all in the county of Norfolk.

(b). An alteration in the line and levels of the authorised railway, such alteration to commence by a junction with the said authorised line in the parish of Salhouse, at or near the road numbered on the said deposited plans 12, in the said parish, to pass from, through, and into the several parishes of Salhouse, Wroxham, and Hoveton St. John, or some or one of them, and to terminate in the said parish of Hoveton St. John by a junction with the said authorised line at or near the mark on the deposited plans indicating a distance of 7 miles 1 furlong from the commencement of the railway.

2. To authorise the Company to cross, stop up, alter, or divert, temporarily or permanently, streets, roads, ways, footpaths, railways, tramways, telegraphs, bridges, rivers, streams, canals, aqueducts, pipes, sewers, drains, and water-courses, within or adjoining the parishes, townships, and places mentioned in this notice or any of them.

3. To authorise the Company to purchase by compulsion or otherwise, lands, houses, and other property, for the purposes of the extension rail-

way, deviation railway and works, and other purposes of the intended Act.

4. To authorise the Company to levy tolls, rates and charges upon or in respect of the extension railway, deviation railway and works, and such parts of the Great Eastern Railway, as they may obtain power to run over as hereinafter mentioned, and to alter the tolls, rates and charges now authorised to be levied by the Company, and by the Great Eastern Railway Company, and to confer, vary or extinguish exemptions from payment of such tolls, rates and charges respectively.

5. To authorise the abandonment of the following portions of the railway authorised by "The East Norfolk Railway Act, 1864," and the works connected therewith, viz. :—

1. So much of that authorised railway as was intended to have been made between the commencement and termination hereinbefore described of the intended deviation railway (b).

6. To revive and extend the powers of the Company under "The East Norfolk Railway Act, 1864," and extended by "The East Norfolk Railway Act, 1869," for the compulsory purchase of lands, houses, and other property, for the purposes of so much of the said authorised railway as is not to be abandoned as aforesaid, and of the works connected therewith, and to give further time for that purpose, also to extend the time limited by "The East Norfolk Railway Act, 1864," and extended by "The East Norfolk Railway Act, 1869," for the completion of so much of the said railway and works as is not to be abandoned as aforesaid, and which powers of compulsory purchase and completion will affect the lands and houses situate in the parishes, townships, extra-parochial and other places of Thorpe-next-Norwich, otherwise Thorpe Saint Andrew, Great Plumstead, Little Plumstead, Rackheath, Salhouse, Wroxham, Hoveton Saint John, Belaugh, Hoveton Saint Peter, Tunstead, Sloley, Worstead, and North Walsham, all in Norfolk, and shown on the plans deposited with the Clerk of the Peace for the county of Norfolk, as mentioned and referred to in "The East Norfolk Railway Act, 1864."

7. To relieve the East Norfolk Railway Company and their sureties from all penalties, bonds, and obligations for securing the completion of the said authorised line within the period limited by "The East Norfolk Railway Act, 1864," or "The East Norfolk Railway Act, 1869."

8. To amend the provisions of "The East Norfolk Railway Act, 1864," relating to working agreements and other agreements between the Company and the Great Eastern Railway Company, and the provisions of that Act relating to subscriptions by the Great Eastern Railway Company for part of the capital of the Company, and the raising of money by the Great Eastern Railway Company, and the appointment by them of persons to vote, and to extend the powers and provisions of that Act relating to those subjects to the intended extension railway and deviation railway, and to the Company's additional capital under the intended Act, and to authorise the exercise thereof either at one time and as regards the whole undertaking and capital of the Company under their existing Acts, and the intended Act, or at separate times and as regards separate portions of such undertaking and capital.

9. To sanction and give effect to any agreements already or hereafter to be entered into between the Company and the Great Eastern Railway Company with respect to the working, use, maintenance, and management of the Com-

pany's undertaking, as constituted by their existing Acts and the intended Act, or either of them or any part thereof, and to subscriptions by the Great Eastern Railway Company to their capital, as constituted by those Acts or the intended Act, or either of them, and with respect to any other matters relating to such undertaking and capital.

10. To authorise the Great Eastern Railway Company to guarantee interest on all or any part of the authorised and intended debenture stock of the Company, and to guarantee the principal and interest of all or any part of the moneys borrowed or to be borrowed by the Company under their existing Acts and the intended Act.

11. To enable the Great Eastern Railway Company to subscribe additional capital, and to apply their authorised funds and revenue, and to raise additional moneys by shares and stock, with or without preference or priority or other special privileges, and by borrowing and debenture stock for the purposes aforesaid or other the purposes of the intended Act, and to authorise them to appoint directors of the East Norfolk Railway Company, and if so deemed expedient to increase the number of directors of that Company.

12. To provide that any subscription or any part of any subscription of the Great Eastern Railway Company may be specifically appropriated to any particular part of the undertaking of the Company, and to give them joint ownership in the undertaking of the Company, or the sole or joint ownership of any particular part of it to which they may so subscribe.

13. To authorise the Company with their own rolling stock, officers and servants, and for traffic of all descriptions, to use and work over the Great Eastern Railway Company's station at Thorpe, and the Great Eastern Railway from the junction of the Company's railway with the Norwich and Yarmouth line of the Great Eastern Railway to that station, together with all platforms, buildings, stations, approaches, sidings, water-engines, water supply, signals, and signalling apparatus, switches, turntables, telegraphs, and other works and conveniences belonging thereto, upon such tolls, terms, and conditions as may be agreed upon between the Company and the Great Eastern Railway Company, or, failing agreement, as shall be settled by compulsory arbitration, and to require and compel the Great Eastern Railway Company, their officers and servants, to render all services and afford all facilities requisite for the full and efficient exercise and enjoyment of the said powers of working and user.

14. To authorise the Company to apply for the purposes of the intended Act, their authorised funds and revenue, and for such purposes, and also for the purposes of the existing Acts, to raise more money by new shares or stock with or without preference or priority, or other special privileges, and by borrowing on mortgages and debenture stock, and if deemed expedient to divide their borrowing powers, and to authorise them to borrow different portions of their loan capital, as different portions of their share capital are subscribed for or paid up, or as different portions of their undertaking are completed.

15. To authorise the Company to cancel shares and stocks forfeited, unissued or not claimed, and to create and issue in lieu thereof other shares or stock, with or without a preference or priority, or other special privileges, and to create and issue new capital, shares, and stock in lieu of capital, shares and stock already authorised and issued, and to call in and cancel any existing certificates and to attach to any existing capital, shares and

stock, or any new capital, shares and stock to be issued in lieu thereof, all such special rights, privileges, and obligations as the Company may think proper, and to vary and diminish the rights, privileges, and dividends to which the existing capital, shares and stock, and any capital, shares and stock substituted for them under the intended Act would otherwise be entitled. And to prescribe what shall be deemed the financial half-years of the Company, and the periods at which their books shall be balanced, and at which their ordinary half-yearly meetings shall be held, and to amend the existing Acts in these particulars.

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

17. To amend the "Local Act, 25 and 26 Vic., cap. 223," and any other Acts relating to the Great Eastern Railway Company.

On or before the 30th day of this present November, plans and sections of the intended extension railway, deviation railway, and other works, with a book of reference to such plans, describing the lands and houses intended to be taken for the railways and works, and a published map, with the lines of the railways and works delineated thereon, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office, at Norwich, and a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended railways and works will be made, and a copy of this notice, 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 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 11th day of November, 1871.

W. H. Shaw, Bishopsgate Station, Shore-ditch, London.

J. O. Taylor and Son, Old Bank-buildings, Norwich, Solicitors for the Bill.

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

In Parliament.—Session 1872.

Brighton Tramway Company.

(Incorporation of Company for purpose of constructing a Sea Wall and Embankment and Tramways in connection therewith on the Beach or the Foreshore of the Sea at Brighton and Hove, in the County of Sussex; Vesting of Lands in the Company; Compulsory taking of Lands, Tolls, and Provisions for use of Embankment and Tramways; Agreements with and Powers to Mayor, Aldermen, and Burgesses of the Borough of Brighton, the Brighton Aquarium Company, the Brighton Chain Pier Company, the Brighton West Pier Company, and other Bodies, Authorities, &c.; Working and other Arrangements with those and 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 an Act for effecting the fol-

lowing, or some of the following, among other objects, that is to say:—

To incorporate a Company (hereinafter called "the Company") for the purpose of making and maintaining the Sea Wall and Embankment, and making, maintaining, and working the tramways and works described in this notice, or some or one of them, or some part or parts thereof, with all necessary and proper works, approaches, and conveniences connected therewith respectively, that is to say:—

1. A sea wall and embankment commencing in the parish of Hove on the beach or the foreshore of the sea, at a point 45 yards or thereabouts, measuring in a southerly direction, from the south-western corner of the enclosure known as the Sussex County Cricket Ground, proceeding thence in an easterly direction, and terminating on the beach or foreshore of the sea, at a point 60 yards or thereabouts, measuring in a southerly direction, from the junction of Arundel-road with the Marine-parade, in the parish of Brighton.
2. A Tramway (No. 1) commencing in the parish of Hove, at a point on the proposed embankment, 85 yards or thereabouts, measuring in a south-easterly direction, from the south-western corner of the enclosure known as the Sussex County Cricket Ground, proceeding thence in an easterly direction, and terminating on the proposed embankment, at a point 26 yards or thereabouts, measuring in a southerly direction, from the south-western corner of Markwell's Royal Hotel, in the King's-road, in the parish of Brighton.
3. A Tramway (No. 2), wholly situate in the parish of Brighton, commencing by a junction with the proposed Tramway (No. 1) at its termination above described, proceeding thence in an easterly direction and terminating on the proposed embankment, at a point 60 yards or thereabouts, measuring in a southerly direction from the junction of Arundel-road with the Marine-parade aforesaid.

The said proposed sea wall and embankment, tramways, and works will be wholly situate in the parishes of Hove and Brighton, all in the county of Sussex, or on the beach or the foreshore of the sea adjacent thereto.

To deviate in the construction of the said several works from the lines, situations, and levels delineated on the plans and sections to be deposited as after mentioned, to the extent to be defined thereon, or as shall be defined in the intended Act.

To enable the Company to make and maintain all necessary and proper conveniences, roads, sewers, drains, and other works for the purposes of their undertaking, and also to cross, alter, divert, or stop up, temporarily or permanently, any public rights of way or easements, or any roads, drains, or watercourses which it may be necessary to use, cross, alter, divert, or stop up for the purposes of the intended sea wall and embankment, tramways, and works, or other the purposes of the intended Act.

To purchase, by compulsion or agreement, lands and other property for the purposes of the intended Act, and to vary, repeal, or extinguish any rights or privileges in connection therewith, or in reference to the same or to the lands or sea adjoining or near to the same, which would in any way impede or interfere with the construction of the said sea wall and embankment,

and tramways works, or any of them, and to confer, vary, or extinguish other rights or privileges.

To empower the Company on the one hand, and the mayor, aldermen, and burgesses of the borough of Brighton (hereinafter called "the Corporation,") and any other corporation, body, person, or persons, or any of them, on the other hand, to enter into contracts and agreements for the construction and maintenance of the said sea wall and embankment, and tramways and works, or some of them, or any part thereof, and of roads, highways, or footpaths thereon, for the use of the public or otherwise, and to enable the Corporation to apply their corporate funds for such purposes, or any of them.

To enable the Company or the Corporation (as the case may be) to construct all proper and necessary roads, approaches, and conveniences for affording to the public free and uninterrupted access to the said proposed sea wall and embankment, and tramways and works.

To enable the Company to levy tolls, rates, and charges for the use of the proposed sea wall and embankment, and tramways, roads, approaches, and works connected therewith respectively, by passengers, carriages, or other vehicles using or passing along the same, and to confer exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and keeping in repair, as a public thoroughfare, of the whole or some portion or portions of the said embankment, and to exempt the Company from the payment of the whole or some part or parts of any rate or assessment which may be levied in respect of the said embankment, or in respect of so much thereof, upon or along which the proposed tramways will be laid.

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 edged rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, 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 edged rail, or on a grooved rail, and to authorise 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 the proposed embankment, or any part or parts thereof, and along, over, and across the proposed tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and any local or other authorities, or any of Her Majesty's Principal Secretaries of State, or the Board of Trade, or any 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 intended Act.

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 for the efficient working of the proposed tramways, or either of them, or

for providing access to any stables or carriage sheds or works of the Company.

To enable the Company and the corporation, or any local or other authority, or 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 public streets, roads, and places within the district of the proposed works, to enter into contracts or agreements with respect to the laying down, maintaining, removing, 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 authorise and empower the Company to accept leases of or to enter into agreements for working, using, and maintaining any tramway or tramways which may now or hereafter be sanctioned by Parliament, or otherwise, within the borough of Brighton and adjoining district, and to apply their funds for such purposes, and to confer all necessary powers upon all Corporations, Companies, and persons, owners or otherwise of such tramways, to grant such leases to or to enter into such agreements with the Company.

To authorise and empower the Corporation, within such period, and upon such terms and conditions, and subject to such provisions, restrictions, and regulations as may be prescribed by the intended Act, to acquire, compulsorily or by agreement, the whole of some part or parts of the undertakings of the Company, and to transfer to the Corporation all or some of the rights, powers, and privileges of the Company in respect of the undertaking or portion of undertaking which may be so acquired by the Corporation, and to enable the Corporation to exercise and carry into effect all or some of the powers and provisions of the intended Act, and to enable the Corporation to apply for the purposes aforesaid any moneys which they may lawfully apply for the purchase of tramways under the powers of "The Tramways Act, 1870."

To enable the Company on the one hand, and the Brighton Aquarium Company, the Brighton Chain Pier Company, and the Brighton West Pier Company, or any of them, on the other hand, to enter into contracts and agreements for all or any of the purposes of the intended Act, and to alter, vary, or extend the provisions of all or any of the Acts relating to those Companies respectively.

And it is proposed by the intended Act, so far as may be necessary, to alter, amend, and enlarge, or, if need be, to repeal, the provisions, or some of the provisions, of the following local and personal Acts, or some of them, that is to say, the Acts 6 Geo. IV., cap. 179; 18 Vic., cap. 6; 24 and 25 Vic., cap. 39 (Public), and any other Acts relating to the Corporation of Brighton; the Acts 11 Geo. IV., and 1 Will. IV., cap. 16; 14 and 15 Vic., cap. 140; and 21 and 22 Vic., cap. 120, and any other Acts relating to the parish of Hove, or any district or portion thereof; the Act 32 and 33 Vict., cap. 88, relating to the Brighton Aquarium Company; 3 Geo. IV., cap. 102; 6 Geo. IV., 179; 27 and 28 Vic., cap. 93 (Public), and any other Act relating to the Brighton Chain Pier Company; the Act 29 and 30 Vict., cap. 361, and any other Act relating to the Brighton West Pier Company.

The intended Act will vary or extinguish all rights and privileges which would in any way impede or interfere with the carrying into complete and full effect its several objects, and will confer other rights and privileges, and will

contain all such provisions as may be necessary or incidental to its object.

And notice is hereby further given, that duplicate plans and sections of the proposed Sea Wall and Embankment and 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 Sussex, at his office, at Lewes, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes and extra-parochial places from, in, through, or into which the intended Sea Wall and Embankment and 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 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 notice is hereby further 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 1st day of November, 1871.

Ashurst, Morris, & Co., 6, Old Jewry, E.C.,
and 22, Abingdon-street, S.W., So-
licitors for the Bill.

Martin & Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1872.

Hexham Manor Act (1792) Amendment Act.
(Amendment of Hexham Manor Act, 1792; Allotment of Hexhamshire and Allendale Stinted Pastures; Rates upon and Contributions by Allottees; Compulsory Purchase of Stints in certain cases; Appropriation of Tyne Green to Public Purposes; Vesting of Mill Race and Mill Islands in Lord of the Manor; Extinction of Common Rights; Provision facilitating Emfranchisement of Copyhold Lands.)

NOTICE is hereby given that application will be made to Parliament in the next ensuing session for leave to introduce a Bill (hereinafter called "the Bill,") to effect the objects hereinafter referred to or some or one of them; that is to say:—

1. To alter, amend, extend, and enlarge and incorporate, wholly or partially, with the Bill, and render applicable to the purposes thereof, with such amendments as may be necessary, or to repeal wholly or partially an Act of the 32nd year of the reign of King George III, intitled "An Act for dividing and enclosing certain parts of the Commons, Moors, or tracts of Waste Land called Hexhamshire and Allendale Common, and also certain Town Fields within the Regality or Manor of Hexham, in the county of Northumberland, and for stinting the Depasturing of the other parts of the said Commons, Moors, or Waste Land" (hereinafter called the Act of 1792).

2. To extinguish compulsorily all rights of pasture upon the lands commonly called "Hexhamshire stinted pasture" and "Allendale stinted pasture" (hereinafter referred to as "the stinted pastures,") and to provide for the allotment thereof, compulsorily or otherwise, in manner hereinafter mentioned, and to extinguish com-

pulsorily all other common rights (including those mentioned and referred to in the 65th and 66th sections of the Act of 1792) and other rights whatever in, upon, or over the stinted pastures, and to lay out roads and ways in and over the stinted pastures, and to stop up and extinguish all or any of the existing roads, paths, rights of way, and easements in, upon, and over the stinted pastures, and to stop, divert, and appropriate all streams, watercourses, and waters in, under, and upon the stinted pastures, and to confer, vary, or extinguish other rights and privileges, and also to take powers for selling parts of the stinted pastures and for assessing and levying rates, and contributions upon the owners of stints, or rights of pasture on the stinted pastures, and the allotments to be made under the provisions of the Bill, and the owners, lessees, and occupiers of such allotments for the purposes of the Bill, and for paying the costs of or incident to the passing of the Bill and the execution thereof as an Act, and, if deemed requisite or desirable, to raise money on the credit of such rates and contributions.

3. To provide for the sale and purchase by compulsion, for a money consideration, or for such other consideration as may be provided by the Bill, of all rights of pasture and other rights in or over the stinted pastures held or possessed by or on behalf of any corporation or person being an owner of stints not exceeding 30 in number.

4. To enable and (if necessary) require persons under disability to sell and convey their stints or rights of pasture and other rights and interests in and over the stinted pastures, and to provide for the application of the purchase-money.

5. To direct by whom (as commissioners or arbitrators, or in any other capacity) and the mode in which such allotment shall be made, and the consideration referred to in the 3rd head of this notice shall be ascertained, and to make such other provisions as may be necessary for effecting the objects of the Bill.

6. To provide for Allotments to the lord of the manor of portions of the stinted pastures not exceeding one-tenth of the Hexhamshire stinted pasture and one-tenth of the Allendale stinted pasture to be held by him in trust for the purposes of exercise and recreation for the neighbouring population, and for roads and watering places, and for peat grounds and for quarries of stone and lime, and for crow coal and for gardens, and for such other purposes as may be deemed expedient, reserving to the lord of the manor exclusively out of those respective Allotments the right to the soil and the pasturage, and the right of free warren and liberty of hawking, hunting, killing, and taking all manner of game, wild birds, and wild animals, and fishing, and all mines, minerals and quarries whatsoever, and all such rights, powers, and easements in relation to the same, and to any other mines, minerals, and quarries whatsoever, and all such exemptions in respect of damages as are hereinafter in this head of the notice mentioned as intended to be reserved to him out of the allotments thirdly hereinafter described, subject nevertheless to the condition that the lord of the manor shall as the consideration for the pasturage make a money contribution towards the expenses of and incident to the passing of the intended Act and the execution thereof. To provide for allotments of the remainder of the stinted pastures as follows: (firstly.) An allotment to the incumbent of the parish of Allendale, of not exceeding two thousand square yards between his garden and the Allendale turnpike road; in lieu of one

stint or right of pasture. (secondly.) Allotments to the Lord of the Manor of portions of the Hexhamshire stinted pasture, and of portions of the Allendale stinted pasture for and in respect of his consent to the allotments and his right to the soil of the stinted pastures, and his right of free warren and liberty of hawking, hunting, killing and taking all manner of game, wild birds, and wild animals, and fishing, within, over, and on the stinted pastures. (thirdly.) Allotments of the remainder of the Hexhamshire stinted pasture to and amongst Wentworth Blackett Beaumont, and the other owners of stints or rights of pasture, and other common rights, in and over the Hexhamshire stinted pasture, and Allotments of the remainder of the Allendale stinted pasture to and amongst Wentworth Blackett Beaumont, and the other owners of stints or rights of pasture, and other common rights, in and over the Allendale stinted pasture, reserving to the Lord of the Manor within the lands to be allotted all mines, minerals, and quarries whatsoever, and all such rights, powers, and easements in relation to the same and to any other mines, minerals, and quarries whatsoever, as are by the Act of 1792 reserved to the Lord of the Manor in and with respect to the lands allotted and stinted respectively under that Act, or as have been possessed, used, or exercised by him, and with such exemptions in respect of damages, and such provisions for the ascertaining and assessing of compensation for damages, as are contained in the Act of 1792 with respect to the lands allotted and stinted under that Act respectively.

7. To confirm any agreement in reference to the objects and purposes of the Bill, made before the passing of the Bill into an Act, and to authorise the making of agreements after the passing of the Act.

8. To provide by direct enactment or by by-laws to be made after the passing of the Act, for the regulation of the user of the allotments to be made to the Lord of the Manor in trust as aforesaid, and of the getting and carrying away of stone, lime, peat, and crow coal in and upon the parts of the stinted pastures to be allotted for those purposes and for the prevention of the unlawful getting and carrying away of stone, lime, peat, and crow coal, and appropriating or disposing thereof, and to limit the rights of persons to get and carry away stone, lime, peat, and crow coal to certain parts of the stinted pastures and to persons having lands in certain localities, and to make the like regulations in respect of the lands and property allotted for the like purposes or nearly the like purposes under the Act of 1792.

9. To provide for legalising and confirming, or for declaring illegal and void (as the case may be) all such encroachments on the stinted pastures as the Commissioners, arbitrators, or such other persons as aforesaid may deem fit, with the consent of the Lord of the Manor so to deal with.

10. To provide a scheme or to enable other Commissioners to be appointed for the purpose to determine upon a scheme for selling, leasing, or otherwise disposing of Tyne-green, or any portions thereof, or for appropriating the same as a place of public resort, or for any other public purpose for the advantage of the inhabitants of the town of Hexham, and to direct that such lands shall be vested, held, or dealt with as provided by such scheme, and by compulsion or agreement, as the case may be, reserving nevertheless to the Lord of the Manor the mines and minerals within the same, with the right of searching for, winning, working, and carrying away the same, and any other

minerals whatsoever, and to empower the Local Board for the district of Hexham to apply any of the moneys in their hands or under their control to carrying into effect such scheme, and to provide for vesting the Mill Race and the Mill Islands (above and below Tyne-Bridge) in the Lord of the Manor (in respect of his consent to the allotment of Tyne-green and in lieu of his manorial rights and other rights in and over Tyne-green, except as aforesaid), and to extinguish compulsorily all rights of common and other rights in the said Mill Race and Tyne-green and Mill Islands, but also reserving to the Lord of the Manor in respect of all the matters aforesaid, all rights of road requisite for or incident to the property and powers hereinbefore mentioned as being reserved to him.

11. To make provision for facilitating the enfranchisement of the copyhold lands within the Manor of Hexham, and to empower persons under disabilities to do such acts as may be necessary to effect such enfranchisement.

12. To incorporate with the Bill, with such modifications and amendments as may be thought expedient, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Towns Improvement Clauses Act, 1847."

13. 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 this 14th day of November, 1871.

E. E. Dees, Solicitor, Newcastle-upon-Tyne.

John Newall, Parliamentary Agent, 36, Great George-street, Westminster.

n Parliament—Session, 1872.

Metropolitan and St. John's Wood Railway. (Construction of New Lines to join the Hampstead Junction Railway and the Midland Railway; Extension Line to Oxford Street; Power to underpin, &c.; Repeal of Restriction as to conveyance of Goods on Metropolitan and Saint John's Wood Railway; Compulsory Purchase of Lands; Additional Capital; Powers to the London and North-Western Railway Company, the Midland Railway Company, and to the Metropolitan Railway Company; Powers affecting the Metropolitan Railway Company; Running Powers to the London and North-Western Railway Company and the Midland Railway Company over the Metropolitan and Saint John's Wood Railway; Vesting of the last-mentioned Railway in the above mentioned Companies, or one of them; 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 authorise the Company to make and maintain the following railways in the county of Middlesex, with all necessary works, stations, and approaches, namely:—

Railway No. 1.—A railway to be wholly situate in the parish of Saint John, Hampstead, 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 a hundred yards northwards of the "North Star Inn," and to terminate by a junction with the Hampstead Junction Railway, at or near the bridge which carries the last-mentioned railway over the Edgware-road. Railway No. 2.—A railway to be wholly situate in the parish of Saint John, Hampstead, 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.

Railway No. 3.—A railway to commence in the parish of Saint Marylebone by a junction with the Metropolitan and Saint John's Wood Railway, at or near a point in Park-terrace, opposite the house numbered 30, in the occupation of Messrs. Dilger and Kaizer, and passing thence through a portion of that parish, and to terminate in the adjoining parish of Saint George, Hanover-square, at or near the house numbered 24, in Green-street, Grosvenor-square.

2. To widen that part of the existing railway of the Company within the parishes of Saint John, Hampstead, and Saint Marylebone, as lies between the before-mentioned points of junction of the proposed Railways Nos. 2 and 3 with the Company's railway, and for that purpose to purchase lands and houses compulsorily or by agreement.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, drains, sewers, pipes, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, and particularly to stop up or divert Hereford-street and North-row, both in the parish of Saint George, Hanover-square; 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.

4. To underpin or otherwise secure buildings or works which may be rendered insecure by the works of the Company, and which the Company do not desire to purchase for the purposes of their works, and (notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845) to exempt the Company from the necessity of purchasing the whole of any house or other building, with the cellars or other portions of which their works will interfere.

5. 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 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 under-

taking to be authorised by the Bill being made a separate undertaking.

6. To authorise the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or either of those Companies, to guarantee the payment of the interest upon the debentures or debenture stock for the time being of the Company.

7. 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.

8. 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 and working of the before-mentioned railways, or either of them, or any part or parts thereof respectively, or of the undertaking of the Company by the Midland Railway Company, and to confer on the Company, and the London and North Western Railway Company, like powers with respect to the construction and working of the proposed railways, or either of them, or any part of the undertaking of the Company, and to confer upon the last-mentioned Companies respectively all necessary powers for enabling them to construct the said junction railways, or either of them, and to levy tolls and charges in respect thereof.

9. To empower the Company, and the Metropolitan Company on the one hand, and the London and North Western Railway, and the Midland Railway Company, or either of those Companies on the other hand, to enter into arrangements, and execute agreements with respect to the booking, forwarding, and interchange of traffic, and with respect to the apportionment of the tolls and profits arising from such traffic, and to enable the London and North Western Railway Company, and Midland Railway Company, or either of those Companies, to apply to the purposes of the Bill the capital or funds which they respectively 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 respectively.

10. To empower the London and North-Western Railway Company and Midland Railway Company respectively, and all other Companies and persons lawfully using their respective 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 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.

11. 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 authorised by "The Metropolitan Railway Act, 1867."

12. To vest or provide for the vesting in the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or any or either of those Companies, and either jointly or separately, the undertaking of the Company, or any part or parts thereof, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Company, and to provide for the exercise and fulfilment by the London and North Western Railway Company, the Midland Railway Company, and the Metropolitan Railway Company, or any or either of them, in their own names and under their own seals, and in the names and under the hands of their respective directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the 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 granting and issuing of mortgages, bonds, or debenture stock, or otherwise, and for the conversion into shares or stock of the said three last-mentioned Companies, or either of them, of the shares or stock in the capital of the Company, whether before or after the same shall have been paid up in full.

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 Act 9 and 10 Vic. cap. 204, and all other Acts relating to the London and North-Western Railway Company; 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 authorised 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 other works, and the lands, houses, and other property, in or through which they will be made, 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: and also an ordnance or 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 Saint John, Hampstead, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, in Hampstead; in the case of the parish of Saint Marylebone, with the Vestry Clerk of that parish at his office, at the Vestry Hall, Saint Marylebone; and for the parish of Saint George, Hanover-square, with the Vestry Clerk of that parish, at his office.

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

Dated this 15th day of November, 1871.

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

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session, 1872.

Tyne Improvement.

(Coble Dene Railways and Dock).

(Consolidation of the several Funds under the control of the Tyne Improvement Commissioners; Construction of Docks and Railways at Coble Dene; Compulsory Purchase of Lands and Houses; Levying of Tolls, Rates, and Duties; Borrowing of Money; Traffic Arrangements; Placing of Buoys and Beacons; Extension of Powers of Collecting Tolls, Rates, and Duties; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To consolidate and amalgamate the several funds known as the Tyne Improvement Fund, the Tyne Eiers' Fund, the River Moorings' Fund, and the Northumberland Dock Fund, and also the funds to be levied and raised under the provisions of the intended Bill as hereinafter mentioned, or any of such funds, and to enable the Tyne Improvement Commissioners to borrow money for general or special purposes on security of such Consolidated Fund.

To authorise the Tyne Improvement Commissioners, in this notice hereinafter called "The Commissioners;" to make and maintain the following works, or any of them, or any part or parts thereof respectively, that is to say:—

1. A dock or docks, at or near a place called Coble Dene, in the several townships of Chirton and North Shields, or one of them, and in the several parishes of Tynemouth, in the county of Northumberland, Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, or some or one of them, with approaches, and all proper tramways, railways, and other works and conveniences connected therewith, and also basins, locks, and channels and entrances into or from the River Tyne, and also quays, wharfs, staiths, warehouses, and other necessary buildings connected with the intended docks, for the reception and storage of goods and for other purposes.

2. A quay or river wall, with tramways or railways and other works connected therewith, in the townships and parishes aforesaid, or some or one of them, commencing at the east end of the New Quay in the course of construction by the said Commissioners near to Whitehill Point, and

terminating at the entrance of the proposed dock or docks, at or near Coble Dene aforesaid.

3. A Railway No. 1, wholly in the townships of Chirton and North Shields, or one of them, in the parish of Tynemouth aforesaid, commencing on a railway belonging to the Commissioners at a point about seven chains north-west of the place where the public footway from Howden to North Shields crosses the said railway and terminating by a junction with the North-Eastern Railway, at or near the point where the Backworth Railway crosses under the North-Eastern Railway, near to the Percy Main Station.

4. A Railway No. 2, wholly in the township of Chirton, in the parish of Tynemouth aforesaid, commencing at the junction of the West Cramlington and Backworth Railways, and terminating by a junction with Railway No. 1, nine chains north-west from the bridge that carries the Commissioners' railways over the footpath leading from North Shields to Howden.

5. To take the water of the River Tyne at or near to the said place, called the Coble Dene.

Which said River Tyne, and also the works hereinbefore mentioned or referred to, and the docks, channels, basins, and other works connected therewith, are, or will be, situated in or adjoining to, or will pass from, in, through, into, or be made within or adjoining to the several parishes, townships, and extra-parochial places following (that is to say) the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne, and Tynemouth parish and Chirton township, and North Shields township, in the county of Northumberland, or some or one of them.

To purchase, compulsorily, within the said several parishes, townships, and extra-parochial places, lands and houses, and to lease lands and houses, by way of fee, farm rent, wayleave, or otherwise.

To stop up, divert, alter, or interfere with public and private roads, highways, footpaths, railways, tramways, sewers, streams, and drains for the purposes of this Act.

To levy certain rates, tolls, and duties in respect of the said docks and works, and also dues and tolls for quays, wharves, warehouses, shipping places, staiths, railways, and other works.

To borrow money for the purposes of the intended Bill upon security of the rates and revenues arising from the said works, or any of them, or on the funds to be consolidated or amalgamated as hereinbefore mentioned, or to charge the same, subject to existing charges, for money borrowed on the Northumberland Dock rates, and to alter the application of the revenues of the Northumberland Dock under any of the Tyne Improvement Acts.

To authorise agreements or arrangements for traffic and for other purposes between the Commissioners and the Duke of Northumberland, the North-Eastern Railway Company, the Blyth and Tyne Railway Company, and the owners of the Brunton and Shields Railway, the Cramlington Railway, and the Backworth Colliery Railway, or any of them.

To place guiding lights, buoys, and beacons for the greater safety of vessels using the harbour and River Tyne.

To borrow money for the improvement of the said river, and to charge the same on the Tyne Improvement Fund, or the Consolidated or Amalgamated Fund hereinbefore referred to.

The Bill will alter, amend, repeal, or enlarge some of the powers and provisions of the following Acts of the Tyne Improvement Commissioners, namely, The Tyne Improvement Acts 1850, 1852, 1857, 1859, 1861, 1865, 1866, 1867, and 1870.

The Bill will extend the powers of collecting tolls, rates, and duties conferred by the Tyne Improvement Acts 1861 and 1865, or either of them, to all tolls, rates, and duties which shall be payable at any time to the Commissioners, and also will extend the jurisdiction of the magistrates as regards offences committed on the piers.

On or before the 30th day of November, instant, plans describing the line or situation of the intended new works, and the lands, houses, and property which may be taken under the powers of the Bill, and sections showing the levels of those works, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, also an ordinance 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 Northumberland, at his office at Newcastle-upon-Tyne, and with the clerk of the peace for the town and county of the town of Newcastle-upon-Tyne, 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 any of the parishes aforesaid in which the intended new works will be made, or lands, houses, or property which will or may be taken, are situate, with a copy of the said 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 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 this 17th day of November, 1871.

Clayton and Wainwright, Solicitors, Newcastle-upon-Tyne.

Fearon, Clabon, and Fearon, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Serle-street and Cook's-court Improvement.

(Power to widen Serle-street, and to effect Improvements in and near that street and Cook's-court, in the parish of Saint Clement Danes; Purchase of Houses and Hereditaments; Incorporation of Company; Powers to Metropolitan Board of Works, and the Vestry of Saint Clement Danes, and the Strand District Board of Works; Repeal or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made during the ensuing session of Parliament, for an Act for the following purposes, or some of them, viz. :—

To confer on an association, body of commissioners, or Company, now or hereafter to be incorporated, the following powers, or some of them, viz. :—

To widen and improve that part of the street called Serle-street, in the parish of St. Clement Danes, and county of Middlesex, which lies between Portugal-street and Carey-street, and for the above-mentioned, and for other purposes to acquire by compulsory purchase or otherwise, all the lands, buildings, and tenements (including Cook's-court and the entrances thereto), bounded on the west and south by Carey-street, on the east by Serle-street, and on the north by Portugal-street, in the said parish of St. Clement

Danes, and to acquire the rights and easements in all lands, buildings, and tenements, courts, passages and places within the said area, and to pull down all the buildings now standing thereon, or any part thereof, and to set apart a portion of such lands to the widening and improvement of the surrounding streets or some of them, and to sell or lease, convert and appropriate other parts of such lands for the erection of houses and buildings, and to erect houses and other buildings.

To extinguish all rights of way through or over Cook's-court, and all other rights and privileges connected therewith, or with the hereinbefore mentioned streets, or any of them.

To enable the proposed association, body of commissioners, or Company, and the Vestry of St. Clement Danes, or Strand District Board of Works, and the Metropolitan Board of Works, and any other body or persons, to enter into agreements or arrangements with respect to the objects and purposes of the intended Act, and to enable them or any of them to raise and apply funds, and to contribute towards such contemplated improvements, and to confer other rights and privileges.

To vary or extinguish any rights, powers, and privileges which may be vested in any vestries or district boards of works, or in the Metropolitan Board of Works; or any commissioners of sewers, or any gas, water, or other Company, or person having control over buildings, or drain and other pipes, apparatus, or works within or under the streets hereinbefore mentioned, or any other streets, passages, courts, alleys, or ways, public or private, within the said area.

The intended Act will incorporate all or some of the provisions of the Companies Clauses Acts and of the Lands Clauses Acts, and, so far as may be necessary for the objects and purposes thereof, power will be taken to alter, amend, extend, and enlarge, and if need be, to repeal all or some of the powers and provisions of the several Acts following, or some of them (that is to say) any local and personal Acts in any way relating to the said parish of Saint Clement Danes, or to any of the land or buildings situate within the area hereinbefore mentioned, "The Metropolitan Local Management Act, 1855," and any other Acts amending the same or extending the powers thereof, and any other Acts relating to the Metropolitan Board of Works, and the local management of the metropolis, and any Act, charter, letters patent, or authority, which would affect or interfere with the execution of the powers of the intended Act.

And notice is also given, that duplicate plans and sections describing the line, situation, and levels of the proposed widening and improvements, and the lands, and houses intended to be taken, together with books of reference to such plans, and a copy of this notice as published in the London Gazette, will, on before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and that a copy of the said plan and book of reference, with a copy of this notice will, on or before the said 30th day of November instant, be deposited at the office of the Metropolitan Board of Works, Spring-gardens; and with the clerk of the Board of Works for the Strand District of parishes, at the office of the Board, in Tavistock-street, Covent-garden.

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.

J. Brend Batten, 32, Great George-street.

In Parliament.—Session 1872.

North British, Arbroath, and Montrose Railway.

(Power to make New Railways; Provisions of Agreement between the Company and the North British Railway Company with reference to the North British, Arbroath, and Montrose Railway to extend and apply to proposed Railways; Powers to the Caledonian, the North-Eastern, and the Great Northern Railway Companies over proposed Railways; Provisions in reference to Montrose Bridge, and Debt affecting the same; Compulsory Purchase of Lands—Raising of Capital; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them (that is to say):—

To authorise the North British, Arbroath, and Montrose 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 or one of them, or some part or parts thereof respectively (that is to say):—

1st. A Railway, No. 1, wholly situate in the parish of Montrose, county of Forfar, commencing by a junction with the authorised North British, Arbroath, and Montrose Railway at a point on the foreshore of the estuary, known as Montrose Basin, 10 yards or thereabouts south-westward of the north-west corner of the Slaughter-house-buildings, abutting upon the said foreshore, and terminating at a point in the glebe land of the Reverend William Ewan Bull Gunn, first minister of the parish of Montrose, 50 yards or thereabouts south-west of the north-west corner of the Rose-hill Cemetery Ground, Montrose.

2nd. A Railway, No. 2, wholly situate in the parish of Montrose, county of Forfar, commencing at the point hereinbefore described as the termination of Railway No. 1, and terminating by a junction with the Montrose and Bervie Railway at a point thereon 590 yards or thereabouts measured northwards along the said Montrose and Bervie Railway from its point of junction with the Montrose Branch of the Caledonian Railway.

3rd. A Railway, No. 3, wholly situate in the parish of Montrose, county of Forfar, commencing at the point hereinbefore described as the termination of Railway No. 1, and terminating by a junction with the Montrose branch of the Caledonian Railway at or near to the point where the Montrose and Bervie Railway forms a junction with the said Montrose branch; which several railways above described will be situated in the parish of Montrose and royal burgh of Montrose, in the county of Forfar, or one of them.

And it is proposed by the said intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed railways and works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorised, or as may be prescribed in the intended Act. Also to authorise the Company to purchase, by compulsion or agreement, lands and buildings, or rights and easements in, over, or affecting lands in the parish and royal burgh aforesaid, for the purposes of the said intended railways and works, or any of them, and also of other lands by agreement.

And it is proposed by said intended Act to authorise the Company to levy tolls, rates, duties, and charges upon or in respect of the intended railways, or some of them, and the stations and works in connection therewith. To alter, vary,

or extinguish existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the 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 authorised 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, streams, watercourses, sewers, mains, pipes, buildings, telegraph wires and apparatus, and works of every description; and to vary or extinguish all existing rights and privileges in, 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 said intended Act to extend and make applicable to the said proposed railways, or some or one of them, the provisions, conditions, and obligations of the agreement between the promoters of the North British, Arbroath, and Montrose Railway and the North British Railway Company set forth in the schedule to and confirmed by "The North British, Arbroath, and Montrose Railway Act, 1871," with respect to the use and working of the railways thereby authorised, and the traffic passing over the same, and revenues arising therefrom, and other matters.

And to extend and make applicable to the said intended railways the powers and provisions to and in favour of the Caledonian Railway Company, the North Eastern Railway Company, and the Great Northern Railway Company, contained in the said North British, Arbroath, and Montrose Railway Act, 1871.

And it is proposed by the said intended Act to alter, amend, or repeal the provisions contained in section 41 of the North British, Arbroath, and Montrose Railway Act, 1871, with reference to the bridge over the River South Esk, at or near the town of Montrose, and to authorise the Company and the Commissioners of the Montrose Bridge and the Public Works Loan Commissioners, or some of them, to make arrangements and agreements in regard to the liquidation, discharge, or reduction of the debt affecting the said bridge, or the obligations of the Company with reference thereto, and otherwise in relation to the said bridge, and to confirm any agreements which have been or may be come to regarding the same.

And it is proposed by the said intended Act to authorise and empower the Company to apply to the purposes of the intended new railways and works any funds of the Company 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 moneys for the purposes aforesaid, and of the Bill, 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 the new shares or stock a preference or priority of interest or dividend, and other such privileges.

And it is proposed to incorporate with the said intended Act all or some of the powers and provisions of the following Public and General Acts, viz.:—"The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (Scotland) Act,

1845," "The Railways Clauses Act, 1863," "The Railway Companies Powers Act, 1864," "The Railway Companies (Scotland) Act, 1867," and "The Regulation of Railways Act, 1868," and of any other Acts which it may be necessary to incorporate therewith; and to insert in the Act all other powers and provisions necessary for effecting all or any of the objects thereof.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say, Acts relating to the North British Railway Company:—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 Vic., cap. 59; 6 and 7 Vic., cap. 55; 8 and 9 Vic., cap. 148; 9 and 10 Vic., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vic., caps. 83, 245, and 246; 11 and 12 Vic., 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 Vic., caps. 39, 72, and 86; 14 and 15 Vic., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and 62; 15 Vic., cap. 109; 16 and 17 Vic., caps. 90, 151, 152; 17 and 18 Vic., caps. 199 and 212; 18 and 19 Vic., caps. 30, 127, 153, 158, and 190; 19 and 20 Vic., caps. 98 and 106; 20 and 21 Vic., caps. 78, 91, 124, and 129; 21 and 22 Vic., 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 Vic., caps. 14, 24, 83, 85, and 96; 23 and 24 Vic., caps. 140, 145, 159, 178, and 195; 24 and 25 Vic., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vic., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vic., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vic., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vic., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vic., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vic., caps. 145 and 198; 31 and 32 Vic., caps. 63 and 139; 32 and 33 Vic., cap. 119; 33 and 34 Vic., caps. 91, 104, and 135; 34 and 35 Vic., cap. 106; and all other Acts relating to the North British Railway Company; the North British, Arbroath, and Montrose Railway Act, 1871; the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them passed in the sessions of Parliament held respectively 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; also any other Acts recited in the before-mentioned Acts relating to or affecting the Caledonian Railway Company, or any other undertaking amalgamated with, leased to, or vested in the Caledonian Railway Company; the Scottish Central Railway Consolidation Act, 1859, and the Acts therein named and referred to, in so far as not repealed; the Scottish North-Eastern Railway Act, 1863, and the various Acts mentioned or referred to in the preamble and schedule to that Act; the Scottish Central (Dundee, Perth, and Aberdeen Railway Purchase) Act, 1863, and the various Acts referred to in the preamble thereof;

the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866; Acts relating to the Dundee and Arbroath Railway Company (now amalgamated with the Caledonian Railway Company), 6 Will. IV., cap. 32; 5 Vic. (session 2), cap. 83; 9 and 10 Vic., cap. 133; 11 and 12 Vic., caps. 129 and 154; and 14 and 15 Vic., cap. 63; the Dundee and Perth Railway Act, 1845; the Act 6 and 7 Vic., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; the Act 23 and 24 Vic., cap. 142, relating to the Montrose and Bervie Railway; Acts relating to the Devon Valley Railway Company, 21 and 22 Vic., cap. 122; 24 and 25 Vic., cap. 200; 26 and 27 Vic., cap. 124; 29 and 30 Vic., caps. 277; and 326; 31 and 32 Vic., cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Bathgate Railway Company, 9 and 10 Vic., cap. 332; 10 and 11 Vic., cap. 246; 11 and 12 Vic., caps. 116 and 160; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vic., cap. 286; and 28 and 29 Vic., cap. 247; 30 and 31 Vic., cap. 166; and 32 and 33 Vic., cap. 81; the Acts 16 and 17 Vic., cap. 119; and 23 and 24 Vic., cap. 134; 25 and 26 Vic., cap. 48; and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz.:—16 and 17 Vic., cap. 118; 18 and 19 Vic., cap. 153; 23 and 24 Vic., cap. 134; and 25 and 26 Vic., caps. 45 and 47; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vic., cap. 14; and 24 and 25 Vic., cap. 114, relating to the Peebles Railway Company; the St. Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vic., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vic., cap. 248; 28 and 29 Vic., cap. 356; and 33 and 34 Vic., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vic., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vic., cap. 158; 28 and 29 Vic., cap. 186; 29 and 30 Vic., cap. 243; and 30 and 31 Vic., cap. 116; the Broxburn Railway Act, 1867; the Dundee Sea-Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any railway forming part of their system of railways, and 32 George III., cap. 38, intituled "An Act for Building a Bridge over the River South Esk, at or near the Town of Montrose, in the County of Forfar, and for making suitable Approaches thereto; 50 George III., cap. 50, intituled "An Act to Amend an Act passed in the Thirty-second Year of His present Majesty, for Building a Bridge over the River South Esk, at or near Montrose;" 6 George IV., cap. 126, intituled "An Act to Amend two Acts for Building a Bridge over the River South Esk, at or near the Town of Montrose, in the county of Forfar;" and any other Acts relating to the said bridge, or to any company or body who or whose property and interests may be affected by the provisions of the said intended Act.

And notice is hereby also given, that a plan and

section in duplicate of the intended railways and works, and of the lands to be subject to the powers of compulsory purchase to be conferred by the intended Act, and a book of reference to the said plan, and a published map showing the general course and direction of the intended railways, will be deposited with the principal Sheriff Clerk of the county of Forfar, at his offices at Forfar and Dundee respectively; and that a copy of so much of the said plan, section, and book of reference as relates to the parish of Montrose and the royal burgh of Montrose, or either of them, will be deposited in the case of the said royal burgh with the town clerk thereof at his office at Montrose, and in the case of the parish 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, 1871, 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, 1871.

Dated this 14th day of November, 1871.

T. J. Gordon, W.S.,
3, Queen-street, Edinburgh.

Simson and Wakeford,
11, Great George-street, Westminster,
Parliamentary Agents.

Sevenoaks, Maidstone, and Tunbridge Railway.

(Provisions for Arrangement of Affairs of the Sevenoaks, Maidstone, and Tunbridge Railway Company; Appointment of Arbitrators; Suspension of Proceedings against Company; Arrangement and Fusion of Share and Loan Capitals; Conversion of Mortgages and Debentures into Debenture Stock; Provisions affecting Rights and Priorities of Shareholders, Creditors, and Mortgagees; Alteration of Constitution of Board of Directors, and Rights and Powers of Shareholders as to Attending and Voting at Meetings, and New Voting Powers; Provisions for Compulsory Working by, Lease, Sale or Transfer to and Amalgamation with London, Chatham, and Dover Railway Company, and for the Raising and Application of Moneys by that Company; Amendment or Repeal of Acts, Alteration and Annulment of Awards, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament next session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To provide for the alteration, rearrangement, and settlement of all matters and questions relating to the affairs of the Sevenoaks, Maidstone, and Tunbridge Railway Company (hereinafter called "the Company"), and for the appointment of an arbitrator or arbitrators for the settlement of all such matters and questions, and for other the objects and purposes of the Bill.

To suspend for such period, and upon such conditions as the Bill may prescribe, all actions, suits, judgments, and other proceedings against the Company, for the recovery of debts including the principal moneys and interest due on any mortgages, bonds, or debentures, and to stay proceedings against the Company in the Court of Chancery and other Courts, and to make provision for the costs of and for the discharge of the order appointing a receiver in the suit of the Company versus the London, Chatham, and Dover Railway Company.

To alter, rearrange, modify, readjust, declare, and define the share and loan capitals of the Company, and the rights and priorities of the creditors, shareholders, stockholders, mortgagees, and bondholders of the Company, and to provide for the fusion and consolidation of the several share and loan capitals and stocks of the Company, the conversion of the mortgages or debentures of the Company into debenture stock, and the application of the revenue and other property of the Company.

To alter the constitution of the Board of Directors of the Company, and to provide for the representation on the Board of the mortgagees and debenture holders and other persons having fixed charges upon the Company.

To alter, amend, and to repeal the provisions of the Acts relating to the Company with reference to the rights of voting of shareholders or stockholders at meetings of the Company, and to empower the holders of any preference or guaranteed shares or stock, mortgages or debentures, or debenture stock of the Company, to attend and vote at meetings of the Company, subject to such restrictions and limitations as may be defined by the Bill.

To require the London, Chatham, and Dover Railway Company (hereinafter referred to as "the Chatham Company") to work the whole or any portion of the existing and authorized undertaking of the Company upon such terms and conditions, or for such period or periods, and in consideration of such payments, rebate, or other consideration as may be necessary for enabling the Company to complete the said undertaking, and as may be prescribed in the Bill.

To provide for the appointment of a joint committee or arbitrator to secure the proper working of the undertaking of the Company by the Chatham Company, in pursuance of the provisions of the several Acts of Parliament relating thereto, and the awards of the arbitrators made under the London, Chatham, and Dover Railway (Arbitration) Act, 1869.

To authorize, require, and compel the Company to lease, either in perpetuity or for a limited period, or to sell and transfer their undertaking, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, now or hereafter vested in 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 Chatham Company, and to authorize, require, and compel the Chatham Company to take such lease, or to make such purchase, and accept such transfer upon such terms and conditions, and for such considerations, and at such periods as may be prescribed in the Bill, and upon such lease or sale and transfer to authorize and require the Chatham Company 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 as to purchase and sale of lands, levying of tolls, rates, and charges, the raising of money, or otherwise.

To authorize, require, and compel the merging, union, fusion, consolidation, or amalgamation from and after such period, and upon such terms and conditions, and for such considerations as may be fixed and determined under the provisions of the Bill of the undertaking, railways, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Com-

pany, or some part thereof in or with those of the Chatham Company.

To authorize, require, and compel the Company, and their proprietors and creditors, to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rents, annuities, and securities of the Chatham Company.

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

To empower, and to require and compel the Chatham Company, for all or any of the purposes of the proposed lease, sale, transfer, fusion or amalgamation, to increase their capital, and to raise money by the creation of new shares or stock in their undertaking, 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 such means; and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them, or under the control of their Directors.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—22 and 23 Vic. cap. 45; 25 and 26 Vic. cap. 166; 26 and 27 Vic. cap. 216; 27 and 28 Vic. cap. 129; 28 and 29 Vic. cap. 196; 30 and 31 Vic. cap. 184; 33 and 34 Vic. cap. 98, and any other Acts relating to the Company; 16 and 17 Vic. cap. 132; 30 and 31 Vic. cap. 209; 32 and 33 Vic. cap. 116; 34 and 35 Vic. caps. 131, 138, and 185, and all other Acts relating to the Chatham Company; and to alter, vary, modify, and, if need be, annul, so far as necessary for the purposes of the Bill, any award or awards made by the arbitrators in pursuance of the provisions in that behalf of "The London, Chatham, and Dover Railway (Arbitration) Act, 1869," or any of the provisions of that Act, or of "The London, Chatham, and Dover Railway Act, 1871."

The Bill will vary and extinguish all rights and privileges which would interfere with the carrying into complete and full effect of its several objects and purposes, and will confer other rights and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

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 this 14th day of November, 1871.

Henry Toogood, 16, Parliament-street.

In Parliament—Session, 1872.

Louth and East Coast Railway.

(Railway from Great Northern Railway at Louth, to Mablethorpe, Saltfleet, and North and South Somercotes, in the county of Lincoln; Arrangements with Great Northern Railway Company.)

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:—

1. 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, or some part or parts thereof respectively, with all needful works, stations and approaches, and conveniences connected therewith respectively. All which rail-

ways and works will be in the parts of Lindsey, in Lincolnshire, that is to say:—

A railway (No. 1) commencing by a junction with the East Lincolnshire Branch of the Great Northern Railway, in the parish of Louth, at a point about 580 yards south of the Louth station of the same railway, passing thence through or into the parishes of Louth, Stewton, Grimoldby, Saltfleetby St. Peter's, Saltfleetby All Saints', Saltfleetby St. Clement's, Great Carlton, Theddlethorpe St. Helen's, Theddlethorpe All Saints, Mablethorpe St. Peter's, and Mablethorpe St. Mary, or some of them, and terminating in the parish of Mablethorpe St. Mary, in a field belonging to the representatives of J. B. Fletcher, Esquire, deceased, and occupied by Mr. William Kelk, on the northern side of the highway from Louth to Mablethorpe, at or near a point 130 yards or thereabouts, east of the Wesleyan Chapel.

A railway (No. 2) commencing by a junction with the said Railway No. 1, in the parish of Saltfleetby St. Clement's, in a field situated on the north side of the Louth turnpike-road, and on the west side of the public road known as Fish Mere Gate Road, passing thence through or into the parishes of Saltfleetby St. Clement's, Saltfleetby All Saints', Saltfleetby St. Peter's, and Skidbrook-cum-Saltfleet, or some of them, and terminating in the said parish of Skidbrook-cum-Saltfleet, at or near the north-eastern boundary of a field belonging to Samuel Allenby, Esquire, and occupied by Mr. John Horn, and known as the "Great Marsh," at or near a point 50 yards or thereabouts west of the dyke or drain known as North Creek.

A railway (No. 3) commencing by a junction with Railway No. 2, at the termination thereof, passing thence through or into the parishes of Skidbrook-cum-Saltfleet, North Somercotes, and South Somercotes, or some of them, and terminating in the parish of North Somercotes, at or near the point of intersection of four public roads about 440 yards north-west of North Somercotes Church, and in a field belonging to William and Thomas Falkner Allison, Esquires, and occupied by Mr. Thomas Spooncer.

A railway (No. 4) commencing by a junction with Railway No. 2, in the parish of Skidbrook-cum-Saltfleet, in the aforesaid field known as "The Great Marsh," at or near a point 350 yards or thereabouts south-west of the public road which forms the north-eastern boundary of the said field, and terminating on the northern side of the Saltfleet Haven, at about 440 yards south-east from the Coastguard Station. This railway is wholly in the parish of Skidbrook-cum-Saltfleet.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, 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 to any extent 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 and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To authorise the Great Northern Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary, out of capital to be raised by them respectively 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 respective existing and authorised capitals, and

to enable the said 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, and to enable the Great Northern Railway Company to accept, and the Company to grant a lease of the said intended railways and works, or of any parts thereof, in consideration of a rent or other payments to be made to or of other advantages to be conferred on the Company.

4. To enable the Company and the Great Northern Railway Company from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the 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.

5. To enable the Company, and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration; or defined by the Bill, so much of the Great Northern Railway as lies between the junction therewith of Railway No. 1 hereinbefore described, and the Louth Station of the same railway, together with the said station and the watering-places, booking-offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

6. To require the Great Northern Railway Company to receive, book through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and if need be to alter the tolls and charges which the Great Northern Railway Company may receive and take upon their undertaking, and to confer exemptions from such tolls and charges.

7. 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;" 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 Great Northern Railway Company, namely: "The Great Northern Railway Act, 1846" (9 and 10 Vic., cap. 71); "The Great Northern Railway Acts Amendment Act, 1849," (12 and 13 Vic.,

cap. 84);" and "The Great Northern Railway and East Lincolnshire Railway Acts Amendment Act, 1850" (13 and 14 Vic., cap. 61).

8. Duplicate plans and sections describing the lines, 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, also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Parts of Lindsey in Lincolnshire, at his office, at Spilsby, 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 case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 8th day of November, 1871.

Wilson and Son,
William Hyde Jun., } Louth;
Dickson and Lucas, 43, Bedford-row, London, Joint Solicitors for the Bill.
Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

London and Aylesbury Railway.

Powers of Subscription, Guarantee, Application, and Raising of Money to and Agreements with the London and North-Western Railway Company; Running Powers over and Facilities and Powers to Levy and Alter Tolls on Watford and Rickmansworth, London and North-Western, and Aylesbury and Buckingham Railways; Provisions as to Transfer of the whole or portion of undertaking to London and North-Western Railway Company; other Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

To authorise the London and North-Western Railway Company to subscribe and contribute funds towards the making of the London and Aylesbury Railway or of any part thereof, and to take and hold shares in the capital of the London and Aylesbury Railway Company (hereinafter called "The Company"), and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan; and for such purposes, and other the objects and purposes of the Bill, to apply their corporate funds and to raise further money 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 or any such means.

To enable the Company and the London and North Western Railway Company 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 either of the contracting Companies of the 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, 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 either of the contracting Companies to the other of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

To empower the Company and all other Companies and persons lawfully using the railways of the Company, or any or either of them, or any or either of them, 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 portion of railway respectively, or some part or parts thereof respectively (that is to say):—

The Watford and Rickmansworth Railway. The Aylesbury and Buckingham Railway. So much of the London and North-Western Railway as is situate between the junction therewith of the Watford and Rickmansworth Railway and the Watford Station, 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 railways 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 as may be defined by the Bill.

And to require and compel the London and North-Western and the London and Aylesbury Railway Companies respectively, or other the Companies owning or working the said railways and portion of railway 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 railways 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 the said railways and portion of railway respectively, or any part thereof, and the works and conveniences connected therewith.

To require the London and North-Western Railway Company and the Watford and Rickmansworth Railway Company (or other the Company owning or working the Watford and Rick-

mansworth Railway,) and the Aylesbury and Buckingham Railway Company (or other the Company owning or working the Aylesbury and Buckingham 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 London and North-Western Railway Company, and the Watford and Rickmansworth Railway Company, and the Aylesbury and Buckingham Railway Company respectively, and to require those Companies (or other the Companies owning or working the Watford and Rickmansworth and Aylesbury and Buckingham Railways) respectively, to provide at their stations and depots 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 authorised 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 authorised to be taken by the before-named Companies 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 before-named Companies respectively, on terms and under arrangements to be defined in the Bill or settled by arbitration, or by the Board of Trade.

To transfer and vest, or to provide for the transfer and vesting to and in the London and North-Western Railway Company of the whole or any part of the undertaking, works, lands, property, rights, powers and privileges, duties, liabilities, and obligations of the Company, and either before or after the completion of the railways and works of the Company, and whether with reference to the purchase of lands, the construction of works, the levying of tolls, rates, or charges, the running over and user of other undertakings or otherwise now or hereafter vested in the Company upon such terms and conditions and for such considerations as have been or may hereafter be agreed upon, and to authorise the London and North-Western Railway Company to exercise, enjoy, perform, and fulfil all such powers, rights, privileges, duties, liabilities, and obligations.

To authorise the London and North-Western Railway Company and the Company to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to all or any of the matters aforesaid, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made or entered into.

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 London and Aylesbury Railway Act, 1871, and 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 Wm. 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 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 16th day of November, 1871.

William Toogood, 15, Parliament-street,
Westminster.

In Parliament.—Session 1872.

North Staffordshire Mines Drainage.

(Constitution and Incorporation of Commissioners; Construction of Works at or near Tunstall, Burslem, and Hanley, in the several parishes of Wolstanton, Burslem, and Stoke-upon-Trent, all in the county of Stafford, for the Purpose of Pumping the Water out of certain Mines; Prohibition or Restriction of the Flow of Water into such Mines; Power to Commissioners to purchase Lands, and to levy Rates, and to borrow Money; Advances by Public Works Loan Commissioners; Limits of intended Act; Bye-Laws; 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 to effect the objects and purposes following, or some of them (that is to say):—

1. To constitute and incorporate a body of Commissioners (hereinafter called the Commissioners); to regulate and define their election, nomination, succession, qualification, appointment, retirement, removal, powers, duties, and procedure, and the appointment and removal of auditor, arbitrator, and other officers of the Commissioners.

2. To enable the Commissioners to widen, deepen, scour, and otherwise improve or alter a certain stream or brook, having several sources at or near to the Bent Farm, the Park Farm, and the village of Oldcott respectively, all in the parish of Wolstanton, in the county of Stafford, such sources uniting at or near the public highway from Goldenhill to Newchapel, in the said parish of Wolstanton, and flowing thence in a southwardly direction past the Sytch Mill, in the parish of Burslem, in the said county of Stafford, belonging to the Reverend Walter Sneyd, into the Fowlea Brook, and to raise, widen, enlarge, or otherwise improve or alter both banks thereof from the said several sources thereof to the said Sytch Mill, and to maintain, and from time to time to improve or alter the works aforesaid, and for the purposes of the execution, maintenance, improvement, or alteration of the works aforesaid, to divert the said stream or brook between the points aforesaid, temporarily or otherwise, and so from time to time as the Commissioners think fit.

3. To enable the Commissioners to deviate from the line of the works as shown on the plans, and from the levels as shown on the sections, hereinafter mentioned, to any extent which the

Commissioners may think fit, and the Bill may authorise.

4. To define and prescribe the district within which the powers of the Commissioners may be exercised, such district to be comprised within a continuous red line to be drawn on a map showing part of the county of Stafford, to be deposited with the clerk of the peace for such county.

5. To authorise the Commissioners to make and maintain works, machinery, apparatus, and conveniences connected therewith, in, over, or near any part of any mines situate within or under the said district, for the purpose of pumping water out of such mines, or any other mines within or under the said district, or freeing and keeping the same free from water.

6. To prohibit or restrict, or to enable the Commissioners to prohibit or restrict, the flow or discharge of water from any stream or brook, or otherwise over or upon any of the lands in the parishes of Wolstanton and Burslem which are numbered on the said plans, and described in the book of reference, and for that purpose, or any other purpose of the Bill, to provide for the purchase, by agreement or otherwise, of any right, easement, or interest in or over those lands, and the extinguishment of the same when purchased, or the vesting thereof in the Commissioners, and to make all other necessary and proper provisions for preventing flooding of, or damage to, mines, by means of such flow or discharge of water as aforesaid.

7. To authorise the Commissioners to purchase and take by agreement, for the purposes of the Bill, and either temporarily or permanently, lands and houses in the said parishes of Wolstanton and Burslem and the parish of Stoke-upon-Trent, all in the county of Stafford.

8. To enable the Commissioners to levy rates, taxes, rents, royalties, per-centages, poundages, or other sums upon any of the mines and property to be drained and improved, and which are intended to be, or under the provisions of the Bill may be ascertained or deemed to be, benefited by the works to be authorised by the Bill, or upon any minerals to be raised from those mines and to grant exemptions from payment thereof.

9. To make provision in the Bill for settling and determining what mines and property within the said district will be benefited by the proposed works, and the amount of benefit which will be received by such mines and property, and the amount to be payable in respect thereof, and to authorise the appointment of valuers or assessors, or other officers for such several purposes.

10. To authorise the Commissioners to enter upon any lands within the said district, for purposes of examination or inspection, and, if necessary, for the purpose of raising, lowering, improving, or otherwise altering the beds and banks of the said streams, between the points aforesaid, and for that purpose to make and maintain, in, under, through, or over, such lands, gutters, culverts, ditches, drains, sluices, staunches, walls, banks, arches, and other works, and for such purposes to occupy the said lands from time to time temporarily, and to divert the water either directly or derivatively from such streams, and to vary or extinguish all rights of water or other rights or privileges which might interfere with the objects aforesaid, to the extent to be defined by the Bill.

11. To enable the Commissioners, for the purposes of the Bill, to borrow money on the rates and other property or income authorised or created by the Bill.

12. To authorise the Public Works Loan Commissioners to make advances from time to time to the Commissioners on any security authorised by the Bill.

13. To enable the Commissioners from time to time to make, alter, and vary bye-laws, for any of the purposes of the Bill, either in addition to any of the provisions of the Bill, as hereinbefore described, or in lieu thereof.

14. 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 Commissioners to impose penalties by such bye-laws.

15. It is intended by the Bill to vary or extinguish all rights and privileges which may interfere with or affect the execution of the powers and provisions to be contained in the Bill, and to confer other rights and privileges.

16. 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.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and plans of the lands through which any such diversion as aforesaid of the said streams will be made, and of the sites of the lands intended to be made subject to the powers and provisions of the Bill, and a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice 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 Stafford, at his office at Stafford, 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 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.

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, 1871.

Dated this 8th day of November, 1871.

William Keary, Stoke-upon-Trent,
Staffordshire,

Joseph Knight, Newcastle, Staffordshire,
Solicitors for the Bill.

Loch and Maclaurin, 8, Great George-
street, Westminster, Parliamentary
Agents.

Isle of Wight (Newport Junction) Railway.

(Extension of Railway to join the Yarmouth and Ventnor Line; Running Powers over the Cowes and Newport Railway; Traffic and other Arrangements with the Cowes and Newport Railway Company and the Yarmouth and Ventnor Railway, Tramway, and Pier Company; Level Crossing at Shide Bridge; Revival of Powers and Extension of Time for Completion of Works and Purchase of Land; New Works; Repeal or Amendment of Acts; Repeal or Amendment of Clause 22 of the Isle of Wight (Newport Junction) Railway Act, 1868; Compulsory Powers of Purchase; Additional Capital; Alteration of Capital; Extension of Borrowing Powers; Change of Corporate Name; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Isle of Wight (Newport

Junction) Railway Company, hereinafter called "The Company," for an Act for the following purposes, or some of them (that is to say):—

To enable the Company to make and maintain the Railways following, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith (that is to say):—

A Railway, No. 1, commencing in the parish of Arreton, in the Isle of Wight, in the county of Southampton, by a junction with the line of rail of the Company (now in course of construction) authorised to be constructed by the Isle of Wight (Newport Junction) Railway Act, 1868, hereinafter called the Act of 1868, and therein described as Railway No. 1, and shown on the plans deposited in respect of that Act with the clerk of the peace for the county of Southampton, at Winchester, in the year 1867, at a point about five yards or thereabouts eastwards of the point where such authorised railway crosses or is intended to cross the public road known as Merston-lane, and terminating in the parish of Whitwell, in the Isle of Wight, in the said county, in a field lately in the occupation of Frank Attrill, deceased, and now of his representatives, at a point about 130 yards, measured in a north-easterly direction from the mill stream running between Southford Mill and Ford Mill, and 200 yards or thereabouts, measured in a northerly direction, from the north-east corner of Southford Mill; and which said intended railway will pass in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Arreton, Godshill, and Whitwell, all in the Isle of Wight, in the said county of Southampton.

A Railway, No. 2, wholly situate in the parish of Whitwell, commencing by a junction with the said intended Railway No. 1 at its point of termination as hereinbefore described, and terminating by a junction with the authorised line of the Yarmouth and Ventnor Railway, Tramway, and Pier Company in a field lately in the occupation of the said Frank Attrill and now of his representatives, and numbered 8 in the said parish of Whitwell, on the plans deposited with the clerk of the peace for the county of Southampton in the year 1870 in respect of "The Yarmouth and Ventnor Railway, Tramway, and Pier Act, 1871," as in that Act recited, at a point distant 10 yards or thereabouts in a north-westerly direction from the road leading from Ford Mill to Stonebrook, and 220 yards or thereabouts in a south-westerly direction from Ford Mill.

A railway, No. 3, wholly situate in the said parish of Whitwell, commencing by a junction with the said intended Railway No. 1 at its point of termination as hereinbefore described, and terminating by a junction with the authorized line of the said Yarmouth and Ventnor Railway, Tramway, and Pier Company, in a field numbered 16 on the said plans of the said Yarmouth and Ventnor Railway, Tramway, and Pier Company, so deposited as aforesaid, lately in the occupation of the said Frank Attrill, and now of his representatives, at a point one hundred and fifty yards or thereabouts, measured in a south-westerly direction, from Southford Mill.

A railway, No. 4, commencing in the parish of Newport, in the Isle of Wight, in the said county of Southampton, at a point near the south-eastern corner of a building on the western bank of the River Medina, and numbered 114 in the said parish on the said plans deposited with the clerk of the peace for the county of Southampton for

the purposes of Railway No. 2 of the Company's said Act of 1868, passing through or into the parishes of Carisbrooke, Newport, and Whippingham, or some of them, all in the Isle of Wight, in the said county of Southampton, and terminating in the said parish of Carisbrooke, at a point near the south-eastern boundary fence of a field numbered 4 in the said parish of Carisbrooke on the said plans deposited as aforesaid in respect of the said Act of 1868, and one hundred yards or thereabouts, measured in an easterly direction along such boundary, from the south-west corner of such field.

To authorise the Company to make and maintain a bridge for carrying a roadway over the River Medina, having an opening span in the centre, commencing at a point on the eastern side of the present town quay at Newport, and ten yards or thereabouts south of the northern point or extremity of such quay, and terminating at a point in the piece of land numbered 50A, in the parish of Newport, on the said deposited plans of the Company for Railway No. 2, authorised by the said Act of 1868, and at or near the south-western corner of such piece of land, and which said bridge will be wholly in the parish of Newport, in the Isle of Wight, in the county of Southampton.

To revive and extend for a further period the powers of the Company, under their said Act, to cross the public road numbered 6 in the parish of Whippingham, and the bridge numbered 121, in the parish of Newport, on the said plans of the said Company deposited as aforesaid in respect of the Act of 1868, and also the power to cross the River Medina, at or near to Coppin's Bridge, and on the north side thereof, within the limits of deviation shown on the same plans, which river is thereon numbered 107 in the said parish of Newport.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which would in any manner impede or interfere with any of the objects or purposes of the said intended Bill, and to confer, vary, or extinguish other rights and privileges.

To alter, divert, cross, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, railways, and tramways within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to alter, divert, cross, or stop up for the purposes of the said intended railways and works, or any of them, and in particular to authorise the crossing on the level, by the said Railway No. 1 of the Company authorised by the said Act of 1868, of the public road which crosses Shide Bridge, in the parishes of Carisbrooke and Whippingham, in the Isle of Wight, in the county of Southampton, and numbered 30, in the parish of Carisbrooke, and 34 in the parish of Whippingham, on the said plans of the said authorised railway of the Company, deposited as aforesaid with the clerk of the peace of the county of Southampton, in respect of the said Act, instead of diverting the said public road in the manner shown on the said deposited plans, and carrying the same over the railway by means of a bridge.

To levy tolls, rates, and duties upon or in respect of the said intended railway and works, to alter existing tolls, rates, and duties, and to confer

exemptions from the payment of such tolls, rates, and duties.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To make such junctions and communications with or openings in and alterations of the Cowes and Newport Railway and the authorised Yarmouth and Ventnor Railway respectively, and otherwise to interfere with the rails, works, and lands of those railways, or either of them respectively, as may be requisite for the purposes of the Bill, and to regulate such junctions and communications and the use thereof.

To enable the Company and all companies and persons using their railways, or any or either of them, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions, and under regulations to be agreed upon or settled by the Board of Trade in case of difference, all or any part or parts of the railways of the Cowes and Newport Railway Company, and to levy and collect tolls, rates, and charges in respect of traffic carried over the railway and works of the said Cowes and Newport Railway Company, and to alter the tolls authorised to be taken on the railway of that Company.

To enable the Company on the one hand and the Cowes and Newport Railway Company and the Yarmouth and Ventnor Railway, Tramway, and Pier Company respectively, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of their said Railways, or either of them, or any part or parts thereof respectively; and the supply and maintenance of engines, carriages, rolling stock, and other stock, or plants for the same, and with respect to the payment and contributions by the Company towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the division and apportionment of the tolls, charges, or other consideration to be paid for such use, and to enable the Company to levy tolls, rates, and charges on the railways of the said Cowes and Newport Railway Company and the Yarmouth and Ventnor Railway, Tramway, and Pier Company respectively, or either of them, or any part or parts thereof, and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid, and to confirm any agreement entered into between the said three companies, or any two of them, or any person or persons in their behalf respectively in relation to all or any of the matters aforesaid.

To authorise the Company to apply, for the purposes of the intended Act, or any of them, their corporate funds, and for those purposes, and for the general purposes of the Company, or either of them, to raise further money by borrowing on mortgage or bond, and by the creation of new shares and capital of the Company, with or without a preference, priority, or guarantee in payment of interest or dividend or other rights and privileges attached thereto, and, if thought fit, in one or more classes, or by any of these means, and either as part of their general capital and loan, or wholly and partially as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works.

To change the corporate name of the Company.

To alter, amend, repeal, or vary clause 22 of "The said Isle of Wight (Newport Junction)

Railway Act, 1868," and to alter, vary, amend, enlarge, and extend, or to repeal all or some of the other powers of the said Act.

To incorporate with the intended Act the necessary provisions of all or some of the following Acts, viz.:—"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 Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and of any other public Acts which may be necessary for carrying out the purposes of the intended Bill.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the powers and provisions, or some of them, of the several Acts of Parliament following (that is to say):—"The Cowes and Newport Railway Act, 1864," and any other Act relating to the Cowes and Newport Railway Company, "The Yarmouth and Ventnor Tramway and Pier Railway Act, 1871," and any other Act relating to that company.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections describing the lines, 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, and also a copy of this notice as published in the London Gazette, together with an Ordnance or published map, with the lines of railway delineated thereon, so as to show their general course and direction, will be deposited for public inspection with the clerk of the peace for the said county of Southampton, at his office in Winchester, and with the clerk of the peace for the Isle of Wight, at his office in Newport; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are, or is intended to be made, with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given, that 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, 1871.

Saunders and Hawksford, 36, Carey-street, Solicitors, Lincoln's Inn.

J. Brend Batten, 32, Great George-street, Westminster, Parliamentary Agent.

Tynemouth (Borough) Tramways.

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order authorising the person or persons to be named therein or a Company to be formed under "The Companies Act, 1862," (as the case may be) and who are in this notice hereinafter referred to as "The Promoters," 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 neces-

sary and proper works and conveniences connected therewith respectively (that is to say):

1. A Tramway, No. 1, wholly situate in the parish of Tynemouth, in the county of Northumberland, commencing at the eastern end of Front-street, Tynemouth, at a point half a chain west of the public drinking fountain and clock tower situate at the eastern end of that street, and proceeding thence in a westerly direction along Front-street into and along the Shields and Tynemouth road and Albion-street, and into and along Upper Norfolk-street, and the southern end of Northumberland-square, and into and along Howard-street, and terminating at the southern end of the last-named street opposite or nearly opposite the junction therewith of Tyne-street.

The proposed Tramway No. 1 will consist of a single line of tramway laid along the centre of the respective roads and streets through which it is intended to pass, except that at the instances next hereafter mentioned, the proposed tramway will consist of a double line of tramway, each line of which will gradually diverge from and on opposite sides of the centre line of the road or street until in the length of three-quarters of a chain they respectively attain the distance of 4 feet 6 inches from the imaginary centre line of the road or street, and will continue respectively at that distance from the centre line until they respectively reach a point three-quarters of a chain from the termination of the double line of tramway, when they will again respectively gradually approach until, in such length they again attain the imaginary centre line of the road or street.

The following are the points above referred to at which the tramways will consist of a double line, viz:—

- (a) In Front-street, Tynemouth, between a point half a chain from the commencement, as above described, of the proposed Tramway No. 1, and a point 3 chains westward thereof.
- (b) In the Shields and Tynemouth road between a point 3 chains westward from the main entrance of the Tynemouth-station of the North Eastern Railway, and a point 2 furlongs and 1 chain westward of the said entrance.
- (c) In the Shields and Tynemouth road, from a point 1 chain and 5 yards westward of the centre of Coburg-street, to a point 19 chains and 5 yards westward of the same street.
- (d) In Howard-street, from a point three-quarters of a chain southward from the intersection of the imaginary centre lines of Howard-street and Saville-street, to a point half a chain northward of the termination of the tramway as above described.

2. A tramway No. 2 commencing in Howard-street aforesaid, in the said parish of Tynemouth, by a junction with the proposed Tramway No. 1 above described at a point three-quarters of a chain southward of the intersection of the imaginary centre lines of Howard-street and Saville-street, and proceeding thence in a northerly direction along Howard-street, and curving in a westwardly direction into and passing along Saville-street, Saville-street West, and Prudhoe-street, and thence along the new road about to be constructed by the Corporation of Tynemouth, and known as "the Howdon-road," and intended to connect the town of North Shields with the Northumberland Docks at Howdon, and proceeding from the point of termination of the said new road in a southerly direction into and along a road leading from Pit-row,

Howdon, along the eastern boundary of the Tyne Commission Workshops to the river Tyne, and terminating in the parishes of Tynemouth and Wallsend or one of them, at a point in the last mentioned road 25 yards north of the quay wall of the river Tyne.

The proposed Tramway No. 2 will consist of a single line of tramway laid along the centre of the respective streets and roads through which it is intended to pass, except that at the places next hereafter mentioned, the proposed tramway will consist of a double line of tramway, each line of which will gradually diverge from and on opposite sides of the centre line of the road or street, until in the length of three-quarters of a chain they respectively attain the distance of 4 feet 6 inches from the imaginary centre line of the road or street, and will continue respectively at that distance from the centre line until they respectively reach a point three-quarters of a chain from the termination of the double line of tramway when they will again respectively gradually approach until in such length they again attain the imaginary centre line of the road or street.

The following are the points above referred to at which the tramway will consist of a double line, viz. :—

- (e) In the Howdon-road from a point 1 furlong westward from the point where the tramway crosses Coach-lane to a point 1 furlong 5 chains westward from the said crossing ;
 (f), from a point 2 furlongs eastward of the Backworth wagon-way to a point 1 furlong 5 chains eastward of the said wagon-way ;
 (g), from a point 5 chains westward of the Seaton Burn wagon-way to a point 1 furlong westward of the said wagon-way ;
 (h), at the termination of the tramway from a point 5½ chains northward to a point half a chain northward of such termination.

3. A short junction Tramway No. 3 situate wholly in the parish of Tynemouth, in the county of Northumberland, commencing in Howard-street by a junction with the proposed Tramway No. 1, at a point 17 yards northward of the intersection of Howard-street and Saville-street, and terminating in Saville-street by a junction with the proposed Tramway No. 2 at a point 17 yards measured in a westerly direction from the said intersection of Howard-street and Saville-street.

4. A Tramway No. 4 situate wholly in the parish of Tynemouth, in the county of Northumberland, commencing in the road leading from Pitrow, Howdon, along the eastern boundary of the Tyne Commission Workshops to the River Tyne, by a junction with the proposed Tramway No. 2 above described at a point in the centre of the said road, 23 yards or thereabouts, measured in a north-westerly direction from the north-eastern corner of the boundary of the Tyne Commission Workshops, at Howdon, and passing thence in an easterly direction into and along the road leading from the Howdon-road to the Northumberland Docks, and terminating in that road at a point opposite, or nearly opposite, the Duke of Wellington public-house.

The proposed Tramway No. 4 will consist of a single line of tramway laid along the centre of the respective roads through which it is intended to pass, except that (i) from a point 3½ chains from the termination of the tramway to a point half a chain from the said termination the proposed tramway will consist of a double line, each line

of which will gradually diverge from and on opposite sides of the imaginary centre line of the road or street, until in the length of three-quarters of a chain they respectively attain the distance of 4 feet 6 inches from the imaginary centre line of the road or street, and will continue respectively at that distance from the centre line for the further distance of 1½ chains, and will then again respectively gradually approach until in the further length of three-quarters of a chain they again respectively attain the centre line of the road.

The said proposed tramways and works hereinbefore described will pass from, through, or be made from, in, through, or into the parishes, townships, extra-parochial and other places following, that is to say: Tynemouth, North Shields, Chirton, and Wallsend, and Howdon Pans all in the county of Northumberland, or some or one of them.

The following is a description (given in compliance with the rules made with respect to Provisional Orders by the Board of Trade under "The Tramways Act, 1870,") of each place at which any of the tramways to be authorised by the proposed Provisional Order will be so laid, that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz. :—

In the Shields and Tynemouth road :—

Between two points respectively 70 yards and 155 yards westward from the main entrance to the North-Eastern Railway Station at Tynemouth.

For a distance of 48 yards immediately west of Cross-lane.

For a distance of 21 yards immediately east of Hudson-street.

From the crossing of King-street westward to a point 10 yards westward of East Stephenson-street.

From the crossing of Stephenson-street to a point 86 yards westward thereof

In Saville-street.

From the crossing of Camden-lane to the crossing of Little Bedford-street.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of part 2 and part 3 of the "Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the Promoters the powers or some of the powers following (that is to say) :

To authorise the Promoters 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 Provisional Order.

To enable the Promoters 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 Promoters 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 Promoters 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 Promoters for the purposes of the Provisional Order 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 Promoters 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 Promoters or upon terms to be prescribed by the Provisional Order, the use of the proposed tramway by persons or corporations other than the Promoters, 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 authorise and give effect to agreements between the Promoters, 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 Promoters 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 Promoters 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 any local, road, or 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 Provisional Order.

To empower the Promoters 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 Promoters.

To enable the Promoters 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 Promoters 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 Provisional Order 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, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, and also for public inspection with the clerk of the peace for the county of Northumberland, at his office at Newcastle-on-Tyne, in the said county, with the town clerk for the borough of Tynemouth, at his office at North Shields, and with the clerk to the Local Board of Health for the Wallsend District, at his office at Wallsend, and that a copy of so much of the said plans

and sections as relates to each of the parishes, and extra-parochial or other 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 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.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned, at the office of the town clerk of Tynemouth as aforesaid, or at the offices of Messrs. W. G. and H. Laws, Central Buildings, Grainger-street West, Newcastle-on-Tyne.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1872.

Dated this 1st day of November, 1871.

Ashurst, Morris, & Co., 6, Old Jewry, E.O., and 22, Abingdon-street, Westminster, Solicitors for the intended Application.

In Parliament.—Session 1872.

Hindley Local Board Bill.

(Power to Erect and Purchase Gas Works, and to Manufacture Gas; To construct Water Works and supply Gas and Water; Purchase of Lands, levying of Rates, borrowing of 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 Local Board for the district of Hindley, in the township of Hindley and parish of Wigan, in the county palatine of Lancaster (hereinafter called the Local Board) for an Act for all or some of the following purposes (that is to say):—

To enable the Local Board to erect and maintain Gas Works, with all necessary works and conveniences for manufacturing and storing gas and dealing with the residual products arising therefrom upon the lands following, or some part thereof, in the township of Hindley, in the parish of Wigan, and county of Lancaster (that is to say):—

A.—A plot of land situate in the township of Hindley aforesaid, and on the northerly side of the Ince Hindley and Westhoughton Turnpike-road, called Wigan-road, and belonging to or reputed to belong to Richard Walmsley, Esquire, and which said plot of land is situate partly in the field called the Broad Meadow, partly in the field called the Rose Croft, and partly in the plantation adjoining the said Wigan-road, and is now in the occupation of James Hodgkinson, and which said plot of land extends along the north side of the said Wigan-road in an easterly direction fifteen yards or thereabouts from the east end of the house in Wigan-road aforesaid occupied by George Blackledge, and belonging or reputed to belong to Enoch Moss, and thence extending six statute chains or thereabouts in a northerly direction and parallel to the easterly fence of the said Broad Meadow at a distance of twelve yards or thereabouts in an easterly direction from the said fence, and thence in a north-westerly direction for a distance of seven statute chains or thereabouts to the watercourse on the north-west boundary of the said Broad Meadow, and thence in a south-westerly, southerly, and south-easterly direction along the said watercourse to the south-eastern corner of the said Broad Meadow, and thence for a distance of ten yards or thereabouts in a southerly direction to the north side of the said Wigan-road.

B.—A plot of land situate in the township of Hindley aforesaid, and on the northerly side of the said Wigan-road, and forming part of a field called the Common Field, and belonging to or reputed to belong to Richard Pennington, Esquire, and in the occupation of Oliver Ormrod, and which same plot of land is bounded on the northerly and north-westerly sides thereof by the township boundary dividing the townships of Hindley and Ince in Makerfield, on the easterly side partly by an occupation-road, and partly by land and premises belonging to the Haigh Brewery Company, and on the southerly side by the said Wigan-road.

C.—A plot of land situate in the township of Hindley aforesaid, and on the southerly side of the said Wigan-road, and forming part of a field called the Big Meadow, and belonging to or reputed to belong to Randolphus

de Trafford, Esquire, and in the occupation of Henry Whittle, and on the northerly side thereof extending in an easterly direction along the said Wigan-road twelve yards from the north-eastern corner of the Goods Station-yard belonging to the Lancashire Union Railways Company and the London and North Western Railway Company, or one of them, and thence in a southerly direction and parallel to the said Goods Station-yard for a distance of six statute chains, or thereabouts, and thence in an easterly direction to the easternmost fence of the said Big Meadow for a distance of five statute chains or thereabouts, and thence in a southerly direction along the easternmost side of the said Big Meadow for a distance of four and a half statute chains or thereabouts, and thence in a westerly direction along the whole of the south side of the said Big Meadow, and thence alongside the easterly side of the Railway and Goods Station-yard of the said Lancashire Union Railways Company and London and North Western Railway Company, or one of them, to the north-eastern corner hereinbefore described of the said Goods Station-yard.

To enable the Local Board to purchase, by compulsion or agreement, or to take on lease, and to acquire any right in or easement over the pieces of land hereinbefore described, and to purchase by agreement, or take by agreement or lease other lands, houses, hereditaments and easements in and over other lands in their district for the purposes of their Act.

To confer on the Local Board powers to continue, enlarge, and maintain, pull down, or remove the gas works now used by the Hindley Gas, Coke, Meter, and Fitting Company, Limited (hereinafter called the Company), and to manufacture and supply gas for public and private purposes within their district and within the district now lighted by the Company; and to enable the Local Board to purchase and hold, and the Company to sell or transfer to the Local Board, the undertaking, land, dwelling-houses, buildings, works, mains, pipes, approaches, rights, privileges, and easements of or belonging to or possessed or enjoyed by the Company, and for that purpose to confirm in whole or in part, or if necessary to alter or vary any agreement already or hereafter to be entered into between the Company of the one part and the Local Board of the other part for that purpose; and to provide for the winding up of the Company on the completion of such purchase; and for the application of the purchase-money.

To authorize the Local Board to maintain, rebuild, enlarge, and repair, or pull down and remove the existing gas works of the Company, which are situate on a piece of land on the northerly side of Wigan-road aforesaid, and on the easterly side of Darby-lane, Derby-lane, or Dove-lane, and bounded on the northerly side thereof by land and premises belonging or reputed to belong to Richard Pennington the younger, Esquire, and partly in his occupation and partly in the occupation of John Greenough, and on the easterly and a portion of the southerly sides thereof by lands belonging or reputed to belong to the said Richard Pennington the younger, Esquire, and in his occupation, and on the remainder of the southerly side thereof by a street or intended street called Cross-street, and on the westerly side thereof partly by Darby-lane, Derby-lane, or Dove-lane aforesaid, and partly by land and premises belonging to or reputed to belong to

Robert Gibson, and in the township, parish, and county aforesaid.

To authorize the Local Board to lay down and maintain mains, pipes, culverts, and other works for gas and other the purposes aforesaid, in, through, under, over, or across, and for all or any of the purposes of the intended Act, to cross, break up, alter, or divert or stop up, either temporarily or permanently, roads, highways, footpaths, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, watercourses, and gas pipes; to remove and alter telegraph wires, in the district, township, or extra-parochial and other places before mentioned, or some of them.

To empower the Local Board to supply gas by agreement to persons outside their prescribed limits of supply.

To authorize the Local Board to convert, manufacture, sell, and dispose of coal, coke, tar, and other residual products, and to take licences of patent rights, and to manufacture, sell, and let meters, fittings, and other apparatus, and to make contracts or agreements with any persons or corporations in relation thereto.

To enable the Local Board to make and maintain the water works and other works and conveniences following or some of them, all in the county of Lancaster, namely:—

1. A reservoir (hereinafter described as Reservoir No. 1) wholly in the township of Lowton, in the ancient parish of Winwick, in the said county, situate on lands belonging or reputed to belong the Reverend Peter Warburton and others, and in the occupation of Samuel Bent, lying at or near a point twenty-eight statute chains or thereabouts measured in a south-westerly direction from the farmhouse called Lowton-heath House, near Stone Cross-lane or Stone Croft-lane, occupied by Ellis Boardman, and in the said township of Lowton.
2. A well and pumping station, wholly in the township of Lowton aforesaid, on lands belonging or reputed to belong to the said Reverend Peter Warburton and others, and in the occupation of the said Samuel Bent, lying at or near a point twenty-six statute chains or thereabouts measured in a south-westerly direction from the aforesaid farmhouse called Lowton-heath House.
3. An aqueduct, conduit, or line of pipes commencing from and out of the proposed Reservoir No. 1, and passing thence, through, or into the several parishes, townships or places following, or some of them, that is to say: Winwick, Leigh, Wigan, Lowton, Golborne, Ashton-in-Makerfield, Abram, Ince-in-Makerfield, and Hindley, and terminating in the township of Hindley and parish of Wigan at the Reservoir No. 2 next hereinafter described.
4. A Reservoir No. 2, situate wholly in the township of Hindley, on lands belonging to or reputed to belong to Roger Leigh, Esquire, and in the occupation of William Hampson, lying at or near a point eight statute chains or thereabouts measured in an easterly direction from the Penny Gate Farm House, in Ladies-lane, occupied by the said William Hampson, and in the said township of Hindley.

To sink wells and shafts and make borings and other works for collecting water from the lands in the said parishes, townships, and places, or some or one of them.

To deviate laterally from the lines of the intended new works within the limits shown upon the plans hereinafter mentioned, and to

deviate vertically from the levels shown upon the sections hereinafter mentioned.

To make and maintain in the said parishes, townships, and places aforesaid, or any of them, in connection with the intended works above described, all necessary and convenient approaches, roads, ways, embankments, tanks, filtering-beds, dams, sluices, channels, drains, pipes, engines, and conveniences for collecting, raising, filtering, and drawing and distributing water.

To lay down and maintain mains, pipes, culverts, and other works for the distribution of water within the before-mentioned parishes, townships, and places, and for supplying water in bulk or otherwise to any Local Board or other public body or private consumer in any parish, township, district, or place, adjoining or near to the hereinbefore-mentioned parishes, townships, and places, and to enable the Local Board and any other Local Board, public body, or persons, to enter into contracts and agreements for carrying into effect any such last-mentioned object, and for the supply of water in bulk to the Local Board or any other object of the said Act, and to confirm existing agreements.

To break up, alter, divert, or stop up, either temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing paths, railways, tramroads, sewers, drains, streams, and watercourses within the parishes, townships, and places aforesaid which it may be necessary or convenient to break up, alter, divert and stop up for the purposes of the intended water works or of the intended Act.

To enable the Local Board to acquire, compulsorily or otherwise, easements or rights of way or other rights over or affecting the several roads, lanes, and ways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, and the site and soil thereof respectively, that is to say: the Bolton and Saint Helens Turnpike-road, Stone Cross-lane, Stone Croft-lane, Lowton-road, Factory-lane, Swell Brow, Wigan-road, Smithy-lane, Ashton-road, Windy-bank-lane, Heybridge-lane, Aye-bridge-lane, Dover, Dover-bridge, Abram Brow, Platt-bridge-lane, Platt-bridge, Lowe-green-road, Stony-lane, Market-street, Ladies-lane, and the Ince Hindley and Westhoughton Turnpike-road.

To insure to every house within the district of the Local Board a proper supply of water, and to require the owners and occupiers of all such houses to procure such supply at their expense.

To enable the Local Board to make, levy, and receive rates, rents, and charges for or in respect of the supply of gas and water, and for the sale and hire of meters and fittings for gas and water, and the public lighting or watering of any streets, roads, lanes or places within the district of the Local Board, or within the several parishes, townships, hamlets and places now supplied with gas by the Company, or some of them, or which the Board may be authorized to supply with water, and to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

To authorize the Local Board to levy general or special or other district rates within their district for the purposes of their gas and water undertakings to alter existing rates, and to confer, vary, or extinguish exemptions from the payment of the same.

To authorize the Local Board to apply to the purposes of the intended Act or any of them

any funds or moneys belonging or coming to them or which they are or may be empowered to raise by rates or otherwise under any public, general, or other Acts for the time being in force, or under the intended Act, and to raise additional funds for the erection of gas works and the purchase of the undertaking of the Company and the making and maintaining of water works and procuring a supply of water and other the purposes of the intended Act, or any of them, by borrowing on the credit of all or any of their undertakings, works, property, tolls, rates, duties, rents or revenue for the time being whether derived from the gas and water undertakings or from rates levied in their districts, or from whatever source derived, or to be derived by mortgage or debenture, or by way of annuity.

To diminish the several amounts which the Local Board are now required to set apart and appropriate annually for paying off any monies borrowed by them, or which they are or shall be authorized to borrow, and to extend the time limited for paying off monies borrowed by the Board.

To confer upon the Local Board all such other powers, rights, authorities and privileges which are or may become necessary or useful for carrying the powers of the intended Act into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, vary or repeal so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the Wigan Gas Act, 1861, and any Act amending the same, and particularly to exclude the district of Hindley from the operation of that Act, and to enable the Local Board to purchase any mains, pipes, property or rights of the Wigan Gas Company within that district.

To incorporate with the intended Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860 and 1869, "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," and "The Commissioners Clauses Act, 1847," "The Waterworks Clauses Acts, 1847 and 1863, or some parts thereof respectively, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands.

It is also proposed, so far as may be necessary or expedient for all or any of the purposes of the intended Act, to alter, amend, extend and enlarge, and if need be to repeal or re-enact and incorporate all or some of the powers and provisions of the several Acts of Parliament following, or some of them, that is to say:—

"The Public Health Act, 1848," "The Local Government Act, 1858," "The Sanitary Act, 1866," and any Acts now in force amending such last mentioned Acts, and all other Acts, if any, now in force within the district.

On or before the 30th day of November instant, duplicate plans and sections of the works proposed to be authorized by the intended Act, and plans showing also the lands proposed to be compulsorily taken under the powers thereof, and 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, together with a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the

county Palatine of Lancaster, at his office at Preston, in that county; and that on before the same day a copy of so much of the said plans, sections and book of reference as relates to such parish and extra-parochial place in, through or into which the proposed works will be made or in which the lands intended to be taken are situate, and a copy of this Notice as published in the London Gazette, will be deposited, in the case of such parish, with the parish clerk of each parish at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 13th day of November, 1871.

T. F. Taylor, Wigan, Solicitor.
S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In-Parliament.—Session 1872.

Devon and Cornwall Railway.

(New Railways from the South Devon Railway at Laira Green to Plymouth and Devonport; Provisions as to underpinning Houses; Purchase of Easements; Amendment or Repeal of Ninety-second Section of "The Lands Clauses Consolidation Act, 1845;" Revival of Powers for Compulsory Purchase of Lands; Working and other Arrangements with London and South-Western, South Devon, Bristol and Exeter, Salisbury and Yeovil, Cornwall, and Great Western Railway Companies; Running Powers and Facilities over, and Powers to levy and alter Tolls on Railways of South Devon and Launceston and South Devon, London and South-Western, and Bristol and Exeter, and Devon and Cornwall Railway Companies; Constitution of separate Undertakings; Powers to raise additional and separate Share and Loan Capitals; 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 Devon and Cornwall 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 authorise the Company to make and maintain the railways hereinafter described, or some 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, to be wholly situate in the county of Devon (that is to say):—

A Railway, No. 1, commencing in the parish or extra-parochial place of Laira by a junction with the main line of the South Devon Railway at a point distant 3 chains or thereabouts, measured along the said South Devon Railway, to the westward of the bridge carrying the road called or known as the Embankment-road over the main line of the said South Devon Railway, at or near Laira Green, and terminating in the parish of Charles, otherwise Charles the Martyr, Plymouth, in a piece of garden-ground called or known as Friary-gardens, in the occupation of Henry Blight, at a point in the said garden-ground about 3 chains or thereabouts, measured in a northerly direction, from the junction of Exeter-

street with Sutton-road; which said intended railway will pass through or into the parishes, extra-parochial or other places following, or some or one of them (that is to say): Plympton Saint Mary, Laira, Laira Green, Egg Buckland, Charles otherwise Charles the Martyr, Plymouth, and the borough of Plymouth.

A Railway, No. 2, commencing in the said parish of Charles, otherwise Charles the Martyr, Plymouth, by a junction with the intended Railway No. 1, in a pasture field in the occupation of Thomas Norsworthy, situated adjoining the northern side of a road or lane running at the back of a row of houses called South Devon-place, and between that place and the said pasture field, and at a point in such field 3 chains or thereabouts to the westward of the stable or cow-house situated at the north-east corner of the said field, and 18 chains or thereabouts, measured in an easterly direction from the junction of Tothill-road with Tothill-lane, and terminating in the said parish of Charles, otherwise Charles the Martyr, Plymouth, at a point on the eastern side of James-street about one chain to the south of the junction of that street with Glanville-street; and which said intended Railway No. 2, will pass in, through, or into the parishes, extra-parochial or other places following, or one of them (that is to say):—Charles, otherwise Charles the Martyr, and Saint Andrew, Plymouth, and the borough of Plymouth.

A Railway, No. 3, commencing in the said parish of Charles, otherwise Charles the Martyr, Plymouth, by a junction with the intended Railway No. 2, at the termination thereof as before described, and terminating in the parish of Stoke Damerel, in a pasture field (a portion of the glebe lands of that parish) in the occupation of John Mitch (which field abuts on and is situated to the westward of a road called Parsonage-road, and southward of another road or street called Lower Stoke-road) at a point three chains or thereabouts, measured in a westerly direction, from the junction of the said Parsonage-road with Lower Stoke-road, and which said intended Railway No. 3 will pass in, through, or into the parishes, extra-parochial or other places following, or some of them (that is to say):—Charles the Martyr, St. Andrew, Plymouth, the borough of Plymouth, East Stonehouse, the borough of Devonport, Stoke Damerel, the Tything of Compton Gifford, and the Tything or Chapelry of Weston Peverell.

To authorise the Company to purchase and take by compulsion or 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, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

To authorise the Company to underpin or otherwise secure or strengthen any house or buildings which may be rendered insecure or affected by any of the works of the Company, and which houses and buildings may not be required for the purposes thereof.

To enable the Company to acquire and purchase by compulsion or by agreement, for the purpose of the intended railways and works, easements, rights of using, and other rights, powers,

and privileges in, over, under, through, or affecting any lands, roads, or streets or other places, and to require and compel and to authorise and empower the owners of or any persons having limited interest in such lands, roads, streets, or other places, to sell and grant to the Company such easements, rights of using, and other rights, powers, and privileges.

To alter, amend, or to repeal, for the purposes of the Bill, the 92nd section of "The Lands Clauses Consolidation Act, 1845," and to empower the Company to purchase and take by compulsion or agreement any gardens, yards, cellars, vaults, or other premises attached or belonging to any house or other building or manufactory or premises, without being required to purchase the whole of such house, building, or other manufactory or premises.

To revive and extend for a further period the powers conferred upon the Company by "The Devon and Cornwall Railway Act, 1868," for the compulsory purchase of the lands numbered respectively 82, 83, 84, 86, and 87, in the parish of Okehampton, on the plans deposited in respect of "The Devon and Cornwall Railway Act, 1868," as in that Act recited.

To enable the Company on the one hand, and the London and South-Western Railway Company, the South Devon Railway Company, the Bristol and Exeter Railway Company, the Salisbury and Yeovil Railway Company, the Cornwall Railway Company, and the Great Western Railway Company, or any 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 authorised 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 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 authorised and intended railways of the Company, 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 railways and portions of railways (that is to say):—

So much and such portion of the Launceston and South Devon Railway as is situate between the commencement thereof at Tavistock and the authorised junction therewith of the Lidford Extension Railway of the Company at Lidford;

The South Devon and Tavistock Railway ;

So much and such portion of the South Devon Railway as is situate and lies between the junction therewith of the South Devon and Tavistock Railway, and the proposed junction therewith of the intended Railway No. 1 ;

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 St. 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 Company and the South Devon Railway Company and the Launceston and South Devon 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 companies owning or working the said railways 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 charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railway, and portions of railways, 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 railway and portions of railways, and the works and conveniences connected therewith.

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, or separate undertakings, distinct from the rest of the undertaking of the Company, and to authorise 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 separate share and loan capitals 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 capitals, 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 appeal, 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) :—25 and 26 Vic., cap. 165 ; 26 and 27 Vic., cap. 129 ; 27 and 28 Vic., cap. 114 ; 28 and 29 Vic., cap. 149 ; 30 and 31 Vic., cap. 125 ; 31 and 32 Vic., cap. 174 ; 32 and 33 Vic., cap. 127 ; 34 and 35 Vic., cap. 164, relating to or affecting the Company ; 4 and 5 Will. IV., cap. 88 ; 18 and 19 Vic., cap. 188 ; 29 and 30 Vic., cap. 216 ; 34 and 35 Vic., cap. 167, and the several other Acts relating to or affecting the London and South-Western Railway Company ; 7 and 8 Vic., cap. 68 ; 9 and 10 Vic., cap. 402 ; 10 and 11 Vic., cap. 242 ; 14 and 15 Vic., cap. 53 ; 17 and 18 Vic., cap. 122 ; 20 Vic., cap. 1 ; 20 and 21 Vic., cap. 8 ; 21 and 22 Vic., cap. 102 ; 23 and 24 Vic., caps. 10 and 103 ; 25 and 26 Vic., caps. 111, 123, and 132 ; 28 and 29 Vic., cap. 255 ; 29 and 30 Vic., cap. 153 ; 32 and 33 Vic., caps. 18 and 41 ; and any other Acts relating to or affecting the South Devon Railway Company ; 25 and 26 Vic., cap. 111 ; 26 and 27 Vic., cap. 105 ; 29 and 30 Vic., cap. 147 ; 32 and 33 Vic., cap. 41 ; and any other Acts relating to or affecting the Launceston and South Devon Railway Company ; 6 Will. IV. cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company ; 17 and 18 Vic., cap. 215, and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company ; 9 and 10 Vic., cap. 335 ; 21 and 22 Vic., cap. 88, and the several other Acts relating to or affecting the Cornwall Railway Company ; 5 and 6 Will. IV., cap. 107 ; 26 and 27 Vic., caps. 113 and 198, and the several other Acts relating to or affecting the Great Western Company, and all other Acts relating to or affected by the objects of the Bill or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an Ordnance 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 Devon, at his office at Exeter ; 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 afore-

said, will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1871.

*Ashurst, Morris, and Co., Old Jewry,
J. Brend Batten, 32, Great George-street,
Solicitors.*

*Henry Toogood, 16, Parliament-street,
Parliamentary Agent.*

In Parliament.—Session 1872.

Leeds Tramways.

(Incorporation of a Company; Transfer to Company of Undertaking, Powers, &c., of William and Daniel Busby and Company, under "The Leeds Tramways Order, 1871," and "The Tramways Order Confirmation Act, 1871;" Power to Company to lay down and work additional Tramways; Extension of Time for Construction of Tramways under "The Leeds Tramways Order, 1871;" Compulsory taking of Lands, &c.; Power to levy Tolls and to alter existing Tolls; Powers to make Agreements with the Corporation of Leeds, the Surveyors of Roundhay, or other Bodies Corporate, or some of them, and other Street and Road Authorities; Provisions as to Use of Tramways, Roads, and Streets; Incorporation of Acts; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the purposes, or some of the purposes, following (that is to say):—

To incorporate a Company hereinafter referred to as "the Company:"

To authorise William and Daniel Busby and Company to sell and transfer to the Company, and the Company to acquire, take, and hold, and to vest in the Company the undertaking, lands, works, estate, property (real and personal), powers, rights, privileges, and authorities of the said William and Daniel Busby and Company, under "The Leeds Tramways Order, 1871," confirmed by "The Tramways Order Confirmation Act, 1871" (which Order is hereinafter referred to as "the Order of 1871"), and to confer on the Company all the powers and privileges conferred on and vested in the said William and Daniel Busby and Company by the Order of 1871, with reference to the construction, maintenance, and working of the tramways thereby authorised, including as well tramways already constructed and opened for traffic as the tramways authorised by the Order of 1871, but not yet constructed, to the same effect and under the same conditions as if the Company had been authorised to construct the tramways, and had been named in the Order of 1871, instead of the said William and Daniel Busby and Company, and to authorise the Company to exercise all the rights, powers, and authorities now vested in the said William and Daniel Busby and Company under the Order of 1871:

To extend the time granted by the Order of 1871 for the construction of the tramways and other works thereby authorised, hereinafter referred to and called the authorised tramways:

To authorize the Company to construct, maintain, and work the several tramways hereinafter described, and which are hereinafter referred to as and called "the proposed tramways," or some or one of them, or some part or parts thereof respectively, with all necessary and proper iron

rails, plates, sleepers, works, and conveniences connected therewith respectively (that is to say):

No. 1. A Tramway No. 1, commencing by a junction with Tramway No. 3 of the Leeds Street Tramways authorized by the Order of 1871, at a point in Chapeltown-road, in the borough and parish of Leeds, sixty feet from and north-west of the north-west corner of Bar-row, passing thence into and along Roundhay-road, and terminating in the parish of Barwick-in-Elmet, in the West Riding of the county of York, at a point in the Roundhay-road, opposite the centre of Park-road, at its junction with the said Roundhay-road, and will pass from, through, or into the parishes of Leeds and Barwick-in-Elmet, in the West Riding of the county of York;

The centre line of the proposed Tramway No. 1 will be throughout its entire length on the left-hand side proceeding from the commencement to the termination of the tramway, and at a distance of four feet from the imaginary centre line of the streets and roads through which it is intended to pass, except that at the commencement of the tramway the centre line will be four feet six inches from and west of the imaginary centre line of Chapeltown-road, and will thence gradually approach until, in the length of twenty feet, it attains a distance of four feet from and on the said left-hand side of the said imaginary centre line;

No. 2. A Tramway No. 2, commencing by a junction with Tramway No. 3B of the Leeds Street Tramways, authorized by the Order of 1871, at a point in Chapeltown-road, in the borough and parish of Leeds, fifty-five feet or thereabouts from and north-west of the north-west corner of Bar-row, passing thence into and along Roundhay-road, and terminating in the parish of Barwick-in-Elmet, in the West Riding of the county of York, at a point in the Roundhay-road opposite the centre of Park-road, at its junction with the Roundhay-road, and will pass from, through, or into the parishes of Leeds and Barwick-in-Elmet, in the West Riding of the county of York;

The centre line of the proposed Tramway No. 2 will be throughout its entire length on the right-hand side, proceeding from the commencement to the termination of the Tramway, and at a distance of four feet from the imaginary centre line of the streets and roads through which it is intended to pass, except that at the commencement of the tramway the centre line will be four feet six inches from and east of the imaginary centre line of Chapeltown-road, and will thence gradually approach until, in a length of twenty feet, it attains a distance of four feet from and on the said left-hand side of the said imaginary centre line:

No. 1A. A short junction, Tramway No. 1A, situate wholly in the Roundhay-road, in the parish of Barwick-in-Elmet, and West Riding of the county of York, commencing by a junction with the proposed Tramway No. 2 at a point two chains from the termination of that tramway as hereinbefore described, and terminating by a junction with the proposed Tramway No. 1, at a point one chain from the termination of that tramway as hereinbefore described;

The centre line of the proposed Tramway No. 1A will be at its commencement four feet from and on the south-east side of the imagi-

nary centre line of the Roundhay-road, and will thence gradually approach until in the length of half a chain it reaches the centre of that road, and will thence gradually diverge until, at its termination, it attains a distance of four feet from and north-west of the said imaginary centre line ;

No. 3. A Tramway No. 3, situate wholly in the parish of Leeds, in the West Riding of the county of York, commencing by a junction with Tramway No. 1 of the Leeds Street Tramways, authorised by the Order of 1871, at a point in Wellington-street two hundred feet west of the north-west corner of Wellington-lane at its junction with Wellington-street, passing thence along Wellington-street, and into and along Wellington-road to a point in that road forty feet or thereabouts south of the south corner of the Crown Inn ;

The centre line of the proposed Tramway No. 3 will be at its commencement four feet six inches from and south of the imaginary centre line of Wellington-street, and at the same distance from and south of an imaginary centre line of Wellington-road to a point in that road one chain south of the south-western corner of Wellington Bridge-street at its junction with Wellington-street, and will thence gradually approach until in the distance of half a chain it reaches the centre of Wellington-road, and from thence to its termination will be laid along the centre of Wellington-road ;

No. 3A. A Tramway, No. 3A, situate wholly in the parish of Leeds, commencing by a junction with Tramway No. 1A of the Leeds Street Tramways authorised by the Order of 1871, at a point two hundred feet west of the south-west corner of Wellington-lane at its junction with Wellington-street, and passing thence along Wellington-street and into and along Wellington-road to a point in that road one and a half chains from and south of the south-west corner of Wellington Bridge-street at its junction with Wellington-street.

The centre line of the proposed Tramway No. 3A will be at its commencement four feet six inches from and north of the imaginary centre line of Wellington-street, and will proceed at that distance from and on the north side of the imaginary centre line of Wellington-street and Wellington-road to a point in the last-mentioned road one chain from and south of the south-west corner of Wellington Bridge-street at its junction with Wellington-street, and will gradually approach until at its termination it reaches the imaginary centre line of Wellington-road :

Each of the said proposed tramways hereinbefore described will occupy throughout a space not exceeding five feet one inch in width, and the distance of each of the said proposed tramways from the imaginary centre line hereinbefore stated means the distance of the centre line of the tramway from the imaginary centre line ;

The imaginary centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the existing carriageway of the street or road, by whatever name known or called, along which the tramway is intended to be laid ;

And it is proposed by the Bill to authorise the Company, for the purposes of the authorised tramways, as well as of the proposed tramways, to lay down and maintain tramways, iron rails, and

plates in, upon, and along the surface of the streets, roads, and places mentioned and specified in the Order of 1871 and in this notice, and 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, bridges, sewers, drains, pavements, thoroughfares, cab stands, weighing machines, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in the Order of 1871 or in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the authorised and also 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 the Order of 1871, or of the Bill, 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 authorised and of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same ; to confer exemptions from the payment of such tolls, rates, or duties ; and to alter existing tolls, rates, and charges as fixed by the Order of 1871, and any exemptions therefrom :

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 authorised or proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any tolls, 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 authorised or proposed tramways or of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the authorised or 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 authorised or 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 authorised or 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 authorise 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 provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places, in which the authorised or 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 or road 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 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 authorised and 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 the Order of 1871, or 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 mayor, aldermen, and burgesses of the borough of Leeds, and any vestry, district board, highway surveyors, or any turnpike or other trustees, or other bodies corporate, local authorities, or persons having respectively the duty of directing the repairs or the control or management of the streets, roads, and places respectively along or into which any of the authorized or proposed tramways shall or may be constructed, 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, steam, or other power, and for the payment of a composition or adjusted or modified tolls or duties in respect of the user of such streets, roads, and places, and for securing the carrying out of the said tramways and the undertaking authorized by the Order of 1871, and the undertaking to be authorized by the Bill, and to confirm any agreement or agreements which have or has already been made or may hereafter be made with reference to any of these matters;

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 Order of 1871, with or without modification, and, so far as may be necessary for the purposes of the Bill, to amend, alter, or repeal the provisions or some of the provisions of that Order;

To incorporate with, and extend and apply to the Bill, all or some of the provisions of the public general Acts of Parliament following, viz.:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Act, 1845," "The Railways Clauses Act, 1863," and "The Tramways Act, 1870," or some of them, or some part or parts thereof respectively, with such variations therein as may be deemed necessary or expedient, or wholly or partially to exempt the Company from any of the provisions of these several Acts, or to modify or alter the same with reference to all or any of the objects of the Bill, and to vary or

extinguish all rights or privileges thereunder, or under any other Act or Acts, and to alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of "The Leeds Tramways Order, 1871," and "The Tramways Orders Confirmation Act, 1871," so far as may be necessary for the purposes of the Bill:

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 plans and sections of the proposed tramways and works, and the lands, houses, and other property in or through which they 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 or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the borough of Leeds, at his office at Leeds, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Town Clerk of the borough of Leeds, at his office at Leeds; 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 proposed tramways and 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 for public inspection with the respective parish clerks of those parishes at their respective residences:

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, 1871.

Barr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Bill.

Simson and Wakeford, 11, Great George-street, Westminster, Parliamentary Agents.

Midland and South Stafford Railways.

(Incorporation of Company; Power to make Railways in the counties of Warwick and Stafford, from the Midland Railway, at Curdworth to Sutton Coldfield, Walsall, and Lichfield; Running Powers over portions of the Railways of the Midland and London and North-Western Railway Companies; Traffic Arrangements with those Companies: Tolls; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company" and to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

To make and maintain the railways hereinafter described, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith, that is to say:

1. A Railway (No. 1), situate wholly in the townships of Berwood and Minworth, or one of them, in the parish of Curdworth, in the county of Warwick, commencing by

- a junction with the Birmingham and Derby section of the Midland Railway at a point 177 yards or thereabouts measured along the said railway in an easterly direction from the mile post on the said railway indicating a distance of 36 miles from Derby, and terminating in a field belonging to the Right Honourable the Earl of Bradford, and in the occupation of John King, and which field is bounded on the north side thereof by a public road leading from the Birmingham and Kingsbury Turnpike Road at a point between Tyburn and Plantsbrook Forge, towards Minworth, and on the east side thereof by a road leading out of the last-mentioned public road to Park Hall Farm, in the parish of Aston-juxta-Birmingham.
2. A Railway (No. 2), commencing in the township of Castle Bromwich, in the parish of Aston-juxta-Birmingham, in the county of Warwick, by a junction with the said Birmingham and Derby section of the said Midland Railway at a point 280 yards or thereabouts measured along the said railway in a westerly direction from the mile post on the said railway indicating a distance of 35 miles from Derby, and terminating at the point hereinbefore described as the point of termination of Railway No. 1, which said Railway No. 2 will be made or pass from, in, to, through or into the parishes, townships, ex-parochial, or other places following, that is to say: Aston-juxta-Birmingham, Castle Bromwich, Curdworth, and Minworth, all in the county of Warwick.
 3. A Railway (No. 3) commencing in the parish of Curdworth, in the county of Warwick, by a junction with the said intended Railways Nos. 1 and 2, or one of them, at the termination thereof respectively, as hereinbefore described, and terminating in the parish of Sutton Coldfield, in the county of Warwick, in a field known as the Blabbs Meadow, belonging to and occupied by the Reverend William Kirkpatrick Riland Bedford, and which field is bounded on the south by the public highway leading from Reddicap Hill to Sutton Coldfield, and on the west by a field belonging to the overseers and guardians of the poor for the parish of Sutton Coldfield, and is occupied by Wilson Hughes, which said Railway No. 3 will be made or pass from, in, to, through, or into the parishes, townships, extra-parochial, or other places following, that is to say: Curdworth, Minworth, and Sutton Coldfield, all in the county of Warwick.
 4. A Railway (Number 4) commencing in the parish of Sutton Coldfield, in the county of Warwick, by a junction with the said intended Railway Number 3, at the termination thereof as hereinbefore described, and terminating in the parish of Walsall, in the county of Stafford, by a junction with the deviation line of the Wolverhampton and Walsall Railway Company, authorised by the Wolverhampton and Walsall Railway Act, 1867, at a point where the centre line of the said deviation line is shown to cross the turnpike road leading from Walsall to Bloxwich, and which said turnpike road is numbered 42 in the parish of Walsall, in the county of Stafford, on the plans of the said deviation railway referred to in that Act, and deposited with the Clerk of the Peace for the county of Stafford, in respect of the application to Parliament for the said Act, which said Railway No. 4 will be made or pass from, in, through, or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say:—Sutton Coldfield, in the county of Warwick, and Sutton Coldfield, Great Barr, Aldridge, Rushall, and Walsall, all in the county of Stafford.
 5. A Railway (No. 5) situate wholly in the parish of Rushall, in the county of Stafford, commencing by a junction with the said intended Railway No. 4, in a field adjoining to and to the north of the intersection of the Walsall and Lichfield turnpike road with the public road leading from the last-mentioned turnpike road, nearly opposite the junction of the road from Rushall Castle therewith to a place called Cart Bridge, which field belongs to the Right Honourable the Lord Justice Sir George Mellish, and is in the occupation of Able Beach, who sublets it to Thomas Edwards, and terminating by a junction with the South Staffordshire Section of the London and North-Western Railway at a point 290 yards measured in a northerly direction along the said railway from the signal box at the junction of the Cannock Chase Branch Railway with the aforesaid South Staffordshire Railway.
 6. A Railway (No. 6) situate wholly in the said parish of Rushall, and commencing by a junction with the said intended Railway No. 4, in a field known as the Sparrows Field, adjoining the South Staffordshire Railway aforesaid, and on the western side thereof, and which field belongs to Charles Haden Adams, and is occupied by Samuel Stack house, and terminating by a junction with the Cannock Chase Branch of the London and North-Western Railway at a point 160 yards measured in a north-westerly direction, along the said railway from the mile-post indicating half a mile from the junction with the South Staffordshire Railway.
 7. A Railway (No. 7), situate wholly in the parish of Sutton Coldfield, in the county of Warwick, commencing by a junction with the said intended Railway No. 3, at the termination thereof as hereinbefore described and terminating at a point in the turnpike road, leading from Sutton Coldfield to Tamworth, four hundred and sixteen yards or thereabouts, measured along the said turnpike road in a north-easterly direction from the point of junction of the road leading from Sutton Coldfield to Lichfield, with the turnpike road from Sutton Coldfield to Tamworth.
 8. A Railway (No. 8) situate wholly in the parish of Sutton Coldfield, in the county of Warwick, and commencing by a junction with the Sutton Coldfield Branch of the London and North-Western Railway, at a point forty-seven yards or thereabouts measured in a southerly direction, along the said railway from the southern extremity of the easternmost passenger platform of Sutton Coldfield Station, and terminating at the point hereinbefore described as the point of termination of Railway No. 7.
 9. A Railway (No. 9) commencing in the parish of Sutton Coldfield, in the county of Warwick by a junction with the said intended Railways, Nos. 7 and 8, or one of them, at the termination thereof respectively, as hereinbefore described, and terminating in the parish of St. Michael, Lichfield, in the

city and county of the city of Lichfield, in the county of Stafford, by a junction with the said South Staffordshire Section of the said London and North-Western Railway, at a point 200 yards or thereabouts, measured in a north-easterly direction along that railway from the centre of the bridge, carrying such railway over the turnpike road from Sutton Coldfield to Lichfield, which said Railway No. 9, will be made, or pass from, in, through, or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Sutton Coldfield, in the county of Warwick, Little Aston, Wood End, Fotherley, Stonall, and Thornes, Over Stonall, Shenstone, Chesterfield, Wall, and St. Michael's, Lichfield, all in the county of Stafford.

To purchase, and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the said intended railways and works, and of the said intended Bill, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which would in any manner impede or interfere with any of the objects or purposes of the said intended Bill, and to confer, vary, or extinguish other rights and privileges.

To alter, divert, cross, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, railways, and tramways within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary; to alter, divert, cross, or stop up for the purposes of the said intended railways and works, or any of them, or of the said intended Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to confer exemptions from the payment of such tolls, rates, and duties.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To make such junctions and communications with or openings on and alterations of the London and North-Western Railway and the Midland Railway respectively, as may be requisite for the purposes of the Bill, and to regulate such junctions and communications and the use thereof.

To authorise the Company and all Companies, and persons using their railways or either of them, to run over, and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions, and under regulations to be agreed upon or settled by the Board of Trade, in case of difference, so much of the railway of the Midland Railway Company as lies between Castle Bromwich and Water Orton Stations, including the use of those stations, and also the following portions of the railway of the London and North-Western Railway Company, that is to say: so much of the South Staffordshire sections thereof as lies between the junction therewith of the said intended Railway No. 5, hereinbefore described, and Walsall, including the use of their Walsall Station and so much of the same section thereof as lies between the junction therewith of the said intended Railway No. 9, hereinbefore described, and Lichfield, including the use of their Lichfield

Station on the aforesaid South Staffordshire section, and to levy and collect tolls, rates, and charges in respect of traffic carried over the railways and works of the said London and North-Western Railway Company and Midland Railway Company (hereinafter called "the two Companies"), or either of them, and to alter the tolls authorised to be taken on the railways of the two Companies or either of them.

To enable the Company on the one hand, and the two Companies or either of them 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 and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the Company and the two Companies respectively; and the division and appropriation of the revenue arising from that traffic; 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.

To require the two Companies and each of them to book and invoice through, receive and convey the traffic passing to, from, over, and beyond the intended railways, over the railways belonging to, or worked or leased by those Companies, or any of them, and to make provision for the speedy and convenient interchange, accommodation, and transmission of the traffic, and for the settlement of rates and of disputes by arbitration, or in such manner as may be prescribed by the intended Acts.

To amend or repeal, so far as necessary for the purposes of the Bill, the powers and provisions of the several local and personal Acts of Parliament following, that is to say, 9 and 10 Victoria, cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company, 7 and 8 Victoria, cap. 18, and all other Acts relating to or affecting the Midland Railway Company, the Wolverhampton and Walsall Railway Act, 1865, and all other Acts relating to or affecting the Wolverhampton and Walsall Railway Company.

Duplicate plans and sections describing the lines, 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 or 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 as follows, that is to say: with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and with the Clerk of the Peace for the county of the city of Lichfield, at his office in that city; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place in or through which the said railways and works are intended to be made or pass, with a copy of this notice, will be deposited for public inspection.

tion 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 each such extra-parochial place at his residence.

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

Dated this 11th day of November, 1871.

Allcock and Milward, Birmingham, Solicitors to the Bill.

Wilkins, Blyth, and Marsland, 10, St. Swithin's Lane, E.C., Parliamentary Agents.

In Parliament—Session 1872.

Midland Railway

(Nottingham and Rushton Lines).

(Railways in the Town and County of the Town of Nottingham, and in the Counties of Nottingham, Leicester, Rutland, and Northampton; Widening of Existing Railway in Counties of Northampton and Bedford; 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 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 stations, approaches, sidings, works, and conveniences connected therewith (that is to say):—

1. A railway (to be called the "Nottingham and Saxby Line"), twenty-one miles four furlongs or thereabouts in length, to commence in the parish of Saint Mary, Nottingham, in the town and county of the town of Nottingham, by a junction with the Company's Nottingham and Lincoln Line, at a point thereon near the bridge which carries that line over the Nottingham Canal, and to terminate in the parish of Saxby, in the county of Leicester, by a junction with the Company's Syston and Peterborough Line, at a point thereon thirty-two chains or thereabouts east of the booking office of the Saxby Station on that line; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Saint Mary, Nottingham, in the town and county of the town of Nottingham, Snenton otherwise Sneinton, West Bridgford, Edwalton, Toller-ton, Plumtree, Normanton on the Wolds, Stanton on the Wolds, Widmerpool, Willoughby on the Wolds, Hickling, and Upper Broughton otherwise Broughton Sulney, in the county of Nottingham; Nether Broughton otherwise Lower Broughton, Old Dalby on the Wolds otherwise Old Dalby, Grimstone, Saxelby, Asfordby, Welby, Sysonby, Melton Mowbray, Thorpe Arnold, Brentingby, Wyfordby, Freeby, and Saxby, in the county of Leicester;
2. A railway (to be called the "Manton and Rushton Line"), fourteen miles or thereabouts in length, to commence in the parish of Manton, in the county of Rutland, by a junction with the Company's Syston and Peterborough Line, at a point thereon thirteen chains or thereabouts east of the

booking office of the Manton Station on that line, and to terminate in the extra-parochial place called Barford, in the county of Northampton, by a junction with the Company's main line of railway to London, at a point thereon twenty-four chains or thereabouts south-east of the booking office of the Rushton Station on that line; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Manton, Wing, Preston, Ayston, Glaston, Bisbrooke, Uppingham, Liddington, Stoke-Dry, and Caldecott, in the county of Rutland; Stoke-Dry, Great Easton, Drayton, Brighthurst, and Holt, in the county of Leicester; Cottingham-cum-Middleton; East Carlton, Rockingham, Wilbarston, Great Oakley, Little Oakley, Pipwell, Rushton, and Barford, in the county of Northampton;

3. A railway (to be called the "Croxtan Branch"), four miles six furlongs or thereabouts in length, to commence in the township and parish of Melton Mowbray, in the county of Leicester, by a junction with the intended Nottingham and Saxby Line above described, in a field belonging to Emily Keal, and occupied by William Waite, and known as the First Spinney Hill, and to terminate in the parish of Waltham on the Wolds, in the county of Leicester, in a field adjoining the public road leading from Waltham to Eaton, belonging to His Grace the Duke of Rutland, and occupied by George Musson, and known as Braythorn otherwise Goodwin's Close; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Melton Mowbray, Thorpe Arnold, Brentingby, Wyfordby, Scalford, Caldwell otherwise Chadwell, Wykeham, Waltham on the Wolds, Goadby-Marwood, Stonesby, Croxtan Kerial, and Eaton, in the county of Leicester;
4. A railway (to be called the "Melton Branch"), one mile two furlongs or thereabouts in length, to commence in the township of Sysonby, in the parish of Melton Mowbray, in the county of Leicester, by a junction with the intended Nottingham and Saxby Line above described, in a field belonging to the Earl of Bessborough, in the occupation of the representatives of Francis Orson, deceased, and known as the Old Pasture, and to terminate in the township and parish of Melton Mowbray aforesaid, by a junction with the Company's Syston and Peterborough Line, at a point thereon twenty chains or thereabouts west of the booking office of the Melton Mowbray Station on that line; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Sysonby, Kettleby, Welby, and Melton Mowbray, in the county of Leicester;
5. A railway (to be called the "Manton Curve"), three furlongs or thereabouts in length, to be situate wholly in the parish of Wing, in the county of Rutland, and to commence by a junction with the Company's Syston and Peterborough Line at a point thereon forty-five chains or thereabouts south-east of the booking office of the Manton Station on that line, and to ter-

minate by a junction with the intended Manton and Rushton Line above described in a field belonging to Francis Berry, in the occupation of the representatives of Francis Seaton, deceased, and known as the Hovel Close:

To empower the Company to widen on both sides thereof so much of their main line of railway to London as lies between the junction therewith of the intended Manton and Rushton Line as above described, and the north side of the bridge in the parish of Saint Paul, Bedford, in the county of Bedford, which carries the Company's said main line of railway over the River Ouse; which said intended widenings will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Rushton, Barford, Glendon, Rothwell, Kettering, Pytchley, Barton Seagrave, Burton-Latimer, Isham, Little Harrowden, Great Harrowden, Finedon, Wellingborough, Irthlingborough, and Irchester, in the county of Northampton; Wympington, Souldrop, Sharnbrook, Felmersham, Milton Ernest, Pavenham, Oakley, Bromham, Biddenham, and Saint Paul, Bedford, in the county of Bedford:

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railways and other works, and to vary or 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 authorise the Company to levy tolls, rates, or charges for or in respect of the said intended railways and other works, and to grant exemptions from the payment of tolls, rates, and charges:

To authorise 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 authorise 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 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 plans and sections of the said intended railways and other works, together with an ordnance 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 thirtieth day of November in this present year, be deposited for public inspection as follows (that is to say):—with the Clerk of the Peace for the town and county of the town of Nottingham, at his office at Nottingham; with the Clerk of the Peace for the county of Nottingham, at his office at Newark; 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 Rutland, at his office at Oakham; 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 Bedford, at his office at Bedford; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said intended railways and other works are or 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, except as regards the parish of Glendon, in respect of which the deposit will be made with the parish clerk of the adjoining parish of Kettering; as to the extra-parochial place of Barford, with the parish clerk of the adjoining parish of Rushton, at his residence; and as to any other 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 Acts of Parliament following, or some of them relating to the Company (that is to say):—local and personal Acts 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; 33 and 34 Vict., cap. 63; and 34 and 35 Vict., caps. 11, 39, 86, and 192; and any other Act or Acts relating to the Midland Railway Company:

And notice is hereby also given, that printed copies of the intended Act for effecting the objects aforesaid will, on or before the twenty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1871.

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

In Parliament.—Session 1872.

Tormoham Local Board of Health.

(Construction of Intercepting and other Sewers and Roads at Torquay; Purchase of Lands for Recreation purposes; Compulsory Powers as to Drainage of Tormoham, Saint Mary-Church, and Cockington; Alteration of existing and levying of new Rates and Tolls; Borrowing of Money; Toll on Coal consumed in Tormoham, and other powers; Amendment of Torquay Waterworks Act, 1856, and of other Acts.)

NOTICE is hereby given, that the Local Board of Health for the District of Tormoham, in the county of Devon (herein referred to as the Board), intend to apply to Parliament in the next Session for an Act for the following, or some of the following, among other purposes, and to confer upon them the following, or some

of the following, among other powers, that is to say:—

To construct the following works:—

An intercepting Sewer, to commence at or near the Old Barn, Tor Abbey, in the parish of Tormoham, to pass through or into that parish and the parish of Saint Mary-Church, both in the county of Devon, and to terminate in the said last-mentioned parish at a point on that part of the coast, opposite the Thatcher Rock, called Hope's Nose, with an outfall there discharging into the sea.

Also a sewer to commence at a stream on the south-west side of the South Devon Railway, near to the Tor Station of that Railway, in the parish of Tormoham, and to pass through or into that parish, and the parish of Cockington, in the said county of Devon, and to be connected with the intercepting sewer aforesaid at or near the said Old Barn; with a storm water outfall drain or pipe emptying itself into the sea at or near the present turnpike gate, on the Torbay-road, in the said parish of Tormoham.

A reservoir to be situate in the district of Upton, in the said parish of Tormoham, upon a portion of Mudge's Copse, and upon land lying northward of such Copse, and a short distance from and on the eastern side of the Upton-road, and to take, use, and impound in such reservoir the waters of the stream or rivulet flowing through the said land and Upton Valley.

A reservoir to be situate in the district of Ellacombe, in the said parish of Tormoham, upon a portion of a close of land, in the occupation of James Weeks, and certain allotment plots near Ellacombe Church, and to take, use, and impound in such reservoir the waters of the stream or rivulet flowing through the said lands.

All necessary flaps, penstocks, sluices, overflows, storm outfalls, engines, pumps, approaches, gulleys, ventilators, and other works in connection with the said intended sewers.

A Road (No. 1) in the said parish of Tormoham, to commence at or near the public baths, and to terminate on Meadfoot-Beach, at the end of the present Meadfoot-road, to the south of Hesketh-crescent.

A Road (No. 2) in the said parish of Tormoham, in continuation of Road (No. 1), and to terminate at the south end of the Ilsham-road, near to Kilmorie.

To authorize deviations, laterally and vertically, from the line and levels of the proposed works, as shewn upon the plans and sections hereinafter referred to.

To enable the Board to purchase, by compulsion, and to take leases or grants of, or easements in, over, or under lands, and other property, and to stop up, alter, and divert temporarily or permanently, so far as may be necessary or convenient for the purposes of the Act, roads, watercourses, drains, sewers, mains, and pipes, and to vary and extinguish all such rights and privileges as would interfere with any of the objects of the Act, and to confer upon the Board all such other powers and privileges as may be necessary or expedient for the purposes of the Act.

To empower the Board, when the intercepting sewer is made, to prevent the discharge of sewage from the parishes of Tormoham, Saint Mary-Church and Cockington, from being discharged into Torbay excepting by the said intercepting sewer, and to authorize and to require,

subject to the approval of the Board, the construction of all such sewers and drains as may be necessary for conveying the sewage of the said parishes into the said intercepting sewer.

To authorize and require the Local Board of Saint Mary-Church, and the Local Authority in the parish of Cockington, to construct all such sewers and to do all such acts as may in the opinion of the Board be necessary to prevent the sewage of their respective district and parish being discharged into Torbay, except by the said intercepting sewer, and to provide that the use of the said sewer shall be upon such terms as may be agreed upon between the Board on the one hand, and the said Local Board of Saint Mary-Church, and the said Local Authority, or either of them on the other hand, or as, in case of difference, shall be settled by arbitration, or in the mode to be prescribed by the Act.

To empower the said Local Board and Local Authority respectively to defray any costs, charges, or expenses which may be incurred by them under the Act out of any rates or moneys belonging to them, or which they are authorized to raise, and, if necessary, to empower them to levy additional rates, and to raise money on mortgage or bond.

To enable the Board to purchase, and if need be by compulsion, certain lands on the side of, and forming part of the cliff between the Imperial Hotel and Meadfoot Road, all in the said parish of Tormoham, and to convert the said lands into public walks and pleasure grounds; and to enable the Board, for similar purposes, to purchase by agreement any other lands within the said parish of Tormoham, and from time to time to make and enforce bye-laws, rules and regulations, as to any public walk, pleasure ground, place of public resort or recreation, within the said parish, and to enable the Board to fix the hours of admission, and on special occasions and at certain times to make a charge for admission.

To enable the Board to levy a toll in respect of horses, cattle, and other animals, carts, waggons, carriages, and other vehicles, and also on foot passengers using the before-mentioned roads, or any part thereof; and also for the purpose of defraying the cost of making and maintaining the said roads and of purchasing the said lands, and making and maintaining such public walks and pleasure grounds, to levy, demand, receive, and recover a duty or toll upon all coals brought by sea or by land, and consumed within any part of the said parish of Tormoham.

To enable the Board to lease or let any of the tolls which, under the said Act, they may have power to levy, and to advance or contribute moneys towards the formation and maintenance of any grounds or walks which may be proposed and appropriated as places of public resort and enjoyment.

To alter any existing tolls, rates, and charges, now authorized to be levied within the said parish of Tormoham, or any part thereof; and to authorize the Board from time to time to make and levy new tolls, rates, and charges, general and special, for all or any of the purposes of the Act, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates, and charges.

To amend and enlarge the present [borrowing powers of the Board, and to enable them to apply any monies which they are already authorized to raise, or any rates which they are now authorized to levy to any of the purposes of the Act, and to enable them, for all or any of those purposes, to borrow further monies upon

the credit of their rates and other property, and also by way of terminable or other annuities.

To enable the Board to apply to any of the purposes of the Act any monies belonging to them, or from time to time received by them, under "The Torquay Waterworks Act, 1856."

To confer upon the Board all or some of the powers contained in the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands, and to extend to and incorporate with the Act the necessary provisions of (amongst other Acts) "The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Public Health Act, 1848;" "The Local Government Act, 1858," and any other Supplemental Act; and The Sewage Utilization Acts, 1865 and 1867.

To alter, amend, and enlarge some of the powers and provisions of two Acts, passed in the fifth and sixth years of the reign of William IV, for lighting, watching, and improving the parish of Tormoham, in the county of Devon; also of "The Torquay Waterworks Act, 1856;" "The Public Health Supplemental Act, 1850 (No. 3);" "The Local Government Supplemental Act, 1860;" "The Local Government Supplemental Act, 1864 (No. 2);" "The Local Government Supplemental Act, 1865;" and "The Local Government Supplemental Act, 1866 (No. 3)."

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands and other property in or through which they will be made, or which are sought to be taken under the Act, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and a copy of this Notice, 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 Devon, at his office at Exeter; 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 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.

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 thirteenth day of November, 1871.

Briscoe Hooper, Torquay, Clerk to the said Tormoham Local Board, Solicitor for the Bill.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Rhondda Valley and Hirwain Junction Railway. (Deviation, Extension, and Abandonment of portions of authorized Railways respectively.—Compulsory purchase of Lands, Tolls.—Extension of time for compulsory purchase of Lands for, and execution of, authorized works.—Borrowing Powers.—Division and Regulation of Share Capital, and Amendment of Act, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Rhondda Valley and

Hirwain Junction Railway Company (hereinafter called "the Company"), for leave to bring in a Bill, and to pass an Act for all or some of the following purposes, viz:—

To enable the Company to divert a portion of the line of Railway by "The Rhondda Valley and Hirwain Junction Railway Act, 1867" (hereinafter referred to as the Act of 1867), authorized to be made, and therein described as Railway No. 1, and for that purpose to make and maintain the Railways next hereinafter described, with all proper works and conveniences connected therewith, that is to say:—

A Railway situate wholly in the parish of Ystradyfodwg, in the county of Glamorgan, commencing by a junction with the authorised Railway No. 1 of the Company at a point marked on the deposited plans three miles and three furlongs measuring from the commencement thereof, and terminating by a junction with the Railway called the "Pond Railway," at a point on the same near Hirwain Iron Works, two hundred and ninety yards or thereabouts (measuring in a northerly direction) from the point where the said Pond Railway crosses the turnpike road leading from Neath to Aberdare.

To enable the Company to make and maintain the following Railway, with all proper works and conveniences connected therewith, that is to say: An extension of the Railway authorized by the Act of 1867, and therein described as Railway No. 3, commencing at the point of the authorized junction of that Railway with the said Pond Railway, and terminating by a junction with the deviation Railway, first hereinbefore described, at or near a point thereon four hundred yards or thereabouts from the said turnpike road leading from Neath to Aberdare, measured in a northerly direction from the point where the said Pond Railway crosses such road, which said extension Railway will be made wholly in the parish of Ystradyfodwg, in the county of Glamorgan.

To authorise the Company to abandon the formation of the whole of the Railway by the Act of 1867 authorized to be made, and therein distinguished as Railway No. 2, and also of so much of the said authorized Railway No. 1, as is situate between the above-described points of commencement and termination of the deviation Railway first hereinbefore described.

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

To purchase, by compulsion, or otherwise, all or any of the lands and houses situate in the before-mentioned parish, and delineated on the plans to be deposited as hereinafter mentioned; 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 proposed Railways and works, or any of them, or the objects or purposes of the intended Act; and to confer, vary, alter, and extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended Railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from

the payment of such existing and proposed tolls, rates, and duties as may be thought expedient, and will be defined by the Bill.

To provide that the intended Railways shall be deemed part of the undertaking of the Company, and be subject to the same provisions as the other parts of the Railways of the Company.

To revive, extend, and enlarge the powers conferred upon the Company by the Act of 1867 for the compulsory purchase of lands and houses, and for the completion of the Railways and works by that Act authorized to be made, and not intended to be abandoned by the Bill, and generally to amend the Act of 1867, and the certificate of the Board of Trade, dated the 10th day of April, 1868, authorizing a deviation of Railway No. 1, authorized by that Act.

To authorize the deviation laterally from the lines of the intended Railways to the extent shown in the plans hereinafter mentioned, and also the deviation vertically from the levels thereof, as shown in the sections hereinafter mentioned.

To enable the Company to raise further sums of money for the objects and purposes of the said Bill, and for the general purposes of their undertaking, by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and with other privileges, restrictions, and qualifications, and by borrowing on mortgage or bond, or by any of those means, and also for the general purposes of their undertaking to attach to any portion of the present authorized capital of the Company privileges of preference or priority in the payment of interest or dividends in respect of the shares which the Company have created and issued, or are now authorized to create and issue, with or without such privileges of preference or priority, and upon such terms and conditions as shall be prescribed in the said intended Act, and to cancel any of the shares in the capital of the Company, and to grant others in lieu thereof, with or without any such preference or priority, and upon such terms and conditions as aforesaid, and also to authorize the Company to issue in preferred half shares and deferred half shares the whole or any part of the capital authorized by the Act of 1867, or any other Act to be raised by the Company, or which the Company may be authorised to raise by the intended Act, and generally to make such provision with respect to the capital of the Company as they may deem expedient.

And Notice is hereby also given, That duplicate plans and sections, describing the lines, situations, and levels of the proposed Railways, and the lands and hereditaments in or through which the same respectively will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and hereditaments, together with an Ordnance or published map, with the lines of the intended Railways respectively 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 at the office of the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county, and that a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended Railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, 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 with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And Notice is hereby further given, that 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, 1871.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1872.

Elland Local Board of Health.

(Transfer, Sale, or Lease of the Elland-cum-Greetland Gas Company's Undertaking to Elland Local Board of Health; Winding-up, Dissolution, Distribution of Assets of Company; Powers to Elland Local Board of Health to Purchase, by Compulsion or Agreement, and hold Lands and Works, to Manufacture, Store, Sell, and Supply Gas, Residual Products, Gasfittings, &c.; to Light Streets, &c.; to enter into Agreements with the Greetland Local Board and other Local Authorities, &c., for Lighting Streets, &c., and to confer Powers on such Authorities, and confirm Agreements, Sale of Gas, &c.; to Break-up Streets, Roads, &c.; to Levy Rates, &c.; to Borrow Money on Mortgage and Security of Rates, &c.; to Grant Annuities, &c.; to confer Exemptions from Payments of Rates, &c.; to Extinguish Rights, Privileges, and Exemptions, and to confer other Rights and Privileges; Incorporation, Repeal, and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Local Board of Health for the district of Elland, in the county of York, hereinafter called "the Elland Local Board," for an Act for the following or some of the following amongst other purposes:—

2. To transfer and vest or to authorize and provide for the transfer and vesting or leasing of the undertaking, works, lands, property (real and personal), powers, rights, privileges, and authorities of the Elland-cum-Greetland Gas Company (hereinafter called "the Company") to, in, and by the Elland Local Board, for such price or consideration, and upon such terms and conditions as may be agreed upon between the Company and the Elland Local Board, or as may be settled by arbitration, or as may be fixed and prescribed in or otherwise provided for by the intended Act; and to authorize the Elland Local Board and the Company to enter into agreements with respect to the several matters aforesaid or any of them, and to confirm any such agreement as may have been entered into prior to the passing of the intended Act, and to provide for the winding up of the affairs of the Company and the distribution of their assets, and to dissolve the Company, and to authorize the Elland Local Board to carry on the undertaking of the Company after the purchase or leasing thereof, and to exercise all the powers, rights, authorities, and privileges aforesaid in like manner and to the same extent in all respects as the Company might have exercised the same under powers conferred on them by the Elland Gas Act, 1861, within the limits of that Act; and

to confer upon the Elland Local Board all other powers, rights, and privileges which may be necessary or expedient for carrying the several objects and purposes of the intended Act into execution.

3. To authorize the Elland Local Board to purchase and hold lands; to manufacture, store, and sell gas and residual products; to light the public streets and places within the limits to be defined by the proposed Act; and for such purposes to maintain, alter, improve, or renew the existing gas or other works of the Company so to be transferred, purchased, or acquired as aforesaid.

4. To authorize the Elland Local Board to cross, open, break up, alter, divert, or stop up, temporarily or permanently, all turnpike and other roads, streets, highways, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, watercourses, gas and water pipes and mains and other pipes, telegraph wires, works, and things of every description which it may be necessary or convenient to cross, open, break up, alter, divert, stop up, or remove for any of the purposes of the intended Act; and to authorize the said Local Board to lay, relay, take up, remove, and repair all necessary or useful mains, pipes, pillars, lamps, lamp-posts, lamp-irons, and other works, apparatus, and things from time to time; and to manufacture and supply gas for public and private lighting within the district of the Elland Local Board and within the several townships and places of Elland, Elland-cum-Greetland, Stainland, Stainland-with-Old Lindley, Southowram, Barkisland, Fixby, and Skircoat, all in the said parish of Halifax, in the West Riding of the county of York, or some of them, or some part or parts thereof respectively; and to have, hold, enjoy, use, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, whether usually conferred on local authorities or gas companies with respect to the purposes aforesaid or otherwise.

5. To authorize the Elland Local Board to levy rates, rents, duties, and charges; to alter existing rates, rents, duties, and charges; and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges; also to authorize the Elland Local Board to grant rent charges or annuities or other annual sums; and to borrow money on mortgage or debenture; and to charge, as well the undertaking, revenues, and property which they may acquire under the intended Act, as all other the estate, revenues, rates, rents, revenues, and property belonging to the Elland Local Board, or which they are or may be authorized to raise by rates or otherwise under any public general or other Act or Acts for the time being in force, with all, or any, or any part of such rent charge, annuities, annual sums, or money to be borrowed as aforesaid.

6. To empower the Elland Local Board on the vesting in or purchase by them of the undertaking, works, and property of the Company, to sell to the Local Board for the district of Greetland (hereinafter called "the Greetland Local Board"), which is now supplied with gas by the Company, and to enable that Local Board to purchase and hold a portion of the Company's undertaking, works, and property, or a joint or other interest therein with the Elland Local Board, for such price or consideration as shall be mutually agreed upon between the two Local Boards, or as shall be fixed by arbitration, and upon such terms and conditions as may be settled between the said two Boards, and as may be contained in any agreements or contract entered into between them, and on the completion of any such purchase

by the Greetland Local Board, to authorize that Board within its own district, or the two Local Boards jointly and severally, to manufacture and sell and supply gas for public and private purposes, and to light the district now included within the limits of the Company's Act, and to sell and dispose of the coke and other residuum and products arising from the manufacture of gas, and to make, purchase, and hire gas meters and gas apparatus, and to sell or let the same, and to lay down and maintain gas mains and pipes in, through, across, and under streets, roads, ways, and other public places, and for that purpose to break up and interfere with sewers, drains, streets, roads, ways, and other public passages and places, and jointly and severally to conduct and manage the gas undertaking and to carry into effect all or any of the powers and objects conferred on the Elland Local Board by the intended Act, and to appoint a joint committee or joint committees for the exercise and carrying into effect all or any of the powers conferred on the Elland Local Board; and for such purposes to authorize the Greetland Local Board to levy general and special rates within their district, and to borrow money upon security of such rates and upon the rates they are now authorized to levy, and upon any property now, or which at any time hereafter may become vested in them, and upon any gas rates, rents, and charges to be received by them.

7. To authorize the Elland Local Board, and any other local board, authorities, companies, turnpike road trustees, surveyors of highways, highway boards, public bodies, local authorities, or persons having the control of any districts, or of any streets, roads, highways, markets, or other places or buildings, within or adjoining or near to the limits of supply to be authorized by the intended Act, from time to time to enter into contracts and agreements as to lighting and supplying gas, and all necessary articles and things incidental to lighting any public streets, highways, buildings, district, or place within the limits defined by the intended Act, or for the sale, purchase, hire, or supply of gas by bulk or otherwise, and of gas mains, pipes, lamps, and other works and things, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act; and for such purposes, to confer upon such local boards, and other authorities and parties to every such agreement, all such powers and authorities as to raising of money, levying of rates, and otherwise, within the districts under their respective control, as may be requisite or necessary for enabling them respectively to carry such contracts and agreements into execution.

8. To vary or extinguish all rights and privileges connected with any lands, works, buildings, or roads, or with any local or other authority, company, or person, or otherwise, which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects and purposes of the intended Act, and to confer other rights and privileges.

9. To repeal, alter, amend, extend, and enlarge, as far as may be necessary for carrying into effect the objects and purposes of the intended Act, or any of such objects and purposes, all or some of the powers and provisions of The Elland Gas Act, 1861; The Public Health Act, 1848; The Local Government Act, 1858; The Sanitary Act, 1866; and the several Acts which have been passed and are now in force, amending the two last-mentioned Acts, and of The Public Health Supplemental Act, 1853 (No. 1), and The Public Health Supplemental Act, 1853

(No. 2), so far as relates to the Elland Local Board and the Greetland Local Board, and all other Acts (if any) which are now in force within the district, or which relate to or affect the Elland Local Board, the Greetland Local Board, or any other local board, turnpike trustees, or other local authorities, or which could in any way impede or interfere with any of the objects and purposes of the intended Act.

10. To incorporate with and extend and apply to the provisions of the intended Act all or some of the provisions of "The Gasworks Clauses Act, 1847," "The Gas Clauses Act, 1871," and "The Commissioners Clauses Act, 1847."

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

Dated this 15th day of November, 1871.

Norris and Foster, Halifax, Solicitors to the Elland Local Board.

Durnford and Co., Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1872.

Kingston-upon-Hull Waterworks and Court of Record.

(Power to Corporation of Kingston-upon-Hull to maintain and extend Waterworks at Springhead, and construct new works in connection therewith; To deviate from lines and levels of works; to acquire compulsorily or otherwise rights of way over certain Roads, &c.; Compulsory purchase of lands; Rates; Power to make Bye-laws: Confirmation and enlargement of Borrowing Powers; Powers to abandon and sell Works at Stoneferry; Limits of Supply; Power to contract with Local Boards, &c., of adjoining places; Regulations as to Meters, &c.; Amendment of Act; Improvement of Constitution and Extension of Powers of Court of Record; 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 for all or some of the following purposes (that is to say):

To enable the mayor, aldermen, and burgesses of the borough of Kingston-upon-Hull (hereinafter called the Corporation) to maintain, extend, and improve their existing works at Springhead, in the parish of Cottingham, in the East Riding of the county of York; and to construct and maintain the following works and exercise the following powers, or some of them, for the better supply of water to the said borough and other places within the limits of the proposed Bill, such works being as follows (that is to say):

A reservoir situate in and upon certain lands partly in the said parish of Cottingham, partly in the parish of Kirk Ella, and partly in the parish of Hessele in the said East Riding, which lands belong or are reputed to belong respectively to the heirs, devisees or trustees of Joseph Alfred Sykes, Esquire, deceased, and Sir James Walker, Baronet, and are in the respective occupations of Joseph Thompson, Henry Brown, and Joseph Wood, and adjoin the existing Springhead Waterworks of the said Corporation on the north, east, and west sides thereof respectively.

To sink wells and shafts and make bores, adits, and other works, for collecting, taking and raising water on the said lands, and the lands of the said Corporation adjoining thereto, in the said parishes, some or one of them.

To lay mains or lines of pipes commencing from and connected with the said reservoir and

waterworks of the said Corporation, and passing thence along a certain road called Spring Bank, situate in the said parish of Cottingham, and terminating at the east end of the said road, at or near a point where the boundary of the said borough crosses the same road.

To lay mains or lines of pipes commencing at a point in Newland Clough-road, in the parish of Cottingham aforesaid, at or near a point in such road immediately to the south of, and adjoining the south-west corner of the boundary of a close of land, called Friar's-close, belonging to the said Corporation, and now in the occupation of Joseph Oliver, and passing thence in an easterly direction along such road to and across or below the bed of the River Hull, to the east side of such river, in the parish of Sutton, in the said East Riding, and thence along a certain road there leading from the river to the Stoneferry-road, in the said parish of Sutton, and along the Stoneferry-road in a southerly direction and terminating at or near a point where the boundary of the said borough crosses such last mentioned road.

To deviate from the lines of the intended new works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To make and maintain in the said parishes, townships, and places aforesaid, or any of them in connexion with the intended new works above described, all necessary and convenient approaches, roads, ways, embankments, tanks, filtering beds, dams, sluices, channels, culverts, drains, pipes, mains, engines, engine houses, and conveniences for collecting, raising, impounding, filtering, and draining and distributing water.

To acquire, compulsorily or otherwise, easements or rights of way over and affecting a certain road, in the parish of Kirk Ella, in the said East Riding, called "Lodge-lane," and leading from the Anlaby turnpike road to the Spring-bank aforesaid; and to enlarge and extend the easements and rights of way now vested in or possessed by the Corporation over or affecting the said road called Spring-bank, so as to enable the Corporation to use such last mentioned road for all purposes in connexion with the said intended works:

To break up, alter, divert, or stop up, either temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing-paths, railways, tramroads, sewers, drains, streams, and watercourses within the parishes, townships, and places aforesaid which it may be necessary or convenient to break up, alter, divert, and stop up for the purposes of the intended works or of the said Bill.

To purchase and take by compulsion or otherwise, and take leases and grants of or easements over lands, houses, water, and other hereditaments in the parishes, townships, and places aforesaid for any of the purposes of the said Bill, and the Bill will or may confer or extinguish any rights or privileges connected with any such lands, houses, roads, water, and hereditaments.

To maintain all existing mains and pipes belonging to the Corporation now laid within the said several parishes, townships or places for the use of the said waterworks at Springhead, and the works proposed to be authorized by the said Bill, and to take up, renew, alter or divert the same.

To make further and more effectual provision for enabling the Corporation to prevent the waste, misuse, and wrongful use of the water

supplied by them, and to adopt proper and needful regulations in reference thereto.

To enable the Corporation to make bye-laws and regulations as to the use of the water supplied by them and as to persons taking such water or making connections with the mains or pipes of the said Corporation.

To enable the Corporation to levy and collect rates and rents for the supply of water and for the purposes of the intended Act, and to alter and if need be to increase existing water rates or rents now leviable or receivable by the Corporation, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed rates and rents as may be thought expedient, and will be defined by the Bill.

To enable the Corporation to apply to the purposes of the said Bill, and in payment of the expenses of applying for and passing the same, any monies or rates or rents belonging to them or which they are or may be empowered to raise, and to authorize the Corporation to raise additional funds for the purposes of the said Bill, or any of them, by borrowing on bond or mortgage or otherwise on the credit of the works, rates, or rents already authorized or proposed to be authorized by the said Bill, or on the credit of any property of the Corporation or of any rates or rents which they are or may be authorized to levy or receive, and to preserve the rank and confirm the bonds already granted by the Corporation for monies borrowed for the purposes of the works constructed by them for the supply of water to the said borough, and generally to define and regulate the securities granted by the Corporation.

To enable the Corporation to abandon and discontinue the use of the works belonging to them situate at Stoneferry, in the said parish of Cottingham, and the whole or any part of the mains, pipes, and works connected therewith, and to sell and dispose of the site of such works, together with any machinery, plant, or materials there situate which may become useless or which they may think it expedient to sell, or to use such machinery, plant, or materials, or any of them, in the construction of the said intended new works.

To define and extend the limits of the supply of water by the Corporation, so that the same may comprise the whole of the municipal borough of Kingston-upon-Hull or any future extension of that borough and the district of the Local Board of Health for that borough and places adjacent thereto, and to extend the powers of the Corporation with respect thereto, and to confer, vary, and extinguish other rights and privileges.

To enable the Corporation to enter into contracts and agreements with any local board, vestry, or other authority or persons of any parish, township, district, or place near or adjoining to the said borough, for the supply of water in bulk or otherwise, and for that purpose to exercise in any such parish, township, district, or place all such powers as are now vested in the Corporation or are intended to be vested in them by the said Bill with respect to the supply of water within the said borough.

To enable the Corporation to manufacture, purchase, sell, or let water meters, fittings, and other apparatus, and to levy and recover rates, rents, and charges for the sale and supply of meters, pipes, apparatus and fittings, and to enter upon any land, house, or building for the purpose of removing and to remove any pipes, mains, meters, or fittings belonging to the Corporation, and to exercise all the usual powers, rights and privilege in respect thereto.

No. 23799.

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To alter, amend, extend, or enlarge, and if need be to repeal all or some of the powers and provisions of "The Kingston-upon-Hull Water Act, 1843," and to apply all or some of the provisions of that Act to the works to be authorized by and the objects and purposes of the said Bill.

And it is proposed by the said Bill to alter the jurisdiction of the Court of Record of the said town or borough of Kingston-upon-Hull, and to limit, and in certain cases to extend, such jurisdiction, and to confer powers to improve, simplify and regulate the practice in the conduct of actions, the trial of issues and proceedings subsequent thereto, and the scales of fees and charges payable in respect of proceedings in such Court, and to render the said Court more efficient for the administration of justice.

And notice is hereby also given, that on or before the 30th day of November, 1871, duplicate plans and sections of the proposed works, and the lands in or through which the same will be made, and plans also showing the lands sought to be acquired by compulsion, with books of reference to such plans respectively, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses and other property which may be taken under the powers of the Bill; and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in that 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 in or through which the said works are intended to be made, maintained, varied, extended or enlarged, or in which any lands or houses 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.

And notice is hereby also given, that printed copies of the intended Act will, on or before the 21st day of December, 1871, be deposited in the Private Bill Office of the House of Commons.

Dated the 16th day of November, 1871.

G. C. Roberts, Town Clerk, Hull.

Wyatt, Hoskins, and Hooker, 28, Parliamentary-street, Westminster, Parliamentary Agents.

Birmingham and Halesowen Junction Railways.
(Incorporation of Company; Power to make Railways in the counties of Warwick, Stafford, and Worcester, between Birmingham, Harborne, and Halesowen; Running Powers over the Halesowen and Bromsgrove Branch Railways, the Harborne Railway, and the Birmingham West Suburban Railway; Tolls; Traffic Arrangements with the London and North-Western Railway Company, the Midland Railway Company, the Halesowen and Bromsgrove Branch Railways Company, the Harborne Railway Company, and the Birmingham West Suburban Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company all necessary and proper powers for effecting the

objects hereinafter mentioned, or some of them, that is to say :—

To make and maintain the railways hereinafter described, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith, that is to say :—

1. A railway (No. 1) commencing in the parish of Harborne, in the county of Stafford, by a junction with the line of the Harborne Railway Company, authorised by the Harborne Railway Act, 1866, in a field numbered 20 in the said parish of Harborne on the plans of the railway described as Railway No. 3 on the plans deposited with the Clerk of the Peace for the county of Stafford, in respect to the application to Parliament for that Act, and terminating in a field situate in the parish of Northfield, in the county of Worcester, known as the Horse Leasow, and being part of the Stone House Farm, belonging to the representatives of Isaac Flavell, deceased, and in the occupation of Henry Flavell, which said Railway No. 1 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, Harborne in the county Stafford, and Northfield in the county of Worcester.
2. A railway (No. 2) commencing in the parish of Harborne, in the county of Stafford, by a junction with the said intended Railway No. 1 at the termination thereof as hereinbefore described, and terminating by a junction with the railway firstly authorised by the Halesowen and Bromsgrove Branch Railways Act, 1865, in a field situate in the township of Hunington, in the parish of Halesowen, in the county of Worcester, numbered 27 on the plans of the railway described as Railway No. 1 on the plans deposited with the Clerk of the Peace for the county of Worcester in respect of the application to Parliament for the said Halesowen and Bromsgrove Branch Railways Act, 1865, which said Railway No. 2 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, Northfield, Frankley, Illey, Hunington, and Halesowen, all in the county of Worcester.
3. A railway (No. 3) commencing in the parish of Edgbaston, in the county of Warwick, by a junction with the railway firstly authorised by the Birmingham West Suburban Railway Act, 1871, and therein called Railway No. 1, at a point where that Railway is shown upon the plans deposited with the Clerk of the Peace for the county of Warwick in respect of the application to Parliament for that Act to cross a private road belonging to the Right Honorable Lord Calthorpe, numbered 35 in the said parish of Edgbaston, terminating by a junction with the said intended Railway No. 2, at the commencement thereof, being the point hereinbefore described as the termination of the said intended Railway No. 1, which said Railway No. 3 will be made or pass from, in, through, or into the several parishes, townships, or extra-parochial or other places following, or some of them, that is to say, Edgbaston, in the county of Warwick, Harborne, in the county of Stafford, and Northfield, in the county of Worcester.

4. A railway (No. 4) wholly situate in the parish of Harborne, in the county of Stafford, commencing by a junction with the said intended Railway, No. 1, in a field known as the Near Ox Leasow, belonging to the Reverend William Dalton, and in the occupation of William Lea, and terminating by a junction with the said intended Railway No. 3, in a garden belonging to the Reverend Thomas Green Simcox, and occupied by Susan Newbold, situate, adjoining to, and on the western side of the public highway from Harborne to Northfield, and which said garden is about six hundred and thirty-five yards in a northerly direction from the farm house called Stone House in the parish of Northfield, and adjoining the aforesaid public highway.

5. A Railway (No. 5) wholly situate in the parish of Birmingham, in the county of Warwick, commencing by a junction with the said line of the Harborne Railway Company, authorised by the Harborne Railway Act, 1866, in a field No. 21, in the said parish of Birmingham, on the plans of the railway described as Railway No. 1 on the plans deposited with the Clerk of the Peace for the county of Warwick in respect of the application to Parliament for that Act, and terminating by a junction with the said railway firstly authorised by the Birmingham West Suburban Railway Act, 1871, and therein called Railway No. 1 at a point shown upon the said deposited plans of the last-mentioned railway as being two furlongs and seven chains measured along the proposed centre line thereof from the commencement of the same railway.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the said intended railways and works, and of the said intended Bill, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, or which would in any manner impede or interfere with any of the objects or purposes of the said intended Bill, and to confer, vary, or extinguish other rights and privileges:

To alter, divert, cross, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, railways, and tramways, within the aforesaid parishes, townships, extra-parochial and other places, or any of them as it may be necessary to alter, divert, cross, or stop up, for the purposes of the said intended railways and works, or any of them, or of the said intended Bill.

To levy tolls, rates, and duties, upon or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to confer exemptions from the payment of such tolls, rates, and duties.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To make such junctions and communications with, or openings in, and alterations of the Harborne Railway, Halesowen and Bromsgrove Branch Railways, and Birmingham West Suburban Railway respectively, as may be requisite for the pur-

poses of the Bill, and to regulate such junctions and communications and the use thereof.

To authorise the Company and all Companies and persons using their railways, or any of them, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions, and under regulations to be agreed upon or settled by the Board of Trade in case of difference, so much of the railways of the Halesowen and Bromsgrove Branch Railways Company as lies to the northward of the point of junction therewith of the said intended Railway No. 2, including the use of their Halesowen Station, and also the railway of the Harborne Railway Company, and also so much of the railway of the Birmingham West Suburban Railway Company as lies to the north and east of the point of junction therewith of the said intended Railway No. 3, together with the use of the Birmingham Station of that Company, and to levy and collect tolls, rates, and charges in respect of traffic carried over the railways and works of the three last named Companies or either of them, and to alter the tolls authorised to be taken on the railways of those Companies or any of them.

To enable the Company on the one hand, and the London and North Western Railway Company, the Midland Railway Company, the Halesowen and Bromsgrove Branch Railways Company, the Harborne Railway Company, and the Birmingham West Suburban Railway Company (hereinafter called "the five Companies") or any one or more 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 railways and works or any part or parts thereof respectively; the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, conveyance and delivery of traffic coming from or destined for the respective undertakings of the Company and the five Companies or any and either of them, and the division and appropriation of the revenue arising from that traffic, 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.

To require the five Companies, and each or any of them, to book and invoice through, receive, and convey the traffic passing to, from, over, and beyond the intended railways, over the railways belonging to, or worked, or leased by those Companies, or any of them, and to make provision for the speedy and convenient interchange, accommodation, and transmission of the traffic, and for the settlement of rates and of disputes by arbitration, or in such manner as may be prescribed by the intended Acts.

To amend or repeal, so far as necessary for the purposes of the Bill, the powers and provisions of the several local and personal Acts of Parliament following, that is to say: 9 and 10 Vic., cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company, the Halesowen and Bromsgrove Branch Railways Acts 1865, 1866, and 1870; the Harborne Railway Acts, 1866 and 1870; and the Birmingham West Suburban Railway Act, 1871.

Duplicate plans and sections, describing the lines, 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; 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 as follows, that is to say: with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; 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 Worcester, at his office at Worcester; and with the Clerk of the Peace for the borough of Birmingham, at his office at Birmingham; 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 or extra-parochial place in or through which the said railways and works are intended to be made or pass, 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 parish clerk of some parish immediately adjoining each such extra-parochial place at his residence.

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

Dated this 11th day of November, 1871.

Allcock and Milward, Birmingham, Solicitors for the Bill.

Wilkins, Blyth, and Marland, 10, St. Swithin's-lane, London, E.C., Parliamentary Agents.

In Parliament—Session 1872.

Exhibition Subway.

(Communication between the South Kensington Station of the Metropolitan and Metropolitan District Railway Companies to the Royal Albert-hall—Powers to those Companies and to Her Majesty's Commissioners for the Exhibition of 1881.)

A PPLICATION is intended to be made to Parliament in the next session for leave to introduce a Bill, to carry into effect the following or some of the following powers and purposes (that is to say):—

1. The construction and maintenance of a subway and underground tramway, with all proper works, approaches, stations, and other conveniences connected therewith, commencing in the parish of St. Mary Abbott, Kensington, at or about the centre of the north platform of the South Kensington Station of the Metropolitan and Metropolitan District Railways, and terminating in the parish of St. Margaret, Westminster, in the court yard of the Royal Albert-hall, at a point about ten yards from the south-east flank of that building. The said works will be wholly situate in the parishes of St. Mary Abbott, Kensington, and St. Margaret's, Westminster, and county of Middlesex.

2. The Bill will either incorporate a Company for the construction of the said works, or it will confer the necessary powers for that purpose on the Metropolitan and Metropolitan District Railway Companies (hereinafter called the "two Companies"), and Her Majesty's Commissioners for the

Exhibition of 1851 (hereinafter called "the Commissioners"), or upon any of those bodies jointly or severally, with or without the intervention of a Company.

3. The Bill will authorise the purchase, and taking or using by compulsion or agreement of lands, houses, buildings, and other hereditaments in the said parishes, for the purposes of the said intended works, the deviating from the lines and levels of the intended subway and tramway, as shown upon the plans and sections hereinafter referred to; the crossing, stopping up, altering or diverting, temporarily or permanently, all roads and highways, railways, tramways, sewers, pipes, buildings, and works within the said parishes, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the Bill. And the Bill will vary or extinguish all existing rights or privileges connected with any lands or property to be purchased, taken, or used as aforesaid, or which might in any manner impede, or interfere with the construction, use, and maintenance of the said intended subway and tramway and works, or any of them, and the Bill will confer other rights and privileges, and among them the right to levy tolls and charges for, and in respect of, the use of the said intended subway and tramway and works, and the conveniences and accommodations connected therewith respectively.

4. The Bill will also enable the two Companies and the Commissioners, or any of those bodies, to maintain, use, and work the said subway and tramway, if and when made by the Company, and to subscribe or contribute funds towards the construction, maintenance, and management thereof, and to guarantee such interests, dividends, and annual and other payments in respect of the moneys expended in the construction, maintenance, and management thereof as may be agreed upon between the Company, the two Companies, and the Commissioners, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the two Companies, or under the control of their directors or the Commissioners, and if they should think fit to raise an additional or distinct capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means, and, if necessary, to keep in respect of such capital, and the receipts and disbursements of and for the intended subway or tramway separate accounts, and to make a separate division of profits.

5. And powers will also be taken to enable the Company, and the two Companies, and the Commissioners, to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended subway and tramway, and with respect to the regulation, management, and transmission of traffic on the said intended subway and tramway, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls and charges arising in respect of any such traffic, and to enable the said two Companies and Commissioners, or any of those bodies, to work and use such intended subway and tramway and works, and to receive and levy rates and tolls in respect thereof.

6. The Bill will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Acts, 1845, 1863, and 1869, and the Railways Clauses Consolidation Acts, 1845 and 1863, and especially those provisions of the Railways Clauses Consolidation Act, 1845, as

relate to the temporary occupation of land; and the Bill will, so far as may be necessary for the purposes thereof, alter, amend, and enlarge, or, if need be, repeal the powers and provisions of the several local and personal Acts following relating to the Metropolitan Railway Company passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, and 1871 (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; 34 and 35 Vict., cap. 47); also the Acts relating to the Metropolitan District Railway Company passed in the years 1864, 1865, 1866, 1868, 1869, and 1870 (27 and 28 Vict., cap. 322; 28 and 29 Vict., cap. 151; 29 and 30 Vict., cap. 151; 29 and 30 Vict., cap. 178; 31 and 32 Vict., cap. 108; 32 and 33 Vict., cap. 62; and 33 and 34 Vict., cap. 94; and any other Acts relating to the two Companies respectively.

7. A plan and section in duplicate of the intended subway and tramway, and of the lands and property which may be taken for the purposes of the Bill, a book of reference to such plan, an Ordnance map, with the line of subway or tramway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in that county, and a copy of the said plan, section, and book of reference will (as relates to the parish of St. Margaret, Westminster) be deposited with the Clerk of the Westminster District Board, at his office in Great Smith-street, Westminster, and as respects the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish, at the Vestry-hall, in the High-street, Kensington: and all such deposits will be made on or before the 30th day of November, 1871, and will be accompanied by a copy of this notice.

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, 1871.

Wainfleet and Firsby Railway.

(Extension to Skegness; Working and Traffic and other Arrangements with the Great Northern Railway Company; Constitution of separate Undertaking; Powers to raise Additional and Separate Share and Loan Capital; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Wainfleet and Firsby Railway Company (hereinafter called "the Company") for an Act for the following, or some of the following, among other purposes, that is to say—

To authorise the Company to make and maintain the following railway, or some part or parts thereof, with all proper and convenient stations, sidings, buildings, approaches, works, and conveniences connected therewith, that is to say—

A railway commencing in the parish of Wainfleet All Saints, in the Parts of Lindsey, in the county of Lincoln, by a junction with the existin-

line of the Company at the terminus thereof, and terminating in the parish of Skegness, in the said Parts of Lindsey, in a field belonging to the Right Honourable Richard George Lumley, Earl of Scarborough, and in the occupation of William Everington, Esq., and called the Near Four Acres, and numbered 201 on the Tithe Apportionment Plan of the parish of Skegness aforesaid, which field is bounded on the north side by the public highway leading from Wainfleet All Saints to the sea, and on the south, east, and west sides by lands belonging to the said Richard George Lumley, Earl of Scarborough, 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, Wainfleet All Saints, Wainfleet St. Mary, Croft, and Skegness, all in the said Parts of Lindsey, in the county of Lincoln.

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, highways, railways, tramways, rivers, canals, navigations, streams, sewers, drains, 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; to alter existing tolls, rates, and duties; and to grant exemptions from the payment of tolls, rates, and duties.

To enable the Company and the Great Northern Railway Company from time to time to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the 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 levying, fixing, division and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, 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 authorise 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 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 intended Act may be made with respect to all or any of the matters aforesaid.

To constitute the intended railway and works, and any works, lands, and property acquired under the powers of the intended Act, or some part or parts thereof, and either wholly or partially a separate undertaking, distinct from the rest of the undertaking of the Company, and to authorise the Company, for the purposes of the intended Act, 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 railway 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 railway, with such other regulations and limitations as may be prescribed by the intended Act.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the intended Act, the provisions, or some of the provisions of "The Wainfleet and Firsby Railway Act, 1869," and of the several local and personal Acts of Parliament following, viz., 9 and 10 Victoria, cap. 71; 10 and 11 Victoria, cap. 148; 12 and 13 Victoria, cap. 84; and any other Acts relating to or affecting the Great Northern 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 Parts of Lindsey, in the county of Lincoln, at his office at Spilsby, in the said county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference respectively as relates to each 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 6th day of November, 1871.

Joseph Bassitt, Wainfleet, Solicitor for the Bill.

William Toogood, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1872.

Epping Forest.

(Power to Corporation of London to Purchase Rights of Lords of Manors.)

NOTICE is hereby given, that the Mayor, and Commonalty, and citizens of the city of London (who are herein referred to as "the Corporation") intend 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 :

1. To enable the lords of the various manors within that part of Waltham Forest known as Epping Forest on the one hand, and the Corporation on the other, to contract and agree for the purchase by the Corporation of all the rights, powers, estates, property, and interests of such lords in or connected with the said Epping Forest, and to vest accordingly in the Corporation upon the terms so agreed upon all such rights, powers, estates, property, and interests.

2. Upon such vesting to confer upon the Corporation all needful powers for securing the said Forest for ever as a place of recreation for the public, subject to its use by all persons having rights of common therein, and to enable the Corporation to regulate the use of the Forest, and to make bye-laws and regulations for the government, management, and improvement thereof, and for preventing nuisances and annoyances therein, and to enforce such bye-laws by penalties, and generally to confer upon the Corporation all such powers as may be necessary to protect the Forest against encroachments, waste, or trespass, and to prevent its being used in any way inconsistent with its enjoyment by the public and the commoners, and to prevent building in the said Forest.

3. To enable the Corporation to hold forestal rights of Her Majesty over the said Forest if Her Majesty shall see fit to grant them to the Corporation.

4. To enable the Corporation to apply for the purposes of the Bill any moneys for the time being belonging to them, or under their control, except moneys held on trust, and if necessary to borrow moneys to enable them to carry the proposed Act into execution.

5. The Bill will vary and extinguish all existing rights and privileges, except the rights of the commoners, which would interfere with its objects. It will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869. And it will amend and enlarge the powers and provisions of any existing Act or Acts relating to Epping Forest, and also of any other Acts so far as may be necessary for the purposes of the Bill.

6. 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, 1871.

William Corrie, Remembrancer, Guildhall, London.

In Parliament—Session 1872.

Metage on Grain (Port of London).

(Abolition of Metage and Substitution of Toll.)

NOTICE is hereby given, that the Mayor and Commonalty and Citizens of the City of London (herein referred to as the Corporation) intend 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 :

1. To abolish the right of metage and cocket dues which the Lord Mayor of the city of London and the Mayor and Commonalty and Citizens of the city of London are now by prescription and charter entitled to receive in respect of the measuring of grain brought within the port of London, and to enact that instead of such metage and dues, a toll or rate in respect of every hun-

dredweight of grain brought within the said port for sale shall be paid to and recoverable by the Mayor and Commonalty and Citizens, or such person or persons as they shall from time to time appoint.

2. The abolition of the compulsory right of metage is not to prevent the Mayor and Commonalty and Citizens continuing any system of voluntary metage or weighing.

3. To authorise the application of the revenue to arise under the Bill to the purpose of the acquisition, in the first instance, of Epping Forest, and to borrow money upon the credit of such revenue for that purpose, and after that purpose shall be satisfied, to apply such revenue in the acquisition of other open spaces in the neighbourhood of the metropolis.

4. The Bill will vary and extinguish exemptions from tolls or rates, and all such rights and privileges as may be necessary for any of the purposes of the Bill, and will authorise the granting of pensions to, and the commutation of the rights of, any person affected by the Bill.

5. 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, 1871.

William Corrie, Remembrancer, Guildhall, London.

In the Matter of "The Gas and Water Facilities Act, 1870," and the Littlehampton Gas Company Limited.

Application to the Board of Trade for power to Maintain and Continue Gas Works, and to Manufacture and Supply Gas to the town of Littlehampton and its vicinity, in the county of Sussex.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, in December next, by the Littlehampton Gas Company Limited, for a Provisional Order, pursuant to the above-mentioned Act, to authorise them to maintain and continue their gas works, and works connected therewith, and to manufacture and supply gas to the town of Littlehampton, and the parishes of Rustington, East Preston, Angmering, Leominster, Tortington, Ford, and Clymping, in the county of Sussex, and to demand and to recover rates and rents in respect of such supply.

And notice is hereby given, that, on or before the 30th day of November instant, a map showing the land now occupied by the Company's works, for the manufacture and storage of gas, and of residual products arising therefrom, together with a copy of this advertisement, will be deposited, for public inspection, in the office of the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and on or before the same day, a copy of the said map and advertisement will be deposited at the Board of Trade, Whitehall, London.

Printed copies of the draft of the Provisional Order, when deposited at the Board of Trade, and the Provisional Order when made, will be supplied at the price of one shilling each, on application at the office of William Bell, 27, Great George-street, Westminster, and at the office of Messrs. French and Hardwick, Solicitors, Littlehampton, to all persons applying for them.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter addressed to the Assistant Secretary, Railway Department, of the Board of

Trade, Whitehall, London, on or before the 15th day of January, 1872. A copy of such objections must at the same time be sent to the said Messrs. French and Hardwick, for the Promoters.

Dated this 13th day of November, 1871.

French and Hardwick, Solicitors, Littlehampton.

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

In Parliament—Session 1872.

Temple Subway.

(Incorporation of Company for making a Subway under the Thames, from Thames Embankment near the Temple to Commercial-road, Lambeth.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill for the construction and maintenance of a subway under the River Thames, with all necessary shafts, approaches, works, and conveniences; to commence in the parish of St. Clement Danes, in the county of Middlesex, at the south-west corner of the ornamental ground adjoining the Victoria Embankment, and immediately to the eastward of the Temple Station of the Metropolitan District Railway Company, and to terminate in the parish of Lambeth, in the county of Surrey, at or near the Junction of Princes-street with the Commercial-road.

The Bill will authorise the Company to lay down and maintain the subway in and under streets, and to alter and interfere with, temporarily and otherwise, pipes, sewers, and drains, in and under such streets; also to deviate laterally and vertically from the line and levels of the subway, to purchase lands and houses compulsorily, and by agreement, and to levy tolls and charges; and the Bill will vary and extinguish all 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;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

Duplicate plans and sections of the subway and showing the lands and other property required, together with a book of reference to the plans 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 with the Clerk of the Peace for the county of Surrey, at his office at 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 the before-mentioned parishes, together with a copy of this notice, will be deposited as follows:—In the case of the parish of Saint Clement Danes, with the clerk of the Board of Works for the Strand District, at his office in Tavistock-street, Covent Garden; and in the case of the parish of Saint Mary, Lambeth, with the vestry clerk of that parish, at his office, at the Vestry hall, Kennington Green.

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

Dated this 10th day of November, 1871.

Argles and Rawlins, 85, Gracechurch-street, Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, Parliamentary Agents.

In Parliament.—Session 1872.

^a The Manchester Hydraulic Power Company. (Incorporation of Company; Powers to Acquire Lands by Agreement; to take and use Water from the River Irwell; to Break-up Streets, Levy Tolls, Rates and Charges; Arrangements with Corporations and Companies, and other persons; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer on the Company to be incorporated thereby, and hereinafter called "the Company," the following powers, or some of them:

To acquire by agreement, and hold for the purpose of their undertaking, lands, buildings, and other properties in the city of Manchester, and to make, maintain, and work a system of steam engines to generate hydraulic pressure for the dissemination of motive power to cranes and hoists used for the purpose of raising and loading goods, and also for working other machinery, and other purposes incidental thereto.

To take and use, for the purposes aforesaid, water from the River Irwell not exceeding a daily quantity to be specified by the Act, between and at the points hereafter mentioned as the district of the Company, or at such points as may be defined by the Act.

To open and break up the surface of, and to alter and otherwise interfere with streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares within the district of the Company; and to alter and otherwise interfere with the gas pipes, water pipes, sewers, and drains beneath the surface thereof, for the purpose of laying down such pipes, mains, and apparatus as may be necessary for the purpose of the undertaking; and for the purpose of maintaining, repairing, removing, renewing, altering, or reinstating the same, or of substituting others in lieu thereof, with powers of access thereto at all reasonable times, for all or any of the purposes as aforesaid.

The district over or within which the powers are sought to be conferred by the proposed Act will be comprised within an imaginary line bounded on the north-west side by the River Irwell and the Victoria Station, on the south side by the River Medlock and Ancoats Bridge, and on the north-east side by Dacre Bridge, Miller-street, Swan-street, and Great Ancoats-street as far as Ancoats Bridge.

To authorize the levying and recovering by the Company and others of rates, rents, and charges, and to authorize compositions for the same, and to confer, vary, and extinguish rights and privileges, and the raising of money by the Company and others for all or any purpose of the intended Act.

To alter, vary, and extinguish all rights and privileges which would interfere with the objects of the said intended Act, and to confer, vary, and extinguish other rights and privileges.

The Act will so far as may be necessary vary, alter, or repeal all or some of the provisions of the following Acts, namely: An Act passed in the 7th year of the reign of his late Majesty King George the First, chapter 15, intituled "An Act for making the Rivers Mercy and Irwell navigable from Liverpoole to Manchester in the County Palatine of Lancaster." An Act passed in the 34th year of the reign of His late Majesty King George the Third, chapter 37, intituled "An Act for altering an Act passed in the 7th year of the reign of his late Majesty King George the First, intituled 'An Act for making the Rivers Mercy and Irwell navigable from Liverpoole to

Manchester in the County Palatine of Lancaster, by incorporating the proprietors of the said navigation and to declare their respective shares therein to be personal estate." An Act passed in the 2nd and 3rd years of the reign of his late Majesty King William the Fourth, chapter 24, for making a reservoir upon Bradshaw Brook for providing a more regular supply of water to the Irwell, "The Mersey, &c., Protection Act, 1862." An Act passed in the 6th year of the reign of Her Majesty Queen Victoria, chapter 17, intituled "An Act for Transferring to the Mayor, Aldermen, and Burgesses of the Borough of Manchester, certain powers and properties now vested in the Commissioners for cleansing, lighting, watching, and regulating the Town of Manchester. An Act passed in the 7th and 8th years of the reign of Her Majesty Queen Victoria, chapter 41, intituled "An Act for the Improvement of the Town of Manchester." And all other Acts relating to or affecting the Corporation of Manchester; and will incorporate all provisions of the Water Works Clauses Act, 1847, as to the breaking up of streets for the purpose of laying pipes and all other necessary provisions of such Act or any other public general Act relating thereto.

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 1st day of November, 1871.

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| <p><i>Sale, Shipman, and Seddon, 29, Booth-street, Manchester; Ashurst, Morris and Co., 6, Old Jewry, E.C., and 22, Abing- don-street, Westminster;</i></p> | } | <p>Solicitors for the intended Act.</p> |
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Tyne Improvement.

(Alteration and Increase of Coal Dues. Extinguishment of Indemnity under the Harbours and Passing Tolls, &c., Act, 1861, for Loss of Compensation for Differential Dues. Extension of Time for completion of Piers and other Works).

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 purpose of changing the name and title of and altering and increasing the town dues on coals, cinders, grindstones, and salt exported from the ancient port of Newcastle-upon-Tyne, and in the Tyne Improvement Act, 1850, called the coal dues, formerly payable to the corporation of Newcastle-upon-Tyne, and now to the Tyne Improvement Commissioners, or for substituting for the ancient dues new dues. And for the purpose of extinguishing the right of the said Commissioners, under the authority of "The Harbours and Passing Tolls, &c., Act, 1861," to indemnify themselves for the loss of the compensation payable to them for differential dues by raising any rates which they have power to levy. And also for the purpose of extending the time limited for the completion of the piers authorised by the Tyne Improvement Act, 1852, and of the works authorised by the Tyne Improvement Act, 1861.

The Bill will alter, amend, repeal, or enlarge some of the powers and provisions of the following Acts relating to the Tyne Improvement Commissioners, viz.:—The Tyne Improvement Acts, 1850, 1852, 1857, 1859, 1861, 1865, 1866, 1867, and 1870.

Printed copies of the intended Bill will, on or before the 21st day of December next, be depo-

sited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1871.

*Clayton and Wainwright, Solicitors, New-
castle-upon-Tyne.*

*Fearon, Clabon, and Fearon, Westminster,
Parliamentary Agents.*

Board of Trade.—Session 1872.

Bungay Gas.

(Application for Provisional Order for powers to maintain and enlarge Gas Works; Limits of District; Power to Manufacture Gas, Break-up Streets, Levy Rates, and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next by Thomas Hill Methven, of Bury Saint Edmunds, in the county of Suffolk, Gas Engineer (hereinafter called the Promoter), 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 Promoter to maintain and continue his existing gas works situate at Bungay, in the parish of Bungay Holy Trinity, in the county of Suffolk, on the lands now held by him, and bounded by a lane known as Gas-house-lane, otherwise Mill-lane, on the south by land belonging to Joseph Parrinton, Esquire, and now or late in the occupation of James Wurr, senior; on the east by land late of Richard Earl, and now of James Wurr, junior, on the north, and by a lane or way known as Waugh-lane on the west.

2. To enable the Promoter to construct the following new works on the land belonging to the Promoter:—

To increase the number of retorts, alter and enlarge existing apparatus, and erect such other apparatus in connection therewith from time to time as may be required on part of such land.

To build depôts for the sale of coals, coke, and lime, to repair his existing mains, to lay new mains and service pipes in the townships or parishes of Bungay Saint Mary and Bungay Holy Trinity, in the county of Suffolk, and of Ditchingham, in the county of Norfolk.

3. The townlands, parishes, townships, and extra-parochial places in which the proposed new works will be made are the following, viz.: the parishes of Bungay Saint Mary, Bungay Holy Trinity, and Ditchingham aforesaid.

4. The district to be supplied with gas by the Promoter under this Order will consist of the townships or parishes above mentioned.

5. To enable the Promoter to manufacture and supply gas within his district, and to sell the same and the residual products thereof, and carry on the business usually carried on by a gas company, and for that purpose to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within his district, 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, pipes, telegraph wires or posts in, over, or under the same.

6. To enable the Promoter to levy tolls, rates, and charges for the supply of gas.

7. To incorporate with the intended Order all or any parts of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871."

8. On or before the 30th day of November instant a map, showing the lands used for the gas works of the Promoter, and proper plans and sections of the new works to be erected 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 Suffolk, at his office at Bury Saint Edmunds, in the said county; with the Clerk of the Peace for the county of Norfolk, at his office in the city of Norwich, and at the office of the Board of Trade, Whitehall.

9. On and after the 23rd day of December next printed copies of the proposed Provisional Order, and printed copies of the Provisional Order, when made, will be furnished to all persons applying for the same at the price of one shilling each, at the offices of Messrs. Hartcup and Son, Solicitors, Bungay, and of Mr. S. H. Lewin, No. 1, Upper Charles-street, Westminster.

10. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th January, 1872, and copies of their objections must at the same time be sent to the Promoter.

Dated this 15th day of November, 1871.

Hartcup and Son, Solicitors, Bungay.
S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In Parliament—Session, 1872.

London and North-Western and Lancashire and Yorkshire Railway Companies.
(Amalgamation—Provision as to Tolls, Rates and Charges—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 amalgamate from and after such period and upon such terms and conditions as may have been or may hereafter be agreed upon or as may be fixed and determined by or under the provisions of the intended Act, the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company either by dissolving the said two Companies and incorporating the shareholders thereof into one Company, or by dissolving one of the said Companies and constituting the shareholders in the dissolved Company shareholders in the other Company under such corporate name or style as may be provided by the intended Act, and to vest in the Company so constituted (hereinafter referred to as "The United Company") the undertakings of the said two Companies respectively, and all their respective property, estate, and effects, rights, powers, and privileges of what nature or kind soever, whether now vested in the said Companies respectively or to be acquired by them in the next session of Parliament, and whether with reference to the separate undertaking, works, or property of the said two Companies respectively, or to any undertaking, works, or property belonging to them jointly or in which they are jointly interested, or to any undertaking, works, or property of which the two Companies or either of them are joint owners with any other Company, body, or persons, or in which they have any interest whatsoever, or over which they can exercise any powers or control, and whether with reference to purchase of lands and buildings, the construction and maintenance of

works, the acquiring, subscribing to or nominating Directors in other undertakings, the conveyance, transmission, forwarding, and delivery of traffic, the demanding and recovering of tolls, rates, and charges, or otherwise vested in, belonging to, or exercised or enjoyed by the said two Companies jointly or severally, or by them or either of them jointly with any other Company, but subject to the contracts, obligations, debts, and liabilities of the two Companies.

To provide for the constitution of the Board of Directors of the United Company and for the duration in office of the members thereof and for the appointment of Committees for the management of the affairs of the United Company, and to regulate the qualification of shareholders to vote and the scale and mode of voting by shareholders at meetings of the United Company, and to make other provisions for regulating the management and proceedings of the United Company and of the Directors and shareholders thereof.

To regulate and determine the capital and borrowing powers of the United Company, and the rights, privileges, preferences, and priorities of the several classes of shareholders in the two Companies respectively, and the rate of dividend or interest from time to time payable to them respectively and to authorise the creation and issue of such shares or stock, preferential or otherwise, as may be required for carrying into effect the terms and conditions of the intended amalgamation.

To make provision with respect to the debenture stock and the mortgage bond or other debts of the said two Companies respectively.

To prescribe the tolls, rates, and charges which may be demanded and recovered by the United Company, and to alter and vary all or some of the tolls, rates, and charges now demandable and recoverable by the two Companies or either of them.

To confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and especially to vary or repeal the 78th Section of "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859."

To vary and extinguish any rights or privileges which would in any way interfere with the objects of the intended Act and to confer, vary, or extinguish other rights or privileges.

To confirm or provide for the confirmation of any agreement made between or on behalf of the said two Companies and of any acts done by them or either of them in contemplation or anticipation of or in any way relating to the intended amalgamation, and to authorise agreements between them in reference thereto.

To alter amend extend enlarge or repeal the powers and provisions of any acts inconsistent with the objects of the Bill, and especially of the Acts following or some of them, that is to say: Acts relating to the London and North Western Railway Company (namely) 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. 53, 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, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, 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 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; and of the following Acts relating to the Lancashire and Yorkshire Railway Company, namely, Local and Personal Acts 1 and 2 Wm. IV., cap. 60; 2 Wm. IV., cap. 69; 5 Wm. IV., cap. 30; 6 and 7 Wm. IV., cap. 111; 7 Wm. IV., cap. 24; 1 Vict. cap. 25; 2 and 3 Vict. cap. 55; 4 Vict. cap. 25; 7 Vict. caps. 16 and 34; 7 and 8 Vict. caps. 60 and 82; 8 and 9 Vict. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict. caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict. caps. 71 and 115; 12 and 13 Vict. caps. 50, 71, and 74; 13 and 14 Vict. caps. 83, 95, and 99; 14 and 15 Vict. caps. 46, 56, and 89; 15 Vict. cap. 96; 15 and 16 Vict. cap. 132; 16 and 17 Vict. caps. 163 and 211; 17 Vict. caps. 58 and 59; 17 and 18 Vict. cap. 117; 21 and 22 Vict. caps. 106 and 143; 22 and 23 Vict. caps. 110 and 129; 24 and 25 Vict. caps. 34, 36, 37, 50, and 101; 25 and 26 Vict. cap. 97; 26 and 27 Vict. cap. 5; 27 and 28 Vict. caps. 32, 55, 80, 270, and 273; 28 and 29 Vict. caps. 21 and 332; 28 Vict. cap. 23; 29 Vict. caps. 43, 44, and 71; 30 Vict. cap. 95; 30 and 31 Vict. cap. 136; 31 and 32 Vict. caps. 64 and 114; 32 and 33 Vict. cap. 78; 33 and 34 Vict. caps. 79, 80, 84, and 141; and 34 and 35 Vict. caps. 64, 70, and 170.

And notice is hereby 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 15th day of November, 1871.

James Blenkinsop, 5, Westminster-chambers, and Euston Station, London,
T. A. and J. Grundy and Co.,
104, King-street, Manchester. } Solicitors.

In the Matter of the Mutual Land Company Limited; and in the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

NOTICE is hereby given, that the petition for the winding up of the above-named Company, by or subject to the supervision of the Court of Chancery of the County Palatine of Lancaster, which was, on the 8th day of November, 1871, presented to the Right Honourable the Chancellor of the Duchy and County Palatine of Lancaster, by Henry Kilshaw, of Chesterfield House, Brown's-lane, Great Crosby, in the county of Lancaster, Gentleman, Alexander Taylor Rid-dock, of 26, Balliol-road, Bootle, near Liverpool, in the said county of Lancaster, Cart Owner,

contributories of the said Company, and by John Thomson King, of Arno-road, Oxton, in the county of Chester, Consulting Engineer, a creditor and contributory of the said Company, and which was directed and duly advertised to be heard before the Vice-Chancellor George Little, Esq., on Tuesday, the 21st day of November, 1871, has been, pursuant to an Order of the said Vice-Chancellor, dated the 22nd day of November, 1871, amended, by striking out the name of the said petitioner John Thomson King as a co-petitioner, and in other respects; and that the said amended petition is directed to be heard before the said Vice-Chancellor, at a sitting of the said Court to be holden at the Law Institution, Chancery-lane, London, on Tuesday, the 5th day of December, 1871; 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 said Acts should appear at the hearing, by himself or his Counsel for that purpose, and a copy of the amended 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.

Harvey and Alsop, of 12, Castle-street, Liverpool, in the county of Lancaster, Solicitors for the Petitioners.

CONTRACTS FOR IRONMONGERY, TIN AND COPPER WARES, AND SCISSORS.

Contract Department, Admiralty, Whitehall, November 20, 1871.

TENDERS will be received on Thursday, 14th December next, at two o'clock.

Patterns may be seen at the Admiralty, Somerset House.

Their Lordships reserve to themselves an unlimited power of selection, and do not bind themselves to accept the lowest or any tender.

A form of tender containing all particulars may be obtained at this Office.

ADMIRALTY CONTRACTS.

Contract Department, Admiralty, Whitehall, November 7, 1871.

TENDERS will be received on Thursday, the 7th December, at two o'clock, for the supply of the undermentioned Articles to Her Majesty's Dockyards; viz.:—

Iron Nails, Brads, Tacks, and Tenter Hooks.
Iron Rivets.

A form of tender containing all particulars may be obtained at this Office.

CONTRACT FOR SHIP CHANDLERY AND OFFICE STORES.

Contract Department, Admiralty, Whitehall, November 15, 1871.

TENDERS will be received on Thursday the 4th January, 1872, at two o'clock, for the supply of

- I. Ship Chandlery for Her Majesty's Dockyards.
- II. Office Stores for the Admiralty Offices in London.

Tenders may be made for Ship Chandlery or Office Stores separately, or for Ship Chandlery for one Dockyard only.

A form of tender containing all particulars may be obtained at this Office.

The Belthorn Co-operative Manufacturing Company Limited.

NOTICE is hereby given, that in pursuance of the 142nd section of the Companies Act, 1862, an Extraordinary General Meeting of the Shareholders of the above Company will be held on Tuesday, the 26th day of December, 1871, at eight o'clock in the evening, at the house of Mr. Robert Haworth, of Mouse House, near Belthorn, in the county of Lancaster, for the purpose of having the Liquidator's accounts laid before them, showing the manner in which the winding up of the said Company has been conducted and its property disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated this 22nd day of November, 1871.

Joseph Clyde, Liquidator.

In the Matter of Mignot's Ice and Refrigerating Machine Company Limited. In Liquidation.

ALL persons having claims against the above Company are required to send particulars of such claims to the undersigned, on or before the 12th day of December next, and to attend on the 15th day of December next, at two o'clock in the afternoon, with all books, vouchers, and other documents necessary for the proof or support of such claims, at my offices, No. 21, Gresham-street, in the city of London, in default of which I shall proceed to distribute the whole of the assets of the said Company amongst the parties entitled thereto, having regard only to the claims of which I shall then have had notice.—Dated this 23rd day of November, 1871.

M. Beale, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on by us the undersigned, Thomas Howell and Edward Howell, at Waterloo, in the county and borough of Poole, as Ironfounders, under the style or firm of Thomas and Edward Howell, was this day dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Edward Howell, and the said business will henceforth be carried on by the said Edward Howell, on his own account.—Dated this 18th day of November, 1871.

Thos. Howell.

Edward Howell.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Hoskin and George Gregory, carrying on the trades or businesses of Coal Masters and Colliery Proprietors, at Chesham-field, in the county of Derby, under the style or firm of Gregory and Hoskin, was this day dissolved by mutual consent. All debts, property, and effects, due or owing to the said late partnership firm will be received by the said George Gregory, who will continue to carry on the said trades or businesses on his own account, and by whom all the debts due from the late firm will be paid.—As witness our hands this 23rd day of October, 1871.

George Hoskin.

George Gregory.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Thomas Green and George Heywood, carrying on business at Radcliffe, as Millwrights and Merchants, under the style or firm of Thomas Green and Company, was dissolved on the 20th day of November instant by mutual consent. All debts owing to or by the concern will be received and paid by the undersigned George Heywood.—Dated this 21st November, 1871.

Thomas Green.

George Heywood.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Griffiths, William Bettison, and Samuel James Hennis carrying on business at Liverpool, in the county of Lancaster, as Paint Manufacturers, under the style of the Silicate Paint Company, has this day been dissolved by mutual consent, so far as concerns the said Samuel James Hennis.—Dated this 20th day of November, 1871.

Saml. Jas. Hennis.

Thomas Griffiths.

Wm. Bettison.

NOTICE is hereby given, that the Partnership lately subsisting between William Allard and George Clement Searle, heretofore carrying on the business or profession of Surgeons, at Tewkesbury, in the county of Gloucester, under the style or firm of Allard and Searle, was, on the 17th day of November, 1871, dissolved by mutual consent, and that all debts owing to the said partnership are to be received by the said William Allard; and all persons to whom the said partnership is indebted are requested immediately to send in their respective amounts to the said William Allard, in order that the same may be examined and, if correct, discharged.—Dated this 17th day of November, 1871.

William Allard.

George Clement Searle.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Edward Ridsdel and James Samuel Swift, carrying on business in copartnership at Liverpool, in the county of Lancaster, under the firm of Ridsdel and Swift, as Coal Merchants, was this day dissolved by mutual consent. All the debts of the said firm are to be received or paid by the said James Samuel Swift.—Dated this 20th day of November, 1871.

Edward Ridsdel.

James Samuel Swift.

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on between the undersigned, Thomas Mercer and Joseph Mercer, under the firm of T. and J. Mercer, as Architects and Surveyors, at 46, Church-street, Liverpool, in the county of Lancaster, was on the 20th day of November instant, dissolved by mutual consent.—Dated this 21st day of November, 1871.

Thomas Mercer.

Joseph Mercer.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, John Payton Smith and Henry Swain, in the business of Auctioneers, Builders, and General Agents at Margate, in the county of Kent, under the firm of Smith and Swain, was dissolved on the 17th instant by mutual consent.—Witness our hands this 20th day of November, 1871.

Jno. P. Smith.

Henry Swain.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business in copartnership together at Liverpool, in the county of Lancaster, as Brokers and Agents, under the firm of William Searle and Co., is this day dissolved.—Dated this 21st day of November, 1871.

William Searle.

By his Attorney, Thomas Bowman.

Thomas Bowman.

Et. Allaire.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Wilson, Frederick Deeley, and Samuel Wilson, as Gun Manufacturers, at 95, Bath-street, Birmingham, in the county of Warwick, under the firm of Wilson, Deeley, and Co., was this day dissolved by mutual consent, as from the 22nd day of April last, so far as regards the said Thomas Wilson.—Dated this 18th day of November, 1871.

Thomas Wilson.

Frederick Deeley.

Samuel Wilson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Smale and Henry William Robinson, carrying on business at No. 25, West Smithfield, in the city of London, as Hay Salesmen, under style or firm of Messrs. Smale and Robinson, was on the 30th day of September last, dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Thomas Smale, by whom the business will in future be carried on, and at the address.—Dated this 17th day of November.

Thomas Smale.

H. W. Robinson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Jones Davies and Thomas Brownson Occleston, at No. 5, Northgate-street Row, as also at Nos. 34, 36, and 46, Cuppin-street, both in the city of Chester, as Manufacturing Confectioners, under the style or firm of R. J. Davies and Co., has been dissolved, as and from the 15th day of July last; and that all debts owing to and from the said firm will be received or paid by the undersigned Robert Jones Davies.—Dated this 15th day of November, 1871.

Robert Jones Davies.

Thomas Brownson Occleston.

NOTICE is hereby given, that the Partnership heretofore subsisting between William David McLachlan and Thomas Jackson Dooley, as Pawnbrokers and Salesmen, under the style of McLachlan and Dooley, at No. 81A, Whitechapel-road in the county of Middlesex, has been dissolved by mutual consent.—Dated this 16th day of November, 1871.

*William David McLachlan.
Thomas Jackson Dooley.*

NOTICE is hereby given, that the Partnership formerly subsisting between us the undersigned, David Sykes, of Croft House, in Marsh, in the borough of Huddersfield, in the county of York, and Joseph Thomas Hale, of Huddersfield aforesaid, in the business of Yarn Spinners, and carried on at Bradley Mills, in Huddersfield aforesaid, under the style or firm of Sykes, Hall, and Company, was dissolved on the 11th day of March last, by mutual consent.—Witness our hands this 22nd day of November, 1871.

*David Sykes.
Joseph Thomas Hale.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James William McKee and John Thompson, under the style or firm of McKee and Thompson, as Timber Merchants, at Galligate, in the borough and county of Newcastle-upon-Tyne, was this day dissolved by mutual consent.—As witness our hands this 30th day of October, 1871.

*J. W. McKee.
Jno. Thompson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on the business of Builders, at Pressland-terrace, Kensal-road, Paddington, in the county of Middlesex, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be paid and received by George Godson, of 35, Albert-road, Kilburn.—Witness our hands this 16th day of November, 1871.

*Thomas Gales.
George Godson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Ware and John Rivers, carrying on business as Carmen and Contractors, at Castle-court, Lawrence-lane, in the city of London, has been this day dissolved by mutual consent.—Dated this 20th day of November, 1871.

*James Ware.
John Rivers.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Burchell and Charles Morrison, carrying on business at No. 209, Gresham House, in the city of London, under the style or firm of E. Burchell and Co., has this day been dissolved by mutual consent.—As witness our hands this 22nd day of November, 1871.

*Edward Burchell.
Charles Morrison.*

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned, Samuel Ellis Ibbes, John Lawson, and George Collins Johnston, as Iron Founders and Shipsmiths, at Liverpool, in the county of Lancaster, under the firm of Samuel Ellis Ibbes and Co., was dissolved by mutual consent on the 30th day of June, 1871.—Dated at Liverpool, this 26th day of October, 1871.

*Samuel Ellis Ibbes.
John Lawson.
J. C. Johnston.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, at 3, Church-pass-age, Guildhall-yard, in the city of London, as Attorneys and Solicitors, under the style of Dubois and Griffiths, has been dissolved by mutual consent, as from the 18th day of November, 1871. All debts owing to or by the said partnership will be received and paid by the undersigned Frederick Thomas Dubois.—Dated this 18th day of November, 1871.

*Fred. Thos. Dubois.
George A. Griffiths.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Brough the elder and William Brough the younger, carrying on business at Silverdale, in the county of Stafford, as Brick and Tile Manufacturers, under the style or firm of Brough and Son, has been dissolved, as from the 30th day of June last; and that all debts due to and from the partnership firm will be received and paid by the said William Brough the younger, by whom the business will in future be carried on, under the same style of Brough and Son.—Dated this 14th day of November, 1871.

*W. Brough, senr.
W. Brough, junr.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Samuel Truman and Ernest Robert Morrison, at No. 41, Botolph-lane, in the city of London, as Wine and Spirit Merchants, under the firm of Truman, Morrison, and Co., was, on the 16th day of November, dissolved by mutual consent; and that all debts due and owing to or by the said late firm will be received and paid by the said William Samuel Truman.—Dated this 21st day of November, 1871.

*Wm. Saml. Truman.
E. R. Morrison.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Henry Frankin and William Adams Garmeson, carrying on business as Advertising Agents, General Printers, Publishers, &c., at No. 1, Monverie-street, Fleet-street, in the city of London, under the name, style, or firm of Franklin, Garmeson, and Company, has been this day dissolved by mutual consent.—Dated this 21st day of November, 1871.

*W. H. Franklin.
W. A. Garmeson.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Pratt the younger and Edward Downing Pratt, carrying on business at the city of Coventry, in the county of Warwick, and at 536, Broadway, New York, in the United States of America, as General Merchants, under the style or firm of J. and E. D. Pratt, was dissolved by mutual consent, on the 16th day of March, 1871.—As witness our hands this 20th day of October, 1871.

*John Pratt, junr.
Edward D. Pratt.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Giacomo Monico and Cesare Mentasti, carrying on business at the Café Royal, No. 23, Aldgate, in the city of London, under the style or firm of Monico and Mentasti, as Restaurant Proprietors, has been dissolved by mutual consent, as from the day of the date hereof. All debts owing by and due to the said partnership firm will be paid and received by the said Giacomo Monico, by whom the business will in future be carried on.—Dated this 20th day of November, 1871.

*Giacomo Monico.
Cesare Mentasti.*

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Maria Smith, the Wife of Bowen Eleny Smith (formerly Maria Bennett, Widow), and James Daniel Thorn, in the business of Hemp Merchants, &c., recently carried on by them in copartnership at 8, Union-street, Borough, Southwark, under the style or firm of Bennett and Thorn, was, by lapse of time dissolved, on the 24th day of June, 1870. All claims against the said estate of the said partnership will be paid on application to the said J. D. Thorn, at 8, Union-street, Borough aforesaid.—Dated this 17th day of November, 1871.

*Maria Smith.
James D. Thorn.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, John Paley, James Burrow, and Thomas Rawsthorne, carrying on business at Preston, in the county of Lancashire, as Cotton Spinners and Manufacturers, under the style or firm of Paley, Rawsthorne, and Company, has been dissolved by mutual consent, as from the 3rd day of October, 1871, so far as regards the said John Paley. All debts due to and owing by the late copartnership will be received and paid by the said James Burrow and Thomas Rawsthorne, who will henceforth carry on the said businesses on their own account, under the style or firm of Rawsthorne and Burrow.—As witness our hands this 22nd day of November, 1871.

*John Paley.
James Burrow.
Thomas Rawsthorne.*

THOMAS BROWN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands against or upon the estate of Thomas Brown, late of No. 53, Cadogan-place, Sloane-street, in the county of Middlesex, Gentleman (who died on the 12th day of August, 1871, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 11th day of September, 1871, by Theresa Brown, of No. 53, Cadogan-place aforesaid, Widow, Thomas Brown, of No. 103, Ebury-street, Piccadilly, Gentleman, and John Brown, of No. 30, Westbourne-park-terrace, Harrow-road, Gentleman, the executors therein named), are required on or before the 31st day of January, 1872, to send particulars, in writing, of their claims or demands, addressed to the

executors, at the office of the undersigned John McMillin, at No. 39, Bloomsbury-square, London, the Solicitor to the said executors, after which time the said executors will proceed to distribute the assets of the said testator among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and such executors will not be liable for such assets, or any part thereof, to any persons of whose debt or claims they shall not then have had notice.—Dated this 21st day of November, 1871.

JOHN McMILLIN, 39, Bloomsbury-square, London, Solicitor to the said Executors.

JOHN BUSH, Esq., Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Bush, late of Clapham, in the county of Surrey, Surgeon, deceased (who died on the 5th day of October, 1871, and whose will was proved by Augustine Batt, M.D., and Edward Erly, the executors therein named, on the 11th day of November, 1871, in the Principal Registry of Her Majesty's Court of Probate) are hereby required to send in the particulars of their claims or demands to the said executors, at the offices of Messrs. Druce, Sons, and Jackson, No. 10, Billiter-square, London, their Solicitors, on or before the 31st day of December next; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased 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 assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1871.

DRUCE, SONS, and JACKSON, No. 10, Billiter-square, London, Solicitors for the Executors.

SARAH TEMPERANCE WILLIAMS, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Vic., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Sarah Temperance Williams, late of No. 4, Morgan-street, Newport, in the county of Monmouth, Spinster (who died on the 24th day of October, 1871, and whose will was proved in the Llandaff District Registry of Her Majesty's Court of Probate, by James Grindall Watts and Charles Lewis, the executors therein named, on the 8th day of November, 1871), are hereby required to send the particulars of their claims or demands to the said executors, at the offices of Messrs. Farr and Wade, at No. 4, Dock-street, Newport aforesaid, the Solicitors of the said executors, on or before the 1st day of January, 1872, after which day the said James Grindall Watts and Charles Lewis will proceed to distribute the assets of the said deceased amongst the parties entitled thereto according to the provisions of the said will, having regard only to the claims or demands of which they shall then have had notice; and will not be liable for the assets, or any part thereof, so distributed, to any person of whose claim they shall not then have had notice.—Dated this 16th day of November, 1871.

FARR and WADE, Solicitors for the said Executors.

THOMAS ROWE, 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 Thomas Rowe, formerly of the town of Cambridge, but since of No. 9, Arundel-street, Strand, and late of Harrogate, in the county of York, Gentleman, deceased (who died on the 14th day of August, 1871, and whose will was proved on the 20th day of September, 1871, in the Wakefield District Registry of Her Majesty's Court of Probate, by Thomas Dixon, of Cambridge, in the county of Cambridge, Bookseller and Stationer, and John Fuller, of Cambridge aforesaid, Cook of Caius College, the executors named in the said will), are required to send in their debts, claims, or demands to the executors, on or before the 1st day of January next, at the expiration of which time the said executors will proceed to administer the estate 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 22nd day of November, 1871.

JOHN ELLISON, Alexandra-street, Petty Cury, Cambridge, Solicitor for the said Executors.

JOHN HEMPSTED, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against or upon the estate of John Hempsted, late of Suffolk Villa, South Norwood, in the county of Surrey, Gentleman (who died on the 26th day of August, 1871, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, by John Hempsted and Charles Jarrett, the executors named in and appointed by the said will, on the 10th day of October, 1871), are hereby required to send in particulars, in writing, of their claims, to us the undersigned, on or before the 20th day of December next, at the expiration of which time the executors of the will of the deceased will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts or claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose debt or claim they shall not then have had notice. And all persons owing any money to the said deceased are requested to pay the same to us forthwith.—Dated this 20th day of November, 1871.

ROWLAND and STREETER, No. 104, High-street, Croydon, Solicitors to the said Executors.

GEORGE RICKARDS BARKER, Esquire, Deceased.

Pursuant to the provisions of the Act 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims upon or in anywise affecting the estate of George Rickards Barker, late of Bakewell, in the county of Derby, Gentleman (who died on the 5th day of September, 1871, and whose will was duly proved in the Principal Registry of Her Majesty's Court of Probate, on the 21st day of October, 1871, by John Taylor, of Bakewell aforesaid, Solicitor, and Charles John Mander, of No. 9, Lincoln's-inn, in the county of Middlesex, Solicitor, the executors thereof), are hereby required to send the particulars, in writing, of their claims or demands to the said John Taylor, at his office at Bakewell aforesaid, on or before the 31st day of January, 1872, after which time the said John Taylor and Charles John Mander will distribute the assets of the said deceased among the parties entitled, having regard only to the claims or demands of which they shall then have had notice; and further that they will not be liable for the assets of the said deceased or any of them, or any part thereof, so distributed to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 20th day of November, 1871.

JOHN TAYLOR,
CHAS. JNO. MANDER, } Executors.

Mr. WILLIAM CHAPMAN, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims upon the estate of William Chapman, late of Naburn, in the county of York, Innkeeper, deceased (who died on the 9th day of October, 1871, and Probate of whose will was, on the 1st day of November last, granted by the York District Court of Probate to Thomas Chapman and Abraham Chapman, both of Seaton Ross, in the said county of York, Farmers, the executors thereof), are hereby required to send particulars of their claims, in writing, on or before the 30th day of December next, to me the undersigned, at my office, No. 16, Lendal, in the city of York, after which date the said executors will proceed to distribute the assets of the said William Chapman amongst the persons entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors 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 21st day of November, 1871.

WM. PHILIPS, of No. 16, Lendal, York, Solicitor for the said Executors.

Mr. ROBERT SACH, Deceased.

Notice to Creditors and Claimants.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Robert Sach, late of Halstead, in the county of Essex, Linendrapper, deceased (who died on the 7th day of August, 1871, and letters of administration of whose estate and effects were granted by the Ipswich District Registry of Her

Majesty's Court of Probate, on the 16th day of October, 1871, to Frances Sach, his Widow and relict), are requested to send in the particulars, in writing, of their claims or demands, addressed to the said Frances Sach, at the office of her Solicitor, Mr. Joseph Beaumont, of Great Coggeshall, Essex, on or before the 30th day of December next, at the expiration of which time the said administratrix will proceed to distribute the assets of the said testator among the parties entitled thereto having regard to the claims only of which such administratrix has then notice; and the said administratrix will not be liable for such assets, or any part thereof, so distributed to any person of whose claims such administratrix shall not then have had notice.—Dated this 20th day of November, 1871.

JOS. BEAUMONT, Great Coggeshall, Essex, Solicitor to the said Administratrix.

JANE SANDERSON, 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 against or upon the estate of Jane Sanderson, late of Pilgrim-street, in the town and county of Newcastle-upon-Tyne, Grocer and Provision Dealer (who died on the 11th day of October 1871, and of whose will probate was granted by the District Registry attached to Her Majesty's Court of Probate at Newcastle-upon-Tyne, on the 31st day of October, 1871, to Charles Stephenson, of Morpeth, in the county of Northumberland, Currier and Tanner, and to James Elliott, of Ravensworth-terrace, Gateshead, in the county of Durham, Agent, the executors named in the said will), are hereby required to send in the particulars, in writing, of their claims against the estate to the executors, or to the undersigned, Joseph George Joel, of 24, Market-street, Newcastle-upon-Tyne, their Solicitor, on or before the 30th day of December, 1871. And notice is hereby given, that after that day the said executors will proceed to distribute the assets of the testatrix amongst 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 assets, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 18th day of November, 1871.

JOSEPH GEORGE JOEL, 24, Market-street, Newcastle-upon-Tyne, Solicitor to the said Executors.

Re JONATHAN NEALE, 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 claims or demands against the estate of Jonathan Neale, late of Leicester, deceased, at the time of his death a Member of the firm of Neale and Sons, Builders, Masons, and Contractors, Peacock-lane and Southgate-street, Leicester aforesaid (who died on or about the 6th day of March, 1871, at Leicester aforesaid, intestate, and letters of administration of whose personal estate and effects were granted by the Leicester District Registry of Her Majesty's Court of Probate, on the 26th day of October, 1871, to Elizabeth Mary Ann Neale, of No. 9, Southgate-street, Leicester, Widow of the deceased), are hereby requested to send in their Christian and surnames, addresses and descriptions, and the full particulars of their claims, to the undersigned, George Littlewood Cowley, of Saint Peter's Church Walk, Nottingham, Solicitor of the said administratrix, on or before the 23rd day of December, 1871, at the expiration of which time the said administratrix will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the debts, claims, or demands, of which the said administratrix shall then have had notice; and the administratrix will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand she shall not then have had notice.—Dated this 20th day of November, 1871.

G. L. COWLEY, Saint Peter's Church Walk, Nottingham, Solicitor for the said Elizabeth Mary Ann Neale.

ROBERT TURNER, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Robert Turner, late of Temple Combe, in the county of Somerset, Butcher and Farmer, deceased (who died on the 18th day of June, 1869, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, in London, on the 5th day of November, 1869, by Robert Godolphin Long, of Stalbridge, in the county of Dorset, Surgeon, and Robert Davis, of Harsing-

ton, in the county of Somerset, Yeoman, the executors in the said will named), are hereby required to send in particulars of their respective claims or demands to me the undersigned, the Solicitor acting for the said executors, before or on the 1st day of January next, after which date the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims and demands only of which they shall then have had notice; and that the said executors will not be answerable or liable for the assets so distributed to any person or persons of whose claims respectively they shall not then have had notice.—Dated the 21st day of November, 1871.

EDWD. YALDEN COOPER, Wincanton, Solicitor to the said Executors.

ARTHUR ADE, 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 persons having any claims or demands against the estate of Arthur Ade, late of Alfriston, in the county of Sussex, Gentleman, deceased (who died on the 24th day of September, 1871, and whose will was proved on the 18th day of April, 1870, in the District Registry at Lewes attached to Her Majesty's Court of Probate, by Charles Ade, of Alfriston aforesaid, Farmer, and Charles Alfred Woolley, of Lewes, in the said county, Gentleman, the executors therein named), are required to send in the particulars of such claims or demands to Mr. Inigo Gell, Solicitor, at Lewes aforesaid, on behalf of the said executors, on or before the 1st day of January next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts and claims only of which they shall then have notice; and they will not be liable to any person or persons of whose claim they shall not then have had notice.—Dated this 16th day of November, 1871.

INIGO GELL, Solicitor to the Executors.

Re SAMUEL RHODES, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Samuel Rhodes, late of Ashgrove Horton, near Bradford, and of Darley-street, Bradford, in the county of York, Glass and China Merchant, deceased (who died on the 28th day of April, 1871, and whose will was proved on the 18th day of November, 1871, in the Wakefield District Registry of Her Majesty's Court of Probate, by Sarah Rhodes, James Rhodes, and William Rodwell Parker, the executors in the said will named), are hereby required to send, in writing, to James Green, of 2, Aldermanbury, in Bradford, Solicitor for the said executors, full particulars of their claims or demands, on or before the 1st day of February, 1872, and that, at the expiration of such time, the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which they, the said executors, shall then have had notice; and will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 22nd day of November, 1871.

JAMES GREEN, 2, Aldermanbury, Bradford, Solicitor to the Executors.

MARY GOODWIN, Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35.

NOTICE is hereby given, that all creditors of, or persons having claims against, the estate of Mary Goodwin, late of Pictor, in the township of Fairfield, in the parish of Hope, in the county of Derby, Widow, deceased (who died on or about the 24th day of June, 1869, and whose will, with a codicil thereto, was, on the 16th day of August, 1869, proved in the District Registry at Derby, by Edward Smithers, of Little Longstone, near Bakewell, in the said county of Derby, Gentleman, one of the executors thereof), are, on or before the 31st day of January next, to send particulars of their debts and claims to the said Edward Smithers, at his residence, at Little Longstone aforesaid; and notice is further given, that after the said 31st day of January next, the said executor will proceed to distribute the estate of the said Mary Goodwin, deceased, having regard only to the debts and claims of which he shall then have had notice; and will not be liable for any part of the said estate so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 10th day of November, 1871.

JOHN TAYLOR, Bakewell, Solicitor to the said Executor.

GEORGE GOODWIN, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors of, or persons having claims against the estate of George Goodwin, late of Scarsdale place, Buxton, in the county of Derby, Esq., deceased (who died on or about the 15th September, 1851, and whose will was proved in the Peculiar Court of the Dean and Chapter of Lichfield, on the 6th February, 1852, by Mary Goodwin, Widow of the said George Goodwin, and Elizabeth Garmston Barker, Spinster, the joint executrices thereof, both now deceased), are, on or before the 31st day of January next, to send particulars of their debts and claims to Edward Smithers, of Little Longstone, near Bakewell, in the said county of Derby, Gentleman, the now sole executor of each of them the said Mary Goodwin and Elizabeth Garmston Barker. And notice is further given, that after the said 31st day of January next, the said Edward Smithers will proceed to distribute such estate, if any, of the said George Goodwin, deceased, as may have come or may come to his hands, having regard only to the debts and claims of which he, the said Edward Smithers, shall then have had notice; and will not be liable for any part of any estate so distributed to any person of whose claim he shall not then have had notice.—Dated this 10th day of November, 1871.

JOHN TAYLOR, Bakewell, Solicitor to the said Executor, Edward Smithers.

ELIZABETH GARMSTON BARKER, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors of, or persons having claims against the estate of Elizabeth Garmston Barker, late of Pictor, in the chapelry of Fairfield, in the parish of Hope, in the county of Derby, Spinster, deceased (who died on or about the 25th day of December, 1861, and whose will was, on the 31st day of January, 1862, proved in the District Registry at Derby, by the executors thereof, to wit, Mary Goodwin, of Pictor aforesaid, Widow, Robert Goodwin, and Felix Garmston Goodwin (all now deceased), and Edward Smithers, of Little Longstone, near Bakewell, in the county of Derby, Gentleman), are, on or before the 31st day of January next; to send particulars of their debts and claims to the said Edward Smithers, at his residence, at Little Longstone aforesaid. And notice is further given, that after the said 31st day of January next, the said Edward Smithers, as such surviving executor-as aforesaid, will proceed to distribute the estate of the said Elizabeth Garmston Barker, deceased, having regard only to the debts and claims of which he shall then have had notice; and will not be liable for any part of the said estate so distributed to any person of whose claim he shall not then have had notice.—Dated this 10th day of November, 1871.

JOHN TAYLOR, Bakewell, Solicitor to the said Executor.

SARAH FARLOW, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Sarah Farlow, late of 18, Coburg-street, Clerkenwell, in the county of Middlesex, Spinster, deceased (who died on the 3rd day of September, 1871, intestate, and to whose estate and effects letters of administration were granted to Hannah Hoare, on the 21st day of September, 1871, by the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in particulars of their claims or demands to the said Hannah Hoare, or to us the undersigned, her Solicitors, on or before the 31st day of December next, after which day the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which she shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim she shall not then have had notice.—Dated this 17th day of November, 1871.

LEWIS and WHITBOURN, 24, Basinghall-street, Solicitors to the said Administratrix.

In the Matter of the Estate of the late Mr. JOHN CLAYDEN, Deceased.

Pursuant to the provisions of the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of John Clayden, late of Littlebury, in the county of Essex, Farmer, deceased (who died on or about the 4th day of July, 1871, and whose will with two codicils thereto, was proved on the 15th day of November, 1871, in the District Registry at Ipswich, of Her Majesty's Court of Probate, by John Carter Clayden, John George Robinson, and William Stacey Spencer, the executors named in the first codicil), are hereby required, on or before the 20th day of

January next, to send the particulars of such claims or demands to the said executors, or to us the undersigned, as their Solicitors, at the expiration of which time the executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to the claims and demands only 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 of whose claim they shall not then have had notice.—Dated this 20th day of November, 1871.

FREELAND and BELLINGHAM, Saffron Walden, Solicitors to the Executors.

CATHERINE PULFER, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Catherine Pulfer, late of 19, Denmark-row, Camberwell, in the county of Surrey, Widow, who died on the 8th day of October, 1871, (and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 3rd day of November, 1871, by George Bedell and John Judd Blake, the executors therein named), are hereby required to send the particulars of their claims and demands to their Solicitors, Messrs. Prideaux and Son, Goldsmith's Hall, London, on or before the 31st day of December next, after which day the said executors will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and they will not be liable for the assets, so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 23rd day of November, 1871.

PRIDEAUX and SON, Goldsmith's Hall.

WILLIAM AMERY, Deceased.

Pursuant to the Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further 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 William Amery, late of Pool Hall, in the parish of Eastham, in the county of Chester, Esquire, deceased (who died on the 21st day of July, 1870, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Chester, on the 23rd day of October, 1871, by Richard Longueville Barker, of the city of Chester, Gentleman, and Henry Coupland, of Broad Green, near Liverpool, in the county of Lancaster, Gentleman, two of the executors appointed by the said will), are hereby required to send in the particulars of such claims or demands to us the undersigned, Solicitors to the said executors, on or before the 21st day of January next, at the expiration of which time the said executors will proceed to distribute the assets of the said testator amongst the persons entitled thereto, having regard only to the debts or claims of which they shall then have had notice; and that the said executors will not be liable to any persons of whose claim or demand they shall not then have had notice. And all persons indebted to the said William Amery, deceased, are required to pay the amounts that may be due to the said deceased to the said Solicitors within the time aforesaid.—Dated this 20th day of November, 1871.

BARKER and HIGNETT, Commonhall-street, Chester, Solicitors to the said Executors.

JAMES EVERARD COULTHURST PRYCE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim against the estate of James Everard Coulturst Pryce, late of Bombay, in the East Indies, Master Attendant and Conservator of the Port of Bombay aforesaid (who died on the 13th day of May, 1871, and letters of administration of whose personal estate and effects were granted by the Principal Registry of Her Majesty's Court of Probate, on the 14th day of November, 1871, to Caroline Pryce, the widow of the said deceased), are to send the particulars of their claims to the said administratrix, at the office of her Solicitors, Messrs. Hedges and Stedman, No. 9, Red Lion-square, Bloomsbury, on or before the 31st day of December, 1871, after which day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which she shall then have had notice; and she will not be liable for the assets, so distributed, or any part thereof, to any person of whose claim she shall not then have had notice.—Dated this 20th day of November, 1871.

HEDGES and STEDMAN, 9, Red Lion-square, Bloomsbury, W.C., Solicitors for the Administratrix.

THOMAS WILLIAMSON RAMSAY, 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 persons claiming debts or liabilities affecting the estate of Thomas Williamson Ramsay, late of Lixmount, in the county of Edinburgh, Scotland, late of the Honourable the East India Company's Civil Service, and also of No. 16, Queen's Gate, Hyde Park, London, Esquire (who died on the 11th day of August, 1871), are to send to the undersigned, Solicitors for the Reverend John Mackenzie, and John Cook, the executors named and appointed in and by a certain testamentary settlement or disposition, dated the 2nd day of November, 1864, under the hand and seal of the said Thomas Williamson Ramsay, which was confirmed by the Commissariat of Edinburgh, on the 20th day of September, 1871, and was resealed in the Principal Registry of Her Majesty's Court of Probate, in England, on the 27th day of September, 1871, their claims against the estate of the said testator, on or before the 20th day of December, 1871, at the expiration of which time the said executors will proceed to distribute the estate of the said testator among the parties entitled thereto, having regard to the claims 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 of whose claim they shall not then have had notice.—Dated this 20th day of November, 1871.

LUCAS and COE, 29, Argyle-street, Regent-street, Solicitors for the said Executors.

In Chancery.

In the Matter of the Act 19th and 20th Victoria, cap. 120, intituled "An Act to facilitate the 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 amend the Settled Estates Act of 1856;" and in the Matter of a Farm called Duddle, situate in the parishes of Piddletown and Stinstord, in the county of Dorset, and of a Coppice or Wood known by the name of Mayne Wood or Ilington Wood or Coppice, situate in the parish of Ilington, in the said county, settled on the Marriage of John George Donne and Eliza Barnes.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given, that a Petition was presented on the 14th day of November, 1871, by Robert William Beauchamp, of Wickmere Rectory, near Hanworth, in the county of Norfolk, Clerk, Robert Hayne, of Dorchester, in the county of Dorset, Gentleman, Eliza Charlotte Legge, of Washington-terrace, Southampton, in the county of Hants, wife of George Dennis Legge, Gentleman, by Gerald Surman, of No. 35, Lincoln's-inn-fields, in the county of Middlesex, Esquire, as her next friend, and the said Gerald Surman, to the Right Honourable the Lord High Chancellor, to be heard before his Honour Vice-Chancellor Sir Richard Malins, that the proposed sale of the above-mentioned farm, lands, and hereditaments, may be confirmed and completed under the direction of this Honourable Court, under the provisions of the above-mentioned Acts; and that all proper directions may be given for effecting such purpose. And notice is hereby also given, that the said petitioners may be served with any Order of this Court, or notice relating to the subject of the said Petition, at the office of Messrs. Surman and Son, situate at 35, Lincoln's-inn-fields, in the county of Middlesex, Solicitors.—Dated this 18th day of November, 1871.

SURMAN and SON, Solicitors for the Petitioners.

In Chancery.—Sampson v. Sampson.

TO be sold by public auction pursuant to the Order of the Court with the approbation of the Vice-Chancellor Sir John Wickens, by Mr. Henry Sowdon, at Garraway's Coffee House, Change-alley, Cornhill, on Thursday the 14th of December next, at twelve for one o'clock p.m., in one lot:—

Certain leasehold premises situate at York-place, Little Charles-street, Regent's Park.

Particulars and conditions of sale gratis of Messrs. Flux and Co., Solicitors, 3, East India-avenue, Leadenhall-street; Messrs. Phillips and Willcombe, Solicitors, 16, Mark-lane; the place of sale; and at the Auctioneer's Offices, 294, Old Kent-road.

TO be sold by private tender, pursuant to an Order of his Lordship the Master of the Rolls, made in a cause "Hart v. Denham."

All that extensive leasehold manufactory, shop, dwelling-house and appurtenances, situate at No. 12, Great Dover-street, Southwark, in the county of Surrey, held for the residue of a term of fifteen years from 21st September, 1866, at the annual rent of £85, together with the good-

will of the old-established business of Pin and Needle Manufactory, for many years carried on by the late George Boulton, and subsequently by the late George Boulton Denham, together with the right to use the trade marks in use in the said business and the dies, plates, and labels connected therewith, and also all the trade fixtures, machinery, and other conveniences for carrying on an extensive business in one lot.

The purchaser is to take at a valuation as directed by the conditions of sale, the trade fixtures, &c., and the stock in trade on the said business premises, tenders are to be sent in a sealed cover endorsed "Hart v. Denham," to John William Hawkins, Esq., the Chief Clerk of his Lordship the Master of the Rolls, at his chambers, No. 10, Chancery-lane, London, not later than the 8th day of December, 1871.

Particulars and conditions of sale, and forms of tender may be obtained of the following Solicitors, in London, A. G. Dutton, Esquire, 9, Ironmonger-lane, Cheap-side; Messrs. J. J. Hubbard and Son, 24, Bucklersbury; Messrs. Simpson and Cullingford, 85, Gracechurch-street; Messrs. Jones, Mancell, and Co., No. 9, Lawrence Pountney-hill, and of Samuel Barrow, Esquire, (the receiver), 24, Gresham street.

The premises may be viewed on application to the said Mr. Barrow.

In Chancery—Lowman v. Lowman.

Capital Leasehold Residences, at Hampstead.

MR. THOMAS REYNOLDS HODGE, has received instructions, pursuant to an Order of the High Court of Chancery, and with the approbation of his Honor the Vice-Chancellor Sir John Wickens, the Judge to whose Court the above cause is attached, to sell by auction, at the Mart, Tokenhouse-yard, E.C., on Wednesday, the 6th day of December, 1871, at twelve for one o'clock precisely, in two lots:—

Two excellent long leasehold residences, being Nos. 69 and 97, Adelaide-road, Hampstead. May be viewed by permission of the tenant as to No. 69.

Particulars may be had at the Mart; of Messrs. Pickett and Mytton, Solicitors, 3, King's Bench-walk, Temple; of J. Lott, Esquire, Solicitor, 12, Great George-street, Westminster; and of Mr. T. R. Hodge, Auctioneer, &c., 4, Brunlesbury-terrace, Kilburn, N.W.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Robert Blucher Wood, deceased, and in a cause of Wood against Wood, the creditors of Robert Blucher Wood, late of Buxton, in the county of Derby, a Lieutenant-General in Her Majesty's Army, deceased, who died on the 27th day of May, 1871, are, on or before the 8th day of December, 1871, to send by post, prepaid, to Messrs. Ellis and Ellis, of 16, Spring-gardens, Westminster, Middlesex, the Solicitors of the defendant, Thomas Wood, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls at his chambers, situated at the Rolls-yard, Chancery-lane, Middlesex, on the 15th day of December, 1871, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1871.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Peter Glasgow, deceased, and in a cause Elizabeth Ann Dixon, the wife of George Dixon, by William Green, her next friend, against Peter Glasgow and George Dixon, the creditors of Peter Glasgow, late of No. 140, High-street, Bishopwearmouth, in the county of Durham, Saddler, deceased, who died in or about the month of July, 1870, are, on or before the 20th day of December, 1871, to send by post, prepaid, to William Bell, of Sunderland, in the county of Durham, the Solicitor of the defendant, Peter Glasgow, one 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 Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Saturday, the 13th day of January, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1871.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Constable against Constable, &c., 187, 195, the creditors of Sir Thomas Aston Clifford Constable, late of Burton Constable, in Holderness, in the county of York, Baronet, who died in or about the month

of December, 1870, are, on or before the 23rd day of December, 1871, to send by post, prepaid, to Messrs. Bell and Stewards, of No. 49, Lincoln's-inn-fields, in the county of Middlesex, the Solicitors of the plaintiff, Thomas Constable, the executor 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 Monday the 15th day of January, 1872, at twelve of the clock at noon, being the day appointed for adjudicating on the claims.—Dated this 20th day of November, 1871.

PURSUANT to an Order of the High Court of Chancery, made in Re Love's estate, and in a cause John Love, plaintiff, against William Butterfill, defendant, the creditors of William Love, late of Hampton Wick, in the county of Middlesex, Tailor and Clothier, who died in or about the month of July, 1871, are, on or before the 7th day of December, 1871, to send by post, prepaid, to Mr. Francis Buckland, of No. 18, Bedford-row, in the county of Middlesex, the Solicitor of the defendants, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Tuesday, the 12th day of December, 1871, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1871.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Charles Jeston Homfray, deceased, and in a cause of Homfray against Homfray, the creditors of Charles Jeston Homfray, late of Down Lodge, Wandsworth, in the county of Surrey, Esquire, deceased (who died in or about the month of September, 1871), are, on or before the 24th day of December, 1871, to send by post, prepaid, to Mr. Thomas Henry Street, of the firm of Hooke and Street, of No. 27, Lincoln's-inn-fields, in the county of Middlesex, the Solicitor of the defendant, Elizabeth Homfray, the administratrix of the said deceased, their Christian and surnames, and the Christian and surnames, in full, of any partner or partners, their addresses and descriptions, with 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 Vice-Chancellor Sir Richard Malins, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, on the 12th day of January, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1871.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of James Mills, and in a cause Mills against Mills, 1871. M. 197, the creditor of James Mills, late of Coleshill Farm, in the parish of Betchworth, in the county of Surrey, Farmer, who died on the 24th day of July, 1871, are, on or before the 23rd day of December, 1871, to send by post, prepaid, to Mr. George Carter Morrison, of Reigate, in the county of Surrey, the Solicitor of the defendant, Martha Mills, the administratrix of the estate and effects 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 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 Sir John Wickens, at his chambers, situated at No. 13, Old-square, Lincoln's-inn, Middlesex, on Saturday, the 13th day of January, 1872, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1871.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Russell, deceased, and in a cause James Anderson and others against Frances Russell, Widow, the creditors of William Russell, late of No. 3, Cobham-terrace, Greenhithe, in the county of Kent, Master Mariner, who died on or about the 30th day of July, 1870, are, on or before the 1st day of January, 1872, to send by post, prepaid, to Messrs. Parker and Clarke, of the Rectory House, Saint Michael's-alley, Cornhill, in the city of London, the Solicitors of Frances Russell, Widow, the administratrix, with the will annexed, of the estate and effects of the said deceased, their Christian and surnames, addresses and

descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Wickens, at his chambers, situate No. 11, Old-square, Lincoln's-inn, Middlesex, on Wednesday, the 10th day of January, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1871.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Lane against Sewell, the creditors of John Wheatley Lane, late of Barton Mill, Cirencester, in the county of Gloucester, Farmer and Miller, who died in or about the month of May, 1871, are, on or before the 28th day of December, 1871, to send by post, prepaid, to Messrs. Sewell, Newmarch, and Francis, of Cirencester aforesaid, the Solicitors of the defendants, Joseph Sewell, Thomas Voisey the younger, and Thomas Lewis, the executors of the will of the said John Wheatley Lane, 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 John Wickens, at his chambers, situated at No. 13, Old-square, Lincoln's-inn, Middlesex, on the 16th day of January, 1872, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1871.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Nixon v. Nixon, 1871. N. No. 41, the creditors of William Nixon, late of Wesley-street, in the borough and county of Newcastle-upon-Tyne, Dairyman, who died on the 5th day of July, 1871, are, on or before the 28th day of December, 1871, to send by post, prepaid, to Messrs. Mather and Cockeroff, of Newcastle-upon-Tyne aforesaid, the Solicitors for the defendant, Jessie Nixon, Widow, the administratrix of the estate and effects of the said William Nixon, 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 John Wickens, at his chambers, situate No. 13, Old-square, Lincoln's-inn, Middlesex, on the 13th day of January, 1872, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1871.

PURSUANT to a Decree and Order of the High Court of Chancery, made in a suit Griffiths against Jones, 1871, G., No. 143, and in the matter of the estate of Hugh Jones, Jones against Jones, 1871, J., No. 96, the creditors of Hugh Jones, late of 100, Wood-street, Cheapside, in the city of London, and of Bryngwyn Hall, in the county of Flint, Esquire, who died on or about the 24th day of August, 1871, are, on or before the 30th day of December, 1871, to send by post, prepaid, to Messrs. Barnard and Harris, of Gresham-buildings, Basinghall street, in the city of London, Solicitors of the defendants, Evan Jones and Ann Cheverton, the administrator and administratrix 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 and Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Wickens, at his chambers, situate at No. 13, Old-square, Lincoln's-inn, in the county of Middlesex, on Monday, the 15th day of January, 1872, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1871.

COUNTY COURTS' EQUITABLE JURISDICTION.

PURSUANT to an Order of the County Court of Carnarvonshire, holden at Bangor, made in a suit Mary Jones and Robert William Jones against William Hughes, Griffith Rowlands, Robert Owen, and Ellen, his wife, Richard Williams, and Ellen, his wife, the creditors of, or claimants against, the estate of Hugh Jones and Ellinor Jones, both late of Fronchwith, in the parish of Llanddeiniolen, in the county of Carnarvon, both deceased, both of whom died in or about the month of November, 1868, are, on or before the 15th day of December, 1871, to send by post, prepaid, to the Registrar of the County Court of Carnarvonshire, holden at Bangor, 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: in default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 15th day of December, 1871, at two o'clock in the afternoon, being the time appointed for adjudicating upon the claims.—Dated this 21st day of November, 1871.

HENRY I. LOYD JONES, Registrar.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tonbridge Wells. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Seymour, of the parish of Withyham, in the county of Sussex, Farmer.

NOTICE is hereby given, that a First and Final Dividend of 1s. 11½d. in the pound has been declared, and is payable to creditors who have proved their debts, and the same may be received upon application at my offices at the Lower House, Mayfield, Sussex, on any day after this date between the hours of eleven and three.—Dated this 11th day of November, 1871.

WALTER SPROTT, Attorney for George Taylor, the Trustee of the above Liquidation.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

A DIVIDEND of 3s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Richard Grandy of No. 25, Lay Field, Gillingham, in the county of Kent, late Master of Dockyard Lighter, but now out of employment and will be paid by me at my offices, 21 Gibraltar-place, New-road, Chatham, on and after the 30th day of November, 1871.—Dated this 17th day of November, 1871.

HERBERT STEPHENSON, Trustee.

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 Henry Matthews, of William-street, and Mortimer-street, Herne Bay, in the county of Kent, Grocer and Tea Dealer.

A FIRST and Final Dividend of 1s. 4d. in the pound has been declared in the matter of this liquidation and will be paid on any day after the 30th instant, between the hours of ten and two, on application at the offices of Messrs. Nicholls and Leatherdale, of 14, Old Jewry-chambers, Public Accountants.—Dated this 21st day of November, 1871.

HENRY LEATHERDALE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

A Dividend of 3s. 3½d. in the pound, has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Woolcock Hosking, of Truro, in the county of Cornwall, Printer and Stationer, and will be paid by me at my house, River-street, Truro, on and after the 28th day of November, 1871.—Dated this 18th day of November, 1871.

THOS. CHIRGWIN, 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 James Tasker and Elijah Tasker, of the Stone Yards, Hampstead Heath Railway Station, in the county of Middlesex, Stone Merchants, and copartners in trade.

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 White Swan Hotel, Princess-street, Halifax, in the county of York, on the 14th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1871.

LINKLATER, HACKWOOD, ADDISON, and BROWN, 7, Walbrook, London, Attorneys for the above-named 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 Edward Phillipson Foster, of Nos. 31 and 33, High-street, Feckham, in the county of Surrey, Stationer and Printer.

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. Smart, Snell, and Co., of Nos. 85 and 86, Cheapside, London, on the 9th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1871.

T. W. DENNY, Attorney for the said Edward Phillipson Foster.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Tasker and Elijah Tasker, of the Stone Yards, Hampstead Heath Railway Station, in the county of Middlesex, Stone Merchants, and copartners in trade.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Elijah Tasker has been summoned to be held at the White Swan Hotel, Princess-street, Halifax, in the county of York, on the 14th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1871.

LINKLATER, HACKWOOD, ADDISON, and BROWN, 7, Walbrook, London, Attorney for the above-named 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 Richard William Aldridge, of No. 8, Old Jewry, in the city of London, and of Old Charlton, in the county of Kent, out of business.

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. R. Chidley, 25, Old Jewry, in the city of London, on the 1st day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 3rd day of November, 1871.

J. R. CHIDLEY, 25, Old Jewry, London, Attorney 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 Frederick Thomas Prebble, of 1, Benhill-road, Brunswick-square, Camberwell, in the county of Surrey, 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. Slater and Pannell, No. 1, Guildhall-chambers, Basinghall-street, London, on the 11th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

HARRY T. MILEHAM, 44, Poultry, Attorney for the said Frederick Thomas Prebble.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George David Hall, of 34, Waterloo Lodging House, Wilmot-street, Bethnal-green-road, Middlesex, previously of Rupert-road, Upper Holloway, Beer Retailer.

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. Peverley, 24, Basinghall street, in the city of London, on the 6th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

ROBR. BEVERLEY, 24, Basinghall-street, City, Attorney 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 William Jonathan Tomlinson, of 245, Camden-road, 213 and 215, Kentish Town-road, and 168 and 170, Great College-street, Camden Town, all in the county of Middlesex, and of The Broadway, Barking, in the county of Essex, Pawnbroker and Salesman.

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. 16, Southampton-street, Bloomsbury-square, in the county of Middlesex, on the 7th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

STILEMAN and NEATE, Attorneys for the said William Jonathan Tomlinson.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceeding for Liquidation by Arrangement or Composition with Creditors, instituted by James Tasker and Elijah Tasker, of the Stone Yards, Hampstead Heath Railway Station, in the county of Middlesex, Stone Merchants, and copartners in trade.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Tasker has been summoned to be held at the White Swan Hotel, Princess-street, Halifax, in the county of York, on the 14th day of December, 1871, at two o'clock in the

afternoon precisely.—Dated this 17th day of November, 1871.

LINKLATER, HACKWOOD, ADDISON, and BROWN, 7, Walbrook, London, Attorneys for the above-named 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 Frederick Eggbrecht, of No. 175, Walworth-road, in the county of Surrey, Tobaccoist and Newsvendor.

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. William Ralph Buchanan, No. 10, Basinghall-street, in the city of London, Solicitor, on the 11th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1871.

W. R. HUCHANAN, No. 10, Basinghall-street, City, Attorney for the said Frederick Eggbrecht.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Parker, of the Crown and Two Chairmen Tavern, Dean-street, Soho, in the county of Middlesex, Licensed Victualler.

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. 8, Southampton-street, Bloomsbury, Middlesex, on the 5th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1871.

FREDK. CHAS. MOOJEN, 8, Southampton-street, Bloomsbury, Attorney for the said George Parker.

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 Longhurst, of 158, Camberwell-road, Camberwell, in the county of Surrey, Corn and Coal Merchant.

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. Slater and Pannell, 1, Guildhall-chambers, Basinghall-street, in the city of London, Public Accountants, on the 13th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

ARTHUR J. HEWITT, 32, Nicholas-lane, London, Attorney 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 William Henry Blackwell, of 2, Albion-terrace, Kensington, previously of Lavender Cottage, Shepherd's Bush, both in the county of Middlesex, Accountant.

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. Edward Manière, Solicitor, 24, Great James-street, Bedford-row, in the county of Middlesex, on the 2nd day of December next, at one o'clock in the afternoon precisely.—Dated this 9th day of November, 1871.

EDW. MANIÈRE, Attorney 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 James Clarke, of 55, Compton-street, Brunswick-square, in the county of Middlesex, Cheesemonger.

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. Carter and Bell, 102, Leadenhall-street, in the city of London, on the 7th day of December next, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1871.

CARTER and BELL, 102, Leadenhall street, London, 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 George Frederick Sutton, of 19, Britannia-terrace, Kensal-road, Kensal-town, in the county of Middlesex, Cheesemonger and Provision 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 Inns of Court Hotel, Nos. 269 and 270, High Holborn, in the said county, on the 11th

day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1871.

EDWD. CLARKE, 13, Saint Mary's-square, Paddington, Attorney for the said George Frederick Sutton.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Colton McGuffie, late of No. 7, D'Aumale-villas, London-road, Twickenham, but now of 2, Fulton-villas, Arragon-road, Twickenham, in the county of Middlesex, 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 office of Mr. William Haigh the younger, 13, King-street, Cheapside, in the city of London, on the 11th day of December, 1871, at eleven o'clock in the afternoon precisely.—Dated this 17th day of November, 1871.

WILLIAM HAIGH, Jun., 13 and 14, King-street, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Roberts, of 4, Clarendon-villas, Ealing, in the county of Middlesex, Notary's Clerk.

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. 1, Great Winchester-street-buildings, in the city of London, on the 4th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1871.

CHAS. CHESTON, 1, Great Winchester-street-buildings, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Frederick Bonner, of No. 6, Molesworth-street, Lewisham, in the county of Kent, Printer.

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 Messrs. Chapman, Clarke, and Turner, No. 24, Lincoln's-inn-fields, in the county of Middlesex, Solicitors, on the 7th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

JOHN TURNER, No. 24, Lincoln's-inn-fields, Attorney in the Matter of the Petition.

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 Edwin West, of Deal, Ramsgate, and Margate, all in the county of Kent, trading there as N. Adams West, and Co., Ship 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 Royal Exchange Hotel, Deal, Kent, on the 9th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

EDWD. DREW, Deal, Kent, Attorney for the said Edwin West.

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 James Bartlett, of No. 35, King-street, Margate, in the county of Kent, Grocer and Provision 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 Mr. John Thomas Moss, of No. 38, Gracechurch-street, in the city of London, on the 1st day of December, 1871, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1871.

JOHN THOMAS MOSS, 38, Gracechurch-street, London, Attorney for the said James Bartlett.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Vincent, of Cobbold's-court, Harwich, in the county of Essex, Blacksmith, formerly of the London Tavern, Harwich aforesaid, Beer-house 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 Three Cups Hotel, Harwich,

in the county of Essex, on the 18th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

ROBERT R. HILL, 30, Saint Nicholas-street, Ipswich, Attorney for the said Charles Vincent.

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 John Henry Thirkettle, of No. 53, High-street, Mile-town, Sheerness, in the county of Kent, and of No. 67, Alma-street, Marine-town, Sheerness aforesaid, Grocer, Provision Dealer and Beer Merchant.

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. Philip William Lovett, No. 8, New-inn, Strand, in the county of Middlesex, on the 11th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

PHILIP W. LOVETT, No. 8, New-inn, Strand, Attorney for the said John Henry Thirkettle.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury Saint Edmunds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Edwards, of Rougham, in the county of Suffolk, Grocer, Draper, and General Shopkeeper.

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 Angel Hotel, Bury Saint Edmunds, on the 9th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

W. S. WALPOLE, Beyton, Bury Saint Edmunds, Attorney for the said Charles Edwards.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Bury Saint Edmunds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Rye, of Wetherden, in the county of Suffolk, 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. J. and G. Gudgeon, situate in Bury-street, Stowmarket, Suffolk, on the 7th day of December, 1871, at ten o'clock in the forenoon precisely.—Dated this 16th day of November, 1871.

J. and G. GUDGEON, Attorneys for the said John Rye.

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 Mary Anne Abbott, of Framlingham, in the county of Suffolk, Schoolmistress.

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 Metcalfe Pollard, Solicitor, No. 7, Saint Lawrence-street, Ipswich aforesaid, on the 12th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1871.

J. M. POLLARD, Attorney for the said Mary Anne Abbott.

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 Marianne Byles Baker, of Ipswich, in the county of Suffolk, Widow.

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. Notcutt and Son, No. 9, Museum-street, in Ipswich aforesaid, on the 8th day of December, 1871, at twelve o'clock at noon precisely.—Dated the 22nd day of November, 1871.

S. A. NOTCUTT, No. 9, Museum-street, Ipswich, 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 Robert Morrison, of No. 97, Great George-street, Liverpool, in the county of Lancaster, Bedding 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 Mr. John Joseph

Yates, Solicitor, 11, South John-street, Liverpool aforesaid, on the 7th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1871.

JOHN JOS. YATES, 11, South John-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 Thomas Mercer, of North Bank, Fairholme-road, Great Crosby, and of 46, Church-street, Liverpool, in the county of Lancaster, Architect, Surveyor, and Builder, lately in partnership as an Architect and Surveyor with Joseph Mercer, under the style of T. and J. Mercer, at 46, Church-street, Liverpool aforesaid.

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. Samuel Forrest, Attorney-at-Law, 8, Fenwick-street, Liverpool, in the county of Lancaster, on the 8th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

SAMUEL FORREST, 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 William Taylor, of No. 12, Bath-street, Liverpool, in the county of Lancaster, Ship Chandler, Sail, and Rope 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 Messieurs Richardson, Oliver Jones, and Billson, 10, Cook-street, Liverpool, in the county of Lancaster, Solicitors, on the 6th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1871.

RICHARDSON, JONES, and BILLSON, 10, Cook-street, Liverpool, 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 Elizabeth Rainford, of No. 6, Caroline-street, Widnes, in the county of Lancaster, Shopkeeper.

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 Robinson, Accountant, of No. 41, Lord-street, Liverpool, in the county of Lancaster, on the 5th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1871.

MAURICE J. HORE, Commercial-chambers, 15, 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 Joseph Bennion, of No. 28, Norton-street, Liverpool, in the county of Lancaster, out of business.

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 Messieurs Thornley and Heaton, the Solicitors, situate No. 2, Hatton-garden, Liverpool aforesaid, on the 5th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

THORNLEY and HEATON, 2, Hatton-garden, Liverpool, 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 James Pearson, of the Anchor Hotel, Norfolk-street, Liverpool, in the county of Lancaster, Licensed Victualler.

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 Messrs. Duke and Goffey, Solicitors, 2, Commerce-chambers, 15, Lord-street, Liverpool aforesaid, on the 7th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

DUKE and GOFFEY, 2, Commerce-chambers, 15, Lord-street, Liverpool, Attorneys 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 James Holt, of Mere-lane, in Rochdale, in the county of Lancaster, Joiner and 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 White Swan Inn, in Rochdale aforesaid, on the 8th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

JOHN STANDING, Jun., The Butts, Rochdale, Attorney for the said Debtor.

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 Seelig Jacobson and Abraham Jacobson, of 22, Bradshaw-street, Shudehill, in the city of Manchester, Manufacturers of and Dealers in Stays, Skirts, and Shirts, trading under the style of Seelig Jacobson and Son.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Gardner and Horner, 45, Cross-street, in the city of Manchester, Solicitors, on the 1st day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

GARDNER and HORNER, 45, Cross-street, Manchester, Attorneys for the said Debtors.

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 Charles Iviny, of 61, Oldham-road, Manchester, in the county of Lancaster, Soda Water Manufacturer, trading as Lingard and Co., and residing at Longsight, near Manchester aforesaid.

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 Clarence Hotel, Spring-gardens, Manchester, on the 8th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

JOHN LEIGH, 30, Brown-street, Manchester, Attorney for the said Debtor.

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 Thomas Rowland, of No. 121, Ashton New-road, Bradford, near Manchester, in the county of Lancaster, Grocer.

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 William Addleshaw, Solicitor, 67, King-street, Manchester, on the 8th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

J. W. ADDLESHAW, 67, King-street, Manchester, 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 Hothersall, of Salford Clitheroe, in the county of Lancaster, Innkeeper and 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 Messieurs Wheeler and Deane, Holme-street, Blackburn, in the county of Lancaster, on the 5th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1871.

WHEELER and DEANE, Holme-street, Blackburn, Attorneys for the said Thomas Hothersall.

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 Charles Hunt, of The Bishoprick, Horsham, in the county of Sussex, Auctioneer, Valuer, and Estate 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 No. 14, Ship-street, Brighton, on the 12th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

CHARLES LAMB, 14, Ship-street, Brighton, Attorney for the said Charles Hunt.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Cunliffe, of No. 16, Slater-street, Bolton, in the county of Lancaster, and formerly and within the last six months carrying on business at No. 32, Bradshaw-gate, in Bolton aforesaid, as a Tobacconist.

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, Bradford-buildings, Mawdsley-street, Bolton, in the said county, on the 12th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

JAMES RYLEY, Attorney for the said James Cunliffe.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston-on-Thames.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Alphaeus Winchcombe, of Victoria-road, Surbiton, Kingston-on-Thames, in the county of Surrey, Gardener.

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 Messrs. Wilkinson and Howlett, Church-street, Kingston-on-Thames, on the 9th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

WILKINSON and HOWLETT, Kingston-on-Thames, Attorneys for the said James Alphaeus Winchcombe.

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 Francis McCallum, of Sunderland, in the county of Durham, and of the town and county of the town of Newcastle-upon-Tyne, Coal Fitter and Shipbroker.

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. Ralph Simey, 59, John-street, Sunderland, on the 4th day of December, 1871, at half-past eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1871.

RALPH SIMEY, 59, John-street, Sunderland, Attorney for the said Francis McCallum.

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 Joseph Armstrong, of Seaham Harbour, in the county of Durham, Draper, Tailor, and Outfitter.

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. H. B. and C. Wright, Solicitors, No. 14, John-street, in the borough of Sunderland, in the county of Durham, on the 1st day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

H. B. and C. WRIGHT, No. 14, John-street, Sunderland, Attorneys for the said Joseph Armstrong.

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 William Reed, of Church-street, West Hartlepool, in the county of Durham, 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 Raglan Hotel, West Hartlepool, on the 28th day of November, 1871, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

ISAAC HOPPER, West Hartlepool, Attorney for the said William Reed.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jonathan Graham, of 26, Blackwell-gate, Darlington, in the county of Durham, Draper and Hosier.

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. George Hudson, 152, High-street, Stockton-on-Tees, in the county of Durham, Public Accountant, on the 9th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1871.

FAWCETT, GARBUTT, and FAWCETT, Attorneys for the said Jonathan Graham.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hopwood, of Middlesbrough, in the county of York, Photographic Artist, also carrying on business at Bishop Auckland and Spennymoor, in the county of Durham, and at Middlesbrough aforesaid.

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 Black Lion Hotel, Stockton-on-Tees, on the 7th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1871.

GEO. BAINBRIDGE, 24, Albert-road, Middlesbrough, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wright, of South Stockton, in the county of York, Innkeeper.

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. H. Draper, in Finkle-street, Stockton-on-Tees, on the 4th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1871.

J. H. DRAPER, Stockton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Kenward, of Commercial-road, Landport, in the county of Southampton, Chemist and 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 No. 9, Union-street, Portsea, in the said county, on the 7th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

FREDERICK WALKER, 9, Union-street, Portsea, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Hollister, of Quenington, in the county of Gloucester, Beer-house 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 offices of Messrs. Bradford and Foote, situate at No. 6, High-street, in the parish of Swindon, in the county of Wilts, on the 6th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

WILLIAM FOOTE, No. 6, High-street, Swindon, Wilts, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Jenner, late of Chalvington, in the county of Sussex, Farmer, then of Herring's Farm, Mayfield, in the said county, Farmer, and now of 20, Ceylon-place, in the said county, of no 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 the Brewers' Arms Inn, High-street, St. Michael's, Lewes, in the said county, on the 11th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1871.

FREDERICK HOLMAN, High-street, St. Michael's, Lewes, Attorney for the said Richard Jenner.

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 Henry Williams, of Tonypany, in the parish of Ystradyfodwg, in the county of Glamorgan, 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 Institute-chambers, Pontypridd, on the 5th day of December, 1871, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1871.

M. W. MORGAN, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Tredegar.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isidor Kuner, of No. 40, Broad-street, Blaenavon, in the county of Monmouth, Journeyman Watchmaker and Jeweller.

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. William Henry Lloyd, Solicitor, at No. 9, Park-terrace, Pontypool, in the county of Monmouth, on the 28th day of November, 1871, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

ISIDOR KUNER, the above-named Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Sibbald, of Aberdare, in the county of Glamorgan, 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 80, Saint Mary-street, Cardiff, on the 6th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1871.

M. MORGAN, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northhamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Smith the younger, of Pytchley-street, Northampton, in the county of Northampton, Baker and 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 office of Mr. Robert White, Solicitor, 5, Derngate, Northampton, on the 13th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

ROBT. WHITE, 5, Derngate, Northampton, Attorney for the said Charles Smith the younger.

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 Tobias Weinbergh, of No. 10, Blandford-street, in the borough of Newcastle-upon-Tyne, Jeweller and Licensed Hawker, formerly a Clothier.

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. Joseph George Joel, 24, Market-street, Newcastle-upon-Tyne, on the 28th day of November, 1871, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

JOSH. GEO. JOEL, 24, Market-street, Newcastle-upon-Tyne, Attorney for the said Tobias Weinbergh.

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 Edward Main, of No. 17, Clifford-street, Byker-hill, Newcastle-upon-Tyne, at present in no occupation, formerly of No. 12, Finkle-street, Newcastle-upon-Tyne aforesaid, Clothier.

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. Joseph George Joel, 24, Market-street, Newcastle-upon-Tyne, on the 7th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

JOSH. GEO. JOEL, 24, Market-street, Newcastle-upon-Tyne, Attorney for the said Edward Main.

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 Thomas Gilbert, of Saint George's-plain, in the city of Norwich, 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. Miller, Son, and Stevens, Solicitors, Bank-chambers, Norwich, on the 6th day of December, next, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

MILLER, SON, and STEVENS, Bank-chambers, Norwich, Attorneys 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 Frederick Afford, of London-street, in the city of Norwich. Shoe 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 office of Messieurs Miller, Son, and Stevens, Solicitors, Bank-chambers, Norwich, on the 30th day of November, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

MILLER, SON, and STEVENS, Bank-chambers, Norwich, Attorneys 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 Edward Chapman, of the Crown, Southrepps, in the county of Norfolk, Innkeeper and Butcher, and of Gimmingham, in the said county, 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 Cross Keys Inn, North Walsham, in the county of Norfolk, on the 6th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1871.

JAMES CLABBURN, 11, 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 Henry Newman, of the hamlet of Eaton, in the county of the city of Norwich, 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 office of the County Court, Redwell-street, Norwich, on the 5th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1871.

J. C. CHITCOCK, Redwell-street, Norwich, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Whitehaven.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Palmer, of Howgill Cottages, Whitehaven, in the county of Cumberland, carrying on business as a Blacksmith, at West Strand, in Whitehaven aforesaid.

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 Mason, Solicitor, situate and being No. 67, Duke-street, in Whitehaven aforesaid, on the 7th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

JOHN MASON, 67, Duke-street, Whitehaven, Attorney for the said Thomas Palmer.

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 Richard Hulse, of Over, near Winsford, in the county of Chester, Waterman.

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. Edward Stanley Bent, Solicitor, Market-place, in Winsford aforesaid, on the 11th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

E. STANLEY BENT, Market-place, Winsford, Attorney for the said Richard Hulse.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Rowdon the elder, of Crediton, in the county of Devon, Seed and Manure 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 J. O. Harris, Wreford, and Co., Accountants, Gandy-street-chambers, in the city of Exeter, on the 1st day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1871.

WESTON JOSEPH SPARKES, of Crediton, Devon, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Frome.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by The Reverend William Gray, of Upton Lovell, in the county of Wilts, 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 Messrs. Seagram and Wakeman, Solicitors, in Warminster, in the county of Wilts, on the 4th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1871.

HERBERT J. WAKEMAN, Warminster, 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 Isaac Whitehouse, of Owen-street, Tipton, in the county of Stafford, Greengrocer and Publican.

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. William Thomas Travis, Solicitor, Lower Church-lane, Tipton, on the 7th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

WILLIAM TH. TRAVIS, Church-lane, Tipton, Solicitor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Pemberton, of Barnsley, in the county of York, Common 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 my offices, No. 19, Regent-street, in Barnsley aforesaid, on the 7th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1871.

CH. J. DIBB, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Wilson Kaye, of Barnsley, in the county of York, Builder.

NOTICE is hereby given, that the First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Christopher Jenkins Dibb, No. 19, Regent-street, in Barnsley aforesaid, on the 7th day of December, 1871, at half past twelve o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

CH. J. DIBB, Attorney for the said Debtor.

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 Jagger, of the Crown Inn, Corby-street, in Sheffield, in the county of York, Grocer and Beer-house 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 Frank E. Machen, Solicitor, No. 37, Bank-street, Sheffield aforesaid, on the 6th day of December, 1871, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

FRANK E. MACHEN, Attorney for the said William Jagger.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Wood, of No. 49, Leeds-road, Huddersfield, in the county of York, Shopkeeper and Dealer in Small Wares.

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, in Huddersfield aforesaid, on the 9th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1871.

JOHN J. FREEMAN, 4, Market-walk, Huddersfield, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Parkin Mitchell, of Nealey Mills, Honley, in the county of York, Card 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 John Sykes, Soli-

citor, situate at No. 1, Market-walk, in Huddersfield aforesaid, on the 7th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

JN. SYKES, Attorney in the Matter of the said Petition.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Everard Harrison Sawyer, of No. , North-street, in Scarborough, in the county of York, Grocer.

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. Drawbridge and Rowntree, No. 74, Newborough-street, Scarborough, on the 15th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1871.

DRAWBRIDGE and ROWNTREE, of No. 74, Newborough-street, Scarborough, 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 Joshua Blamires the younger, of Cleckheaton, in the county of York, Grocer.

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. George Curry, Solicitor, in Cleckheaton, in the county of York, on the 8th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

GEORGE CURRY, Attorney for the said Joshua Blamires the younger.

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 Jordan, of No. 191, Great Lister-street, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer, also carrying on business during the same time in Lichfield-road, Aston-juxta-Birmingham aforesaid, as a Retail Boot and Shoe Dealer, also carrying on business at 68, Bloomsbury, Birmingham aforesaid, as a Retail Boot and Shoe 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 my offices, as below, on the 5th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

EDWIN PARRY, 30, Bennett's-hill, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Douglas, of 27, King-street, Wolverhampton, and of Oaken, in the parish of Codrall, all in the county of Stafford, Wine and Spirit 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. Bolton, Waterhouse, and Bolton, 52, Snow-hill, Wolverhampton, in the county of Stafford, on the 30th day of November, 1871, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1871.

BOLTON, WATERHOUSE, and BOLTON, Snow-hill, Wolverhampton, Attorneys 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 James Smith, late of the New Inn, Burntwood, near Lichfield, in the county of Stafford, Beerhouse Keeper, but now of Pigot-street, Wimblesbury, near Cannock, in the same county, Labourer.

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 Old Crown Hotel, in the city of Lichfield, on the 8th day of December, 1871, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1871.

BARNES and RUSSELL, Lichfield, Attorneys 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 Henry Court, of Headley Heath, in the parish of King's Norton, in the county of Worcester, 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 my offices as under, on the 8th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

JOSEPH ROWLANDS, 8, Ann-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Ellis, of Old Winsford, in the county of Worcester, 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 Mr. Thomas Wall, in Union-chambers, Stourbridge, on the 6th day of December, 1871, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1871.

THOMAS WALL, Attorney for the said Richard Ellis.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Bosworth and Ann Chasser, of 46, Coventry-street, Stourbridge, in the county of Worcester, Fishmongers and Fruiterers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at 98, High-street, Stourbridge, in the county of Worcester, on the 4th day of December, 1871, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1871.

T. WINTER BURBURY, 98, High-street, Stourbridge, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Luton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John King, of No. 1, Dumfries-street, Luton, in the county of Bedford, Cooper 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 Frank Chapman Scargill, King-street, Luton, on the 7th day of December, 1871, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1871.

FRANK C. SCARGILL, King-street, Luton, and 89, Chancery-lane, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Kidderminster.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Crannage, No. 5, Hume-street, in the parish of Kidderminster, in the county of Worcester, 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 my office, No. 142, Mill-street, Kidderminster aforesaid, on the 7th day of December, 1871, at four o'clock in the afternoon precisely.—Dated this 20th day of November, 1871.

H SAUNDERS, Jr., Attorney 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 Arkell, of No. 1, Broadway, South Hackney, in the county of Middlesex, Boot and Shoe Maker.

THE creditors of the above-named John Arkell who have not already proved their debts, are required, on or before the 2nd day of December, 1871, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Benjamin Nicholson, of No. 7, Gresham-street, in the city of London, 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 23rd day of November, 1871.

BENJAMIN NICHOLSON, 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 Hillman Hetherington and Robert Hetherington, of 3, Buckingham-place, Slough, in the county of Bucks, Cabinet Makers and Upholsterers, trading under the style or firm of Hetherington and Co.

THE creditors of the joint estate of the above-named John Hillman Hetherington and Robert Hetherington, who have not already proved their debts, are required, on or before the 1st day of December, 1871, to send their names and addresses, and the particulars of their debts or claims to the undersigned, the Solicitors for 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 22nd day of November, 1871.

TAYLOR and JAQUET, 15, South-street, Finsbury-square, Solicitors for the 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 Henry Leake, of 63, Castle-street, Oxford-street, in the county of Middlesex, Gun Case Maker, residing at 177, Hampstead-road, in the said county of Middlesex.

THE creditors of the above-named Henry Leake who have not already proved their debts, are required, on or before the 5th day of December, 1871, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Robson, of 33, Lisle-street, Leicester-square, in the county of Middlesex, one of 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 22nd day of November, 1871.

GEORGE ROBSON,
GEORGE EARL HILL, Trustees.

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 John Laycock, of Low Fold Mills, East-street, Leeds, in the county of York, Cloth Finisher.

THE creditors of the above-named John Laycock who have not already proved their debts, are required, on or before the 22nd day of November, 1871, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Routh, of Leeds, in the said county, 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 22nd day of November, 1871.

JOHN ROUTH, 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 Alfred Booth, of York-street, Sheffield, in the county of York, Printer.

THE creditors of the above-named Alfred Booth who have not already proved their debts, are required, on or before the 7th day of December, 1871, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Fisher Tasker, of 15, North Church-street, Sheffield, 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 20th day of November, 1871.

W. FISHER TASKER, Trustee.

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 Frederick William Summers, of No. 16, High-street, Swindon, in the county of Wilts, and of No. 12, Regent-street, New Swindon, in the said county, General Clothier, Outfitter, Tailor, and Hatter, trading under the style of F. W. Summers and Co.

THE creditors of the above-named Frederick William Summers who have not already proved their debts are required, on or before the 2nd day of December, 1871, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Collins the younger, of 39, Broad-street, Bristol, 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 21st day of November, 1871.

JAMES COLLINS, Jr., Trustee.

No. 23799.

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The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Kidd, of No. 196, Mill-street, Toxteth Park, Liverpool, in the county of Lancaster, and of Cothome, Cressington Park, Aigburth, near Liverpool aforesaid, Wholesale and Retail Clothier.

THE creditors of the above-named John Kidd who have not already proved their debts, are required, on or before the 4th day of December, 1871, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joshua Crowther, of Bath-chambers, York-street, in the city of Manchester, 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 21st day of November, 1871.

JOSHUA CROWTHER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joel Relf, of Framfield-road, Uckfield, in the county of Sussex, Builder.

THE creditors of the above-named Joel Relf who have not already proved their debts, are required, on or before the 6th day of December, 1871, to send their names and addresses, and the particulars of their debts or claims to James George Langham, of Uckfield, in the county of Sussex, the Solicitor to 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 22nd day of November, 1871.

CHARLES PARSONS, 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 Charles Jones, of No. 18, Swiss Cottage, Balacava-road, Blue Anchor-road, Bermondsey, in the county of Surrey, Builder.

JOSEPH ORD, of No. 6, Riley-street, Bermondsey, in the county of Surrey, Engineer, 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, 1871.

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 Thomas Cooke, of Altrincham, in the county of Chester, Grocer and Tea Dealer.

HENRY GROSVENOR NICHOLSON, of No. 7, Norfolk-street, Manchester, Accountant, and Henry Matthew Crouchley, of Withy-grove, Manchester, Tea Merchant, have been appointed Trustees of the property of the 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.—Dated this 22nd day of November, 1871.

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 George Olivant, of Bridge-street, in Gainsborough, in the county of Lincoln, Corn and Seed Merchant.

THOMAS ROLLETT, of Southorpe, Farmer, William Crowder, of Horncastle, Seed Merchant, and John Loughton, of Gainsborough, Corn Factor, all in the county of Lincoln, have been appointed Trustees of the property of the 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.—Dated this 22nd day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Elizabeth Gostling, of Mark-t Rasen, in the county of Lincoln, Schoolmistress.

GEORGE JAY, of the city of Lincoln, 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 debt to the trustee.—Dated this 18th day of November, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Fred William Bottomley, of No. 50, Stanley-street, Chelsea, in the county of Middlesex, also of No. 167, High-street, Queenborough, in the county of Kent, and of the Naval Barracks, Sheerness, in the county of Kent, Assistant-Paymaster in Her Majesty's Royal Navy.

JAMES ALFRED HALLETT, of No. 7, Saint Martin's-place, Trafalgar-square, in the county of Middlesex, Navy Agent, and William Ralph Buchanan, of No. 10, Basinghall street, in the city of London, Gentleman, have been appointed Trustees of the property of the 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.—Dated this 28th day of September, 1871.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frederick Robinson, of Chapel-lane, in Southowram, in the parish of Halifax, in the county of York, Grocer and Greengrocer.

THIS is to certify that Samuel Law, of Halifax aforesaid, Wholesale Grocer, has been appointed, and is hereby declared to be, Trustee under this liquidation by arrangement.—Given under my hand and the Seal of the Court, this 20th day of November, 1871.

M. H. RANKIN, Registrar.

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 Albert Poad, of Lawrence Hill, in the city of Bristol, Boot and Shoe Manufacturer, lately carrying on business at 174, Queen-street, Portsea, in the county of Hants, and Lawrence Hill aforesaid, in copartnership with John Yabsley, under the style or firm of Yabsley, Poad, and Co., since at Lawrence Hill aforesaid, under the style or firm of Poad and Co.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named Albert Poad will be held at the offices of Messrs. Hancock, Triggs, and Co., 13, John-street, in the city of Bristol, Public Accountants, on Saturday, the 2nd day of December, 1871, at twelve o'clock at noon precisely, to consider the application by the above-named Debtor for his discharge.—Dated this 21st day of November, 1871.

PHILIP TRIGGS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick. To William Skelton, of Leamington Priors, in the county of Warwick, Commission Agent.

In the Matter of a Debtor's Summons issued against you by William Henry Worthington, Calvert Worthington, since deceased, and Albert Octavius Worthington, of Burton-upon-Trent, in the county of Stafford, Common Brewers, trading there in copartnership, under the style or firm of Worthington and Co.

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, 1871.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. To Robert Barker, of Sheffield, in the county of York, late Chief or Head Clerk at the Sheffield Court of Requests.

In the Matter of a Debtor's Summons issued against you by Charles James Fox, of Earl-street, Sheffield, in the county of York, Innkeeper.

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 22nd day of November, 1871.

In the County Court of Kent, holden at Greenwich. **A MEETING** of the creditors of Andrew Wilson, of Hither-green, Lewisham, in the county of Kent, Gentleman, adjudicated a bankrupt on the 10th day of July, 1871, will be held at the office of Mr. Robert Southee, No. 16, Ely-place, Holborn, in the county of Middlesex, on Monday, the 4th day of December, 1871, at twelve o'clock at noon, for the purpose of considering the propriety of sanctioning the acceptance by the trustee of a composition offered by the bankrupt of 5s. in the pound, payable in two instalments of 2s. 6d. each, and for the annulling thereafter of the order of adjudication made against the bankrupt.

The Bankruptcy Act, 1861.

TAKE notice, that a Meeting of the Creditors of William Jones, of No. 9, King-street, Carmarthen, Confectioner and Flour Dealer, adjudged bankrupt on the 12th day of November, 1869 (and whose estate was withdrawn from Bankruptcy, under section 110 of the above mentioned Act), will be held at the offices of Messrs. Abbot and Leonard, Albion-chambers, Bristol, on the 6th day of December, 1871, at twelve o'clock at noon, for the purpose of declaring a First and Final Dividend under the estate.—Dated this 23rd day of November, 1871.

ABBOT and LEONARD, Albion-chambers, Bristol, Solicitors for the Assignees.

In the County Court of Surrey, holden at Guildford and Godalming.

A SECOND Dividend of 6d. in the pound has been declared in the matter of George Steer, of Guildford, in the county of Surrey, Grocer, adjudicated bankrupt on the 3rd day of November, 1870, and will be paid by me, at 17, St. Swithin's-lane, Cannon-street, London, on and after the 4th day of December, 1871.—Dated this 20th day of November, 1871.

THOMAS LACY, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A FIRST Dividend of 2s. in the pound in the matter of James Fairey, late of 37, Linthorpe-road, Middlesbrough, in the North Riding of the county of York, Jeweller and Watchmaker, adjudicated a bankrupt on the 19th day of May last, has been declared, and will be payable on and after the 24th day of November instant, at the offices of Messrs. Eddy and Belringer, 96, High-street, Stockton-on-Tees, between the hours of ten and three, to all creditors who have proved their debts.—Dated this 17th day of November, 1871.

F. J. HEXT BELLINGER, Trustee.

In the County Court of Surrey, holden at Wandsworth.

A FIRST Dividend of 8s. in the pound has been declared in the matter of James Kemp, of Richmond, in the county of Surrey, Ironmonger, adjudicated bankrupt on the 13th day of June, 1871, and will be paid by the Trustee, John Kemp, of 46, Cannon-street, in the city of London, at his office, on and after the 30th day of November, 1871.—Dated this 16th day of November, 1871.

JNO. M. GREEN, 46, Cannon-street, E.C., Solicitor to the Trustee.

In the County Court of Lancashire, holden at Bolton.

A FIRST and Final Dividend of 8s. in the pound has been declared in the matter of Evan Bruce Hardie, of Bolton, in the county of Lancaster, Grocer, adjudicated bankrupt on the 13th day of December, 1870, and will be paid by me, at No. 7, Norfolk-street, Manchester, on and after the 29th day of November, 1871.—Dated this 22nd day of November, 1871.

WILLIAM MILNE, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A FIRST and Final Dividend of 10½d. in the pound has been declared in the matter of Francis Joseph Kavanagh, of Cecil-street, Birmingham, in the county of Warwick, Pearl and Tortoiseshell Worker, adjudicated bankrupt on the 30th day of May, 1870, and will be paid by me, at my offices, 25, Waterloo-street, Birmingham, on and after the 23rd day of November, 1871.—Dated this 21st day of November, 1871.

JAS. BUNKLE, Public Accountant, Trustee.

In the County Court of Lancashire, holden at Liverpool.

A FIRST Dividend of 1s. in the pound has been declared in the matter of William Beachey Head, of Imperial Hotel, Blackpool, in the county of Lancaster, Hotel Proprietor, adjudicated bankrupt on the 4th day of April, 1871, and will be paid by me, at No. 28, King-street, Cheap-side, in the city of London, on and after the 24th day of November, 1871.—Dated this 20th day of November, 1871.

HENRY HONEY, Trustee.

In the Matter of James Lowe, of Great Haywood, in the parish of Colwich, in the county of Stafford, Brewer, trading under the style or firm of Lowe and Company.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 8th day of November, 1866, may receive a Dividend of 8d. in the pound, upon New Proofs, upon application at my offices, 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.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of Charlotte Catherine Rouch, lodging at No. 60, Constitution-hill, Birmingham, in the county of Warwick, Widow, out of business.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 7th day of July, 1869, may receive a First Dividend of 2s. 1½d. 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 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.

GEORGE KINNEAR, Official Assignee,
Waterloo Rooms, Birmingham.

In the Matter of Samuel Wright, of the city of Manchester, Hotel Keeper, adjudicated a bankrupt 4th May, 1860.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 0½d. in the pound, upon application at my office, 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

In the Matter of James Brown, of Ince, near Wigan, in the county of Lancaster, Tin Plate Worker and Provision Dealer, adjudicated a bankrupt 21st May, 1868.

THIS is to certify, that the creditors who have proved their debts under the above estate may receive a First Dividend of 8½d. in the pound, upon application at my office, No. 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

In the Matter of Samuel Royle, of Manchester, in the county of Lancaster, Provision Dealer, Coal Dealer, and Cotton Manufacturer, adjudicated a bankrupt 17th July, 1862.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 6d. in the pound, upon application at my office, No. 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

In the Matter of Alfred Andrew, of Droylsden-road, near Manchester, in the county of Lancaster, Commercial Clerk, adjudicated a bankrupt 3rd February, 1863.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3½l. in the pound, upon application at my office, 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

In the Matter of John George Jockisch, of the city of Manchester, in the county of Lancaster, Commission Agent and Merchant, adjudicated a bankrupt 16th November, 1864.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 0½d. in the pound, upon application at my office, 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

In the Matter of Samuel Ward Walton, of Todmorden, in the county of Lancaster, Printer, adjudicated a bankrupt 7th January, 1862.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 1½d. in the pound, upon application at

my office, 27, Oxford-chambers, Manchester, on Tuesday, the 28th day of November, 1871, or any subsequent Tuesday, between the hours of eleven and one.

D. A. McNEILL, late Official Assignee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Anna Julia Mills, of No. 41, Lancaster-road, Notting-hill, in the county of Middlesex, Lodging-house Keeper, late of 21, Beaumont-street, Devonshire-place, in the same county.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Anna Julia Mills, an order of adjudication was made on the 22nd day of September, 1871. This is to give notice, that the said adjudication was by order of this Court annulled on the 22nd day of November, 1871.—Dated this 20th day of November, 1871.

The Bankruptcy Act, 1861.

In the London Bankruptcy Court.

In the Matter of Samuel Greenway Finney, formerly of Elstree House, Elstree, in the county of Hertford, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Samuel Greenway Finney, an order of adjudication was made on the 20th day of June, 1870. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 20th day of November, 1871.—Dated this 23rd day of November, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Theophilus Alfred Brain (trading as Alfred Theophilus Brain), of No. 6, Bridge-road, Stratford, in the county of Essex, Currier and Leather Seller.

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 Theophilus Alfred Brain, having been given, it is ordered that the said Theophilus Alfred Brain be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1871.

By the Court,

H. P. Roche, Registrar.

The First General Meeting of the creditors of the said Theophilus Alfred Brain is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 7th day of December, 1871, 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 Henry Philip Roche, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, No. 22, Basinghall-street, London. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Henry Marchmont, of No. 29, Colville-square, Notting Hill, in the county of Middlesex, Builder.

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 Bankruptcy alleged to have been committed by the said Henry Marchmont having been given, it is ordered that the said Henry Marchmont be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1871.

By the Court,

W. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Henry Marchmont is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 5th day of December, 1871, 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 William Powell Murray, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, No. 22, Basinghall-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 J Osborne Baker, of 95, Upper Thames-street, in the city of London, and of 8, Park-terrace, Regent's-park, in the county of Middlesex, Commercial Clerk, in the employ of Messrs. G. B. Thorneycroft and Company, Iron Merchants, of 95, Upper Thames-street 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 act or acts of the Bankruptcy alleged to have been committed by the said J Osborne Baker, having been given, it is ordered that the said J Osborn Baker be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1871.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said J Osborne Baker is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 8th day of December, 1871, 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 James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, No. 22, 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 Dewsbury. In the Matter of a Bankruptcy Petition against John Oldroyd, of Dewsbury, in the county of York, Tobacco Manufacturer and 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 or acts of the Bankruptcy alleged to have been committed by the said John Oldroyd having been given, it is ordered that the said John Oldroyd be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1871.

By the Court,

G. B. Nelson, Registrar.

The First General Meeting of the creditors of the said December, 1871, at three o'clock in the afternoon, and that John Oldroyd is hereby summoned to be held at the County Court-house, in Dewsbury aforesaid, on the 7th day of 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 Yorkshire, holden at Leeds. In the Matter of a Bankruptcy Petition against Matthew Lord the younger, of Gildersome, in the county of York, Joiner.

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 Matthew Lord the younger having been given, it is ordered that the said Matthew Lord be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1871.

By the Court,

Thos. Marshall, Registrar.

The First General Meeting of the creditors of the said Matthew Lord is hereby summoned to be held at this Court, on the 14th day of December, 1871, 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 Warwickshire, holden at Birmingham.

In the Matter of a Bankruptcy Petition against Christopher Southworth, of No. 124, Sandpits, and No. 29, Temple-row, both in Birmingham, in the county of Warwick, Draper.

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 Christopher Southworth having been given, it is ordered that the said Christopher Southworth be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 10th day of November, 1871.

By the Court,

Thomas Chauntler, Registrar.

The First General Meeting of the creditors of the said Christopher Southworth is hereby summoned to be held at this Court, on the 6th day of December, 1871, 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 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 Nottinghamshire, holden at Nottingham.

In the Matter of a Bankruptcy Petition against William Rowbotham and Edmund Rowbotham, of Newark, in the county of Nottingham, Maltsters and Copartners, trading in the name, style, or firm of William Rowbotham 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 the Bankruptcy alleged to have been committed by the said Edmund Rowbotham having been given, it is ordered that the said Edmund Rowbotham be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1871.

By the Court,

Edwin Patchitt, Registrar.

The First General Meeting of the creditors of the said Edmund Rowbotham is hereby summoned to be held at the County Court-house, Peter-gate, Nottingham, on the 5th day of December, 1871, 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 Nottinghamshire, holden at Nottingham.

In the Matter of a Bankruptcy Petition against Joseph Johnson, of Laneham, in the county of Nottingham, Miller, and William Johnson, of Spalford, in the same county, Miller, carrying on business at Millers, at Laneham and Spalford aforesaid, under the style or firm of Joseph and William Johnson.

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 the Bankruptcy alleged to have been committed by the said Joseph Johnson and William Johnson having been given, it is ordered that the said Joseph Johnson and William Johnson be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 22nd day of November, 1871.

By the Court,

Edwin Patchitt, Registrar.

The First General Meeting of the creditors of the said Josepe Johnson and William Johnson is hereby summoned to be held at the County Court-house, Peter-gate, Nottingham, on the 5th day of December, 1871, at twelve o'clock at noon, 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 Middlesex, holden at Brentford. In the Matter of a Bankruptcy Petition against George Richard Thomas Meallin, of No. 1, Hardy-terrace, Hounslow, in the county of Middlesex, late Banker's Clerk, now Dealer in Cigars and General Agent.

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 George Richard Thomas Meallin having been given, it is ordered

that the said George Richard Thomas Meallin be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1871.

By the Court,

Wm. Ruston, Registrar.

The First General Meeting of the creditors of the said George Richard Thomas Meallin is hereby summoned to be held at the Town-hall, New Brentford, on the 9th day of December, 1871, at ten 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 Norfolk, holden at Norwich. In the Matter of a Bankruptcy Petition against Alexander Tate Rapier, of Prince of Wales-road, in the city of Norwich, Homeopathic Chemist and Druggist.

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 of Bankruptcy alleged to have been committed by the said Alexander Tate Rapier having been given, it is ordered that the said Alexander Tate Rapier be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1871.

By the Court,

Thos. H. Palmer, Registrar.

The First General Meeting of the creditors of the said Alexander Tate Rapier is hereby summoned to be held at the Registrar's Office, Redwell-street, in the city of Norwich, on the 12th day of December, 1871, 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Henry Forrer, John Bawden, and Walter Phipps, of Liverpool, in the county of Lancaster, carrying on business at Liverpool aforesaid, in copartnership together as Engineers and Shipbuilders, under the style or firm of Forrer, Bawden, and Co.

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 Forrer, John Bawden, and Walter Phipps having been given, it is ordered that the said Henry Forrer, John Bawden, and Walter Phipps be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 20th day of November, 1871.

By the Court,

James S. Watson, Registrar.

The First General Meeting of the creditors of the said Henry Forrer, John Bawden, and Walter Phipps is hereby summoned to be held at the County Court, No. 80, Lime-street, Liverpool, on the 5th day of December, 1871, 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 Blackburn. In the Matter of a Bankruptcy Petition against Richard Pickersgill, of 24, Carlisle-street, Audley, Blackburn, in the county of Lancaster, Boot and Shoe 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 or acts of the Bankruptcy alleged to have been committed by the said Richard Pickersgill having been given, it is ordered that the said Richard Pickersgill be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of November, 1871.

By the Court,

John Bolton, Registrar.

The First General Meeting of the creditors of the said Richard Pickersgill is hereby summoned to be held at this

No. 23799.

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Court, on the 6th day of December, 1871, at half-past ten 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 London Bankruptcy Court.

In the Matter of Thomas Francis Richards, of No. 2, Falcon-court, Fleet-street, in the city of London, and of Wimbledon, in the county of Surrey, Solicitor, a Bankrupt.

John Avery, of No. 204, Southwark Bridge-road, in the county of Surrey, Cooper, 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 28th day of November, 1871, 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 6th day of October, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Caldow, of 3, Alexander-terrace, Church-fields, Salisbury, in the county of Wiltshire, Draper, a Bankrupt.

Anthony McDowall, of 21A, Watling-street, 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 13th day of December, 1871, 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 16th day of November, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Jean Nadal, of No. 13, Newman-street, Oxford-street, in the county of Middlesex, Hydraulic Engineer, a Bankrupt.

Evan William Thomas, of 32, Bow-street, Covent-garden, in the county of Middlesex, Japanner, and Alfred Bale, of 78, Great Titchfield-street, in the county of Middlesex, Printer, have been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Portugal-street, Lincoln's-inn-fields, in the county of Middlesex, on the 5th day of December, 1871, 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 trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 2nd day of November, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Seymour Sundell (trading as Krischer, Sundell, and Co.), of 24, High-street, Shoreditch, in the county of Middlesex, Naturalist, a Bankrupt.

Julius Beyfus, of 01, South-street, Finsbury, in the county of Middlesex, Merchant, 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 30th day of November, 1871, 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 26th day of October, 1871.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of W R Phillips, of No. 186, Piccadilly, in the county of Middlesex, of no occupation, a Bankrupt.

Warwick Hayles, of the firm of Hayles, Weatherhog, and Co., of No. 16, King-street, Cheapside, 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 12th day of December, 1871, 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, 1871.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Spencer Young, of East Grinstead, in the county of Sussex, formerly a Beershop Keeper, but now out of business, a Bankrupt.

Charles Absalom, of East Grinstead aforesaid, Brewer, 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 Townhall, Tunbridge Wells aforesaid, on the 14th day of December, 1871, at one o'clock in the afternoon. 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 22nd day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Elizabeth Jones, formerly of Bank-buildings, in Water-street, in Abergel, in the county of Denbigh, Chemist and Druggist, and Grocer, but now of 54z, Wellington-road, in Rhyl, in the county of Flint, of no occupation, a Bankrupt.

Henry Lloyd Jones, of Bangor, the Registrar of the above 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 Rechabite Hall, Bangor, on the 11th day of December, 1871, at half-past 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, 1871.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Ralph Henry Harwood, of Over Darwen, in the county of Lancaster, Builder, a Bankrupt.

John Riding, of Over Darwen aforesaid, Builder, 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 Court-house, in Blackburn aforesaid, on the 18th day of December, 1871, at two o'clock in the afternoon. 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 16th day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of William Fowler, of Over Darwen, in the county of Lancaster, Builder, a Bankrupt.

Edmund Ratcliffe, of Over Darwen aforesaid, Builder, 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 Court House in Blackburn aforesaid, on the 18th day of December, 1871, at two o'clock in the afternoon. 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 16th day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Cheltenham.

In the Matter of John Clissold Dickerson, now or late of 33, High-street, Cheltenham, in the county of Gloucester, Butcher, a Bankrupt.

Daniel Olive, of Cheltenham, Fishmonger, 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 Court House, Cheltenham, on the 8th day of December, 1871, 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 21st day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth. In the Matter of James Abraham Fox, of Doddington-grove, Battersea, in the county of Surrey, a Bankrupt.

Henry Harvey, of 36, Lupus-street, Pimlico, in the county of Middlesex, 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 of Surrey, holden at New Wandsworth, on the 19th day of December, 1871, at two o'clock in the afternoon. 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 10th day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of a Bankruptcy Petition against George Edward Merry and Albert James Merry, of Lendon, Colchester, in the county of Essex, Millers and Co-partners.

George Pye, of No. 3, Bank-buildings, Colchester, in the county of Essex, Public Accountant, has been appointed Trustee of the property of the bankrupts. 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 this 18th day of November, 1871.

In the London Bankruptcy Court.

On the 16th day of December, 1871, at eleven o'clock in the forenoon, at the London Bankruptcy Court, Lincoln's-inn-fields, London, Edwin Allen, of the Metropolitan Saw Mills, No. 5, Earl-street, London-road, Southwark, in the county of Surrey, Scale Board Maker, adjudicated bankrupt on the 6th day of July, 1870, will apply for an Order of Discharge.—Dated this 22nd day of November, 1871.

In the County Court of Lancashire, holden at Liverpool.

On the 16th day of December, 1871, at eleven o'clock in the forenoon, James Atherton, of Saint Helen's, in the county of Lancaster, Ironfounder, carrying on business in partnership with Samuel Rideal, of Saint Helen's aforesaid, Ironfounder and Engineer, under the style or firm of Rideal and Atherton, as Ironfounders and Engineers, adjudicated bankrupt on the 1st day of August, 1871, will apply for an Order of Discharge.—Dated this 21st day of November, 1871.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Edmund Francis Walter and William Sutton, of No. 2, Ridgway-road, Wimbledon, in the county of Surrey, Linen Drapers, adjudicated bankrupts on the 26th day of September, 1871. Creditors who have not proved their debts by the 4th day of December, 1871, will be excluded.—Dated this 22nd day of November, 1871.

F. H. Collison, 99, Cheapside, E.C., Trustee.

In the London Bankruptcy Court.

A Final Dividend is intended to be declared in the matter of Lancelot Thurlow, of Newington-next-Sittingbourne, in the county of Kent, Tailor and Draper, adjudicated a bankrupt on the 28th day of September, 1870. Creditors who have not proved their debts by the 4th day of December, 1871, will be excluded.—Dated this 22nd day of November, 1871.

F. H. Collison, 99, Cheapside, E.C., Trustee.

In the County Court of Yorkshire, holden at Northallerton.

A Dividend is intended to be declared in the matter of William Wilson, of Long-street, in Thirsk, in the county of York, Currier, adjudicated bankrupt on the 2nd day of February, 1871. Creditors who have not proved their debts by the 4th day of December, 1871, will be excluded.—Dated this 20th day of November, 1871.

R. B. Figgatt, Trustee.

In the County Court of Yorkshire, holden at Northallerton.

A Dividend is intended to be declared in the matter of Christopher Pickering, of Thirsk, in the county of York, Butcher, adjudicated bankrupt on the 18th day of February, 1871. Creditors who have not proved their debts by the 4th day of December, 1871, will be excluded.—Dated this 20th day of November, 1871.

Thomas Brooks, Trustee.

In the County Court of Yorkshire, holden at Bradford.
A Final Dividend is intended to be declared in the matter of William Cheesebrough, Samuel Laycock Tee, and John Edward Cheesebrough, of Bradford, in the county of York, Woolstaplers, Commission Agents, and Merchants, trading under the firm of William Cheesebrough and Son, adjudicated bankrupts on the 13th day of September, 1870. Creditors who have not proved their debts by the 9th day of December, 1871, will be excluded.—Dated this 21st day of November, 1871.

Henry Webster Blackburn, Trustee.

In the County Court of Cumberland, holden at Cocker-mouth.

A Dividend is intended to be declared in the matter of Joseph Hetherington, of Old Market-place, Workington, in the county of Cumberland, Grocer and Provision Dealer, adjudicated bankrupt on the 15th day of May, 1871. Creditors who have not proved their debts by the 30th day of November, 1871, will be excluded.—Dated this 14th day of November, 1871.

D. L. Hodgson, Trustee.

In the County Court of Lancashire, holden at Manchester.

A Final Dividend is intended to be declared in the matter of Frederic Bailey Egan and Walter Raynham, carrying on business under the style of Egan and Raynham, at the New Queen's Theatre, Bridge-street, Manchester, in the county of Lancaster, as Comedians and Dealers in Printed Stationery, adjudicated bankrupts on the 16th day of February, 1870. Creditors who have not proved their debts by the 4th day of December, 1871, will be excluded.—Dated this 21st day of November, 1871.

Charles Robinson Trevor, Trustee.

In the County Court of Surrey, holden at Wandsworth.

A Dividend is intended to be declared in the matter of John Walter Davies, of No. 3, Bridge-road, Batterssea, in the county of Surrey, Tobacconist and Cigar Dealer and Chapman, adjudicated bankrupt on the 3rd day of May, 1870. Creditors who have not proved their debts by the 5th day of December, 1871, will be excluded.—Dated this 20th day of November, 1871.

Charles Edward Lambert, Trustee.

In the County Court of Norfolk, holden at King's Lynn.

A Dividend is intended to be declared in the matter of William Giggins, of Walsoken, in the county of Norfolk, Butcher, adjudicated a bankrupt on the 10th day of May, 1871. Creditors who have not proved their debts by the 28th day of November, 1871, will be excluded.—Dated this 16th day of November, 1871.

Edwd. M. Beloe, Solicitor to the Trustees.

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 time and place 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.

John Reed, of 13, Burne-street, Edgeware-road, Middlesex, Dealer in Grease, adjudicated bankrupt on the 24th day of January, 1868. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

Quarles Harris, late of No. 3, Savage-gardens, Tower Hill, in the city of London, but now of Hope Cottage, Godfrey Hill, Woolwich, in the county of Kent, Oporto Wine Merchant, trading under the name, style, or firm of Quarles Harris and Co., at No. 3, Savage-gardens aforesaid (being a Trader), adjudicated bankrupt on the 19th day of August, 1868. A Dividend Meeting will be held on the 12th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Birmingham District, at Birmingham, before Owen Davies Tudor, Esq., a Registrar:

John Perks, one of the firm of John Perks and Arthur Perks, of Burton-upon-Trent, in the county of Stafford, Brewers and Malsters, trading under the firm of Perks and Co., the said John Perks also carrying on business as a Solicitor, at Burton-upon-Trent aforesaid, adjudicated bankrupt on the 30th day of July, 1862. A Dividend Meeting will be held on the 15th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Manchester District, at No. 37A, Oxford-street, Manchester, before David Cato Macrae, Esq., a Registrar:

Henry Ashton, of the city of Manchester, in the county of Lancaster (trading under the style or firm of Thomas Moore and Sons), Iron Merchant, adjudicated bankrupt on the 30th day of July, 1868. A Further Dividend Meeting will be held on the 12th day of December next, at twelve o'clock at noon precisely.

In the County Court of Gloucestershire, holden at Bristol, before the Registrar:

James John Isaacke, of the Northgate-street, in the city of Gloucester, British Manufacturer, adjudicated bankrupt on the 7th day of October, 1868. A Meeting for Final Dividend will be held on the 11th day of December next, at twelve o'clock at noon precisely.

In the County Court of Leicestershire, holden at Leicester, before Mr. Thomas Ingram, the Registrar, at the County Court Office, Friar-lane, Leicester.

William Toone, of the Greyhound Inn, in Thames-street, in Leicester, in the county of Leicester, Victualler and Elastic Web Weaver, Dealer, and Chapman, adjudicated bankrupt on the 11th day of October, 1862. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John Clarke, of Nos. 1 and 2, Green-street, Belgrave-gate, in the parish of Saint Margaret, in the borough of Leicester, in the county of Leicester, Licensed Hawker, Furniture Broker, and Dealer in Second-hand Clothes, adjudicated bankrupt on the 10th day of April, 1867. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Edmund Dawson, of No. 18, Hill-street, Leicester, in the county of Leicester, carrying on the business of a Coach Builder and Painter, in the Fleur-de-Lis-yard, in Belgrave-gate, in Leicester aforesaid, adjudicated bankrupt on the 10th day of September, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John Burley Mason, living in lodgings at No. 132, High-cross-street, Leicester, and formerly carrying on business as an Ironfounder, in Elbow-lane, Leicester, with Joseph Argyle, under the name of Mason and Argyle, and now carrying on the same business at the same place, on his own account, adjudicated bankrupt on the 2nd day of October, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Henry Garner, formerly of the Champion Inn, Leicester, in the county of Leicester, Innkeeper, but now of Belgrave-villas, Belgrave-road, Leicester, out of business, adjudicated bankrupt on the 1st day of December, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

William Ball, of No. 65, Humberstone-gate, Leicester, in the county of Leicester, Carriage Manufacturer, trading as Ball and Co., adjudicated bankrupt on the 28th day of December, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Edward Miller, of No. 78, Highcross-street, Leicester, in the county of Leicester, Brazier, adjudicated bankrupt on the 31st day of December, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Lamuel Wetton, for ten days in lodgings at No. 28, Church-gate, Leicester, in the county of Leicester, out of business and employment, previously and for one year and seven months of the Ram Inn, St. Nicholas-street, Leicester aforesaid, Licensed Victualler, adjudicated bankrupt on the 26th day of March, 1867. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Joseph Wormell Quarmbly, of No. 19, Humberstone-gate, Leicester, in the county of Leicester, Working Jeweller, adjudicated bankrupt on the 22nd day of June, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Alfred Shield, of Belgrave-gate, Leicester, in the county of Leicester, Pork Butcher, a Prisoner for Debt in the County Gaol at Leicester, in the county of Leicester, adjudicated bankrupt on the 9th day of April, 1868. A Second and Final Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Thomas Crowdell, of No. 44, Braunstone-gate, Leicester, in the county of Leicester, Butcher, adjudicated bankrupt.

on the 24th day of July, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Thomas Slater, of Gartree-street, in the borough of Leicester, and of Narborough, in the county of Leicester, Miller, Baker, and Flourseller, adjudicated bankrupt on the 14th day of January, 1868. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Thomas Woolerton, of Thrussington, in the county of Leicester, Carpenter and Joiner, adjudicated bankrupt on the 16th day of November, 1868. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John William Cooper, formerly of No. 36, Stanley-street, in the borough of Leicester, Beerseller, Baker, and Flour Dealer, afterwards residing in Sanvy Gate, in the said borough of Leicester, Beerhouse Keeper, and now of Wigton Magna, in the county of Leicester, Baker and Flourseller, adjudicated bankrupt on the 21st day of October, 1867. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John Berridge, of No. 40, Chester-street, in the borough of Leicester, in the county of Leicester, Grocer, adjudicated bankrupt on the 11th day of October, 1866. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

James Bower, of Thames-street, in the parish of Saint Margaret, in the borough of Leicester, Licensed Victualler, Dealer in Tobacco and Pig Jobber, adjudicated bankrupt on the 18th day of April, 1867. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John Windram, of No. 141, Belgrave-gate, in the borough of Leicester, in the county of Leicester, Tailor, adjudicated bankrupt on the 24th day of September, 1868. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

Thomas Chamberlain, of Rearsby, in the county of Leicester, Farmer, Grazier, Butcher, and Beerhouse Keeper, adjudicated bankrupt on the 15th day of February, 1869. A Dividend Meeting will be held on the 11th day of December next, at ten 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 Staffordshire, holden at Stafford. In the Matter of Thomas Clarke, of Rugeley, in the county of Stafford, Grocer, Hop Merchant, and Provision Dealer, Bankrupt.

AN Order of Discharge was granted to the said Thomas Clarke, who was adjudicated bankrupt on the 10th day of December, 1870.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Thomas William Selby and George Drummond, both of Laister Dyke, near Bradford, in the county of York, Stuff Manufacturers, trading under the style or firm of Selby and Drummond, Bankrupts.

AN Order of Discharge was granted to each of them, the said Thomas William Selby and George Drummond, who were adjudicated bankrupts on the 2nd day of September, 1870.—Dated this 21st day of November, 1871.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 17th day of July, 1869, against John William Dawson, of 43, Seaton-street, Chelsea, prior thereto of 169, Lupus-street, Pimlico, both in the county of Middlesex, Carpenter and Builder, did, on the 23rd day of March, 1870, 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.

WILLIAM POWELL MURRAY, Esq., one of Her Registrars authorized to act under a Petition for adjudication of Bankruptcy, filed the 23rd day of March, 1853, against George Hennes, of Teignmouth, in the county of Devon, Railway Contractor, Dealer and Chapman, will sit on the 21st day of December, 1871, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded from the benefit of the said Dividend; and all claims not then proved will be disallowed.

Laurence, Mortimore, and Schrader.

WHEREAS a Petition for adjudication of Bankruptcy was filed in the Court of Bankruptcy, in London, on the 21st day of July, 1860, against Thomas Laurence and William Mortimer, of Saint Mary Axe, in the city of London, Leather and Hide Factors, Dealers and Chapmen, carrying on business there in partnership together under the style or firm of Streatfield, Laurence, and Mortimore, and carrying on business at Liverpool, in the county of Lancaster, in partnership with Francis Benjamin Schrader, under the style and firm of Laurence, Mortimore, and Company, and having their private residences in the parish of Egham, in the county of Surrey. And whereas a petition for adjudication of Bankruptcy was filed in the said Court on the 21st day of July, 1860, against Francis Benjamin Schrader, of Liverpool, in the county of Lancaster, Leather and Hide Factor, carrying on business there, in partnership with Thomas Laurence and William Mortimer, under the style or firm of Laurence, Mortimer, and Company, which said Thomas Laurence and William Mortimer, carrying on business at Saint Mary Axe, in the city of London, as Leather and Hide Factors, under the style or firm of Streatfield, Laurence, and Mortimore, which two Petitions, and the proceedings thereunder, have, by an Order of the Court, dated the 7th day of August, 1860, since been consolidated, this is to give notice that a sitting of the Court will be held on the 22nd day of December, 1871, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, at the city of London, in order to make Dividends of the joint estate and effects of Thomas Laurence and William Mortimer, and also of the joint estate and effects of Thomas Laurence, William Mortimore, and Francis Benjamin Schrader, the said bankrupts, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividends, and all claims not then proved will be disallowed.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crews.

In the Matter of Luke Jackson, of Middlewich, in the county of Chester, Bookseller, Stationer, and Printer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 15th day of November, 1871, reporting that so much of the property of the bankrupt as can, according to the joint opinion of himself and the committee of inspection annexed to such report, be realized, without needlessly protracting the bankruptcy, has been realized, and a dividend to the amount of two shillings and one penny has been paid, the Court being satisfied that so much property of the bankrupt as can be realized without needlessly protracting the bankruptcy has been realized, and a dividend to the amount of two shillings and one penny has been paid do order and declare that the bankruptcy of the said Luke Jackson has closed.—Given under the seal of the Court this 16th day of November, 1871.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of John Thomas, of Charles-street, Briton Ferry, in the parish of Briton Ferry, in the county of Glamorgan, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 20th day of November, 1871, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and a Dividend of the amount of nine shillings and one halfpenny in the pound had 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 a dividend to the amount of nine shillings and one halfpenny has been paid,

doth order and declare that the bankruptcy of the said John Thomas has closed.—Given under the seal of the Court this 21st day of November, 1871.

THE estates of John M'Nicol or Nicol, lately Farmer, Largiemore, Kilbride, Arran, and now in Vancouver's Island, North America, or elsewhere abroad, were sequestrated on 17th November, 1871, by the Court of Session.

The first deliverance is dated 19th October, 1871.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock, afternoon, on Wednesday, the 29th November, 1871, within Dowell's Rooms, George-street, Edinburgh.

To entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March, 1872.

The Sequestration has been remitted to the Sheriff of the county of Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WM. OFFICER, S.S.C., Agents.

THE estates of George Donald, Slater, Forfar, were sequestrated on the 20th day of November, 1871, by the Sheriff of Forfarshire.

The first deliverance is dated the 20th day of November, 1871.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 5th day of December, 1871, within the County Hotel, Forfar.

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 20th day of March, 1872.

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.

J. C. ANDERSON, Solicitor, Forfar, Agent.

THE estates of Mrs. Lillias Matheson, Spirit Merchant, Inverness, were sequestrated on the 21st day of November, 1871, by the Sheriff of the county of Inverness.

The first deliverance is dated the 21st November, 1871. The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Friday, the 1st day of December, 1871, within the Procurators' Rooms, Castle Inverness.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1872.

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.

JOHN COLVIN, Solicitor, Inverness, Agent.

NOTICE.

THE estates of David Morrison, Innkeeper, in Auchterarder, were sequestrated on the 21st day of November, 1871, by the Sheriff of Perthshire.

The first deliverance is dated the 21st November, 1871.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Saturday, the 2nd day of December, 1871, within the Star Hotel, in Auchterarder.

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 21st March, 1872.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. L. YOUNG and GORDON, Solicitors, Auchterarder, Agents.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Storey's Gate, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

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