



The London Gazette.

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FRIDAY, NOVEMBER 26, 1875.

War Office, November 25, 1875.

THE Queen has been graciously pleased to give orders for the appointment of Thomas Francis Wade, Esq., C.B., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of Trade in China, to be an Ordinary Member of the Civil Division of the Second Class, or Knights Commanders of the Most Honourable Order of the Bath.

Whitehall, November 24, 1875.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal granting the office and place of Advocate-General or Judge-Martial of Her Majesty's Forces to George Augustus Frederick Cavendish Bentinck, Esq.

MEMORANDUM.

In the new Commission of Lieutenancy for the City of London, published in the Gazette of the 23rd instant, the third name from the last on the list (inclusive), for William Hewitt read William Hewett.

War Office, November 25, 1875.

Crown Office, November 24, 1875.

MEMBER returned to serve in the present PARLIAMENT.

• *Mid-Surrey.*

Sir James John Trevor Lawrence, of Burford Lodge, near Dorking, Bart., in the place of Sir Richard Baggallay, Knt., now a Judge of the Court of Appeal.

November 25.

The Queen has been pleased by Letters Patent under the Great Seal to constitute and appoint Sir John Holker, Knt., Her Majesty's Attorney-General.

The Queen has also been pleased by Letters Patent under the Great Seal to constitute and appoint Hardinge Stanley Giffard, Esq., one of Her Counsel learned in the Law, Her Majesty's Solicitor-General.

Education Department, Whitehall,

November 24, 1875.

THE Lords of the Committee of the Privy Council on Education have issued an order this day for the formation of a School Board in the undermentioned Parish:—

Great Cheverell Wilts

The United School District of Kirkandrews-upon-Esk, comprising the townships of Kirkandrews Nether, Kirkandrews Middle, and Kirkandrews Moat, in the county of Cumberland, has been united to the School Board District of Arthuret. The United District so formed to be known as the United District of Arthuret and Kirkandrews-upon-Esk.

Education Department, Whitehall,

November 24, 1875.

THE Lords of the Committee of the Privy Council on Education have issued orders this day for the compulsory formation of School Boards in the undermentioned Parishes:—

Basford	Nottingham
Bishton	Monmouth
Cassop	Durham
Corby	Lincoln
Great and Little Usworth	Durham
Hunshelf	York
Leverington	Cambridge
Ringmer	Sussex
Walsoken	Norfolk

and in the undermentioned United Districts:—

Essendine (comprising the pa- Rutland and
rishes of Essendine and Carby) Lincoln

Llanddona, Llanestyn, and Llanfihangel-tyn-Sylwy (comprising the parishes of Llanddona (extra-municipal), Llanfihangel-tyn-Sylwy (extra-municipal), and Llanestyn (extra-municipal) ... Anglesey

North and South Collingham (comprising the parishes of North Collingham and South Collingham) Nottingham

Thetford (comprising the borough of Thetford and the parishes of Great and Little Snarehill and Kilverstone) Norfolk and Suffolk

(S. & C. 1783.)

*Board of Trade, 1, Whitehall,
November 25, 1875.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Report on the Silk Industry of Japan, from Messrs. Jaquemot, British Merchants at Yokohama. The report can be seen upon application at the Statistical and Commercial Department, Board of Trade.

Admiralty, 24th November, 1875.

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

Lieutenant Francis Henry Keyser has been placed on the Retired List from the 16th instant, and has been allowed to assume the rank of Retired Commander from that date.

*Civil Service Commission,
November 25, 1875.*

THE Civil Service Commissioners hereby give notice, that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury:—

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent Notices in the London Gazette), respecting Open Competitive Examinations for Clerkships of the Superior Class in the Accounts and Stores Branches of the India Office.

N.B.—*These Regulations are liable to alteration.*

1. The limits of age for these situations are 18 and 22, and Candidates must be of the prescribed age on the first day of the Examination.

2. The Examination will be in the following subjects only:—

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).

N.B.—*Special importance will be attached to rapidity of working.*

3. English Composition.
4. Book-keeping.
5. The weights, measures, and currencies of the principal commercial nations of the world.
6. Geography (especially Asiatic Geography).
7. Latin (translation from and into).
8. Euclid, Books 1, 2, 3, 4, and 6.
9. Algebra up to and including the Binomial Theorem.

10. French or German (translation from and into, and speaking).

3. No Candidate will be eligible who does not satisfy the Civil Service Commissioners in the first six subjects.

4. Application for permission to attend an Examination must be made in the writing of the Candidate, at such times and in such manner as may be fixed by the Commissioners.

V. A fee of £3 will be required from every Candidate attending the Examination.

The Civil Service Commissioners further give notice, that an Open Competition for two situations in the Accounts Branch, and one in the Store Branch of the India Office, will be held in London,

on Tuesday, the 11th of January, 1876, and following days.

Persons wishing to be admitted to the Examination should apply at once for the necessary form to the Secretary, Civil Service Commission, London, S.W.

NOTICE TO MARINERS.

(No. 169.)—IRELAND, EAST COAST.

Light-Vessels and Buoys marking Wreck off Kish Bank.

WITH reference to Notice to Mariners, No. 125, dated 11th September, 1875, stating that a light-vessel had been moored half-a-mile E.S.E. from the wreck of H.M.S. "Vanguard":—

The Commissioners of Irish Lights have given further notice, that in order the better to mark the position of the "Vanguard," they have moved the light-vessel (of which notice, No. 125, was given) to a distance of two cables from the wreck, on the same bearing, namely, E.S.E.; and will place without delay another light-vessel inshore, on a W.N.W. bearing 2 cables from the wreck.

Both vessels will show the same character of light, viz., one *green revolving*.

The vessels will be distinguished by day in the following manner:—The eastern vessel by having *three* masts, and the western, one mast; and by night, the eastern vessel will carry *two* vertical riding lights on the fore-stay; the western vessel, one riding light.

Both vessels are marked *Wreck* in large white letters on their sides.

In thick or foggy weather a gong will be sounded on board the vessel to the eastward, and a bell on board the vessel to the westward of the wreck.

Two wreck buoys further mark the danger, one is placed half a cable S. by W., and the other half a cable N. by E. from it, or at right angles to the hull of the "Vanguard."

From the wreck, the Kish Light-vessel bears N. 24° W. distant $8\frac{3}{10}$ miles.

From the wreck, the Codling Light-vessel bears S. 19½° W. distant $9\frac{4}{10}$ miles.

From the wreck, the Bray Head Light-vessel bears N. 80° W. distant $10\frac{9}{10}$ miles.

These bearings and distances place the wreck in lat. 53° 13' 10" N., long 5° 46' 40" W.

The dangers of the wreck are as follows:—The mizenmast has 22 feet water over it at low water; the mainmast has 17 feet water over it at low water; the foretopmast has 8 feet water over it at low water. To the foretopmast a spar is lashed, having a globe on the top.

CAUTION.—Vessels are not to pass between the two light-vessels.

NOTICE.—The inshore, or western light-vessel, will be removed on the 1st February, 1876.

[All bearings are magnetic. Variation 22½° Westerly in 1875.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
20th November, 1875.

This Notice affects the following Admiralty Charts:—

Ireland, General, No. 1824 *a*; Irish Channel, No. 1825 *b*; and Wicklow to Dublin; No. 1467: Also, Admiralty List of Lights in the British Islands, 1875, page 58; and Sailing Directions for the Coast of Ireland, Part I, page 91.

SOLDIERS' BALANCES UNCLAIMED.

IN pursuance of the "Regimental Debts Act, 1863," notice is hereby given, that Her Majesty's Principal Secretary of State for the War Department has available, for distribution amongst the Next of Kin or others entitled, the sum of money set opposite to the name of each of the deceased soldiers named in the list which is published with this notice in the London Gazette, and the "Army List," and is also to be seen at the Quarters of the several Staff Officers for the Recruiting and Pension Service throughout the United Kingdom.

Applications from persons supposing themselves entitled as Next of Kin should be addressed by letter to "The Under-Secretary of State, War Office, London, S.W.," and marked outside "Soldier's Effects."

No application can be attended to which does not state the date and place of the soldier's birth, enlistment, and death, and the name of his regiment; his regimental number should also be stated if known.

Should these particulars furnished by the applicant not agree with the facts recorded on the War Office documents relating to the deceased soldier, the applicant will be so informed; but should they agree therewith, then within three calendar months the Secretary of State will furnish the applicant with the usual requirements needed for the proof of the alleged relationship.

The application must be authenticated by the signature of the applicant, and his name should be affixed in the presence of the clergyman, or one of the churchwardens of the parish, or a Justice of the Peace; the applicant's address, with the name of the post town, must also be clearly stated. No personal application can receive attention.

Further lists will from time to time be published, and therefore it will facilitate the applicants' inquiries to give the number and date of the notice in which the deceased soldier's name appeared.—
EFFECTS, 1873-4.

By order of the said Principal Secretary,
J. C. W. VIVIAN.

NOTE.—A copy of this Notice is to be seen at the Quarters of the several Staff Officers for the Recruiting and Pension Service throughout the United Kingdom.

LIST LXVI, of the Names of Soldiers deceased since 1865, whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Balme, George	Private	28th Regiment	5 0 4
Bayford, Thomas... ..	Private	2nd Battalion, 6th Regiment	0 4 0
Beckford, W.	Corporal	2nd West India Regiment	1 5 7
Brown, T.	Private	2nd West India Regiment	3 8 2
Brown, P.	Corporal	2nd West India Regiment	2 19 11
Burns, George	Private	48th Regiment	3 14 9
Coot, Edward	Serjeant	17th Brigade, Royal Artillery	11 11 2
Custance, Richard L.	Sapper	38th Company, Royal Engineers	0 12 10
Dowd, John	Private	3rd Battalion, 60th Regiment	29 7 10
Edgar, Henry	Serjeant	D Brigade, Royal Artillery	9 12 4
Edwards, John	Corporal	83rd Regiment	0 11 9
Ellis, Ed....	Private	1st West India Regiment	0 13 7
Fitzgerald, John... ..	Gunner	D Brigade, Royal Artillery	1 9 2
Fitzgerald, Michael	Private	38th Regiment	0 12 3
Gellatly, David	Private	91st Regiment	0 10 9
Gilks, J.	Private	2nd West India Regiment	5 6 10
Halloran, James	Private	2nd Battalion, 9th Regiment	0 17 4
Haverty, Henry	Private	2nd Battalion, 5th Regiment	6 18 0
Head, Thomas	Gunner	22nd Brigade, Royal Artillery	0 8 1
Hennessy, Robert	Private	101st Regiment	1 4 10
Holmes, Francis	Gunner	4th Brigade, Royal Artillery	2 15 0
Hornsby, George... ..	Driver	B Brigade, Royal Horse Artillery	0 8 10
Hoskins, Joseph	Private	52nd Regiment	0 12 9
Job, David	Private	1st Battalion, 20th Regiment	0 3 9
Kelly, William	Gunner	D Brigade, Royal Horse Artillery	11 4 2
Kennedy, Roger	Private	76th Regiment	0 12 0
Kenny, John	Serjeant	102nd Regiment	0 14 0

Names.	Rank.	Regiment.	Amount.		
			£	s.	d.
Lawrence, W.	Private	2nd West India Regiment	1	17	9
Leek, William	Private	107th Regiment... ..	0	9	8
Lovick, James	Driver	B Brigade, Royal Horse Artillery	6	13	0
Maitland, R.	Private	2nd West India Regiment	0	1	1
Mills, Henry	Private	76th Regiment	1	18	0
Mockler, W.	Private	2nd West India Regiment	5	14	9
Morrell, Daniel	Private	98th Regiment	1	16	0
Murray, James J.	Gunner	D Brigade, Royal Artillery	0	1	11
McGrath, Thomas	Trumpeter	4th Brigade, Royal Artillery	0	13	4
O'Neill, Pat	Private	82nd Regiment	0	1	4
Reid, J.	Private	2nd West India Regiment	1	2	6
Rilley, Thomas	Private	87th Regiment	0	11	3
Rosencranz, G.	Private	80th Regiment	3	8	3
Spencer, W. H.	Private	55th Regiment	1	7	0
Steele, John	Private	71st Regiment	0	12	6
Thorpe, Thomas	Gunner	17th Brigade, Royal Artillery	0	17	8
Warren, Joshua	Private	67th Regiment	0	8	7
White, Harry	Gunner	D Brigade, Royal Artillery	2	9	8

1ST RE-PUBLICATION, under the Regimental Debts Act, 1863, of List LVI of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Allison, Samuel	Private	66th Regiment	11	12	1
Anderson, Thomas	Private	68th Regiment	1	0	3
Armson, William	Private	1st Battalion, 5th Regiment	3	10	6
Baker, Thomas	Driver	F Brigade, Royal Horse Artillery	2	10	5
Barlow, Joseph	Private	54th Regiment	3	18	7
Beasley, James	Private	89th Regiment	9	13	5
Blake, Alexander	Private	18th Hussars	3	19	4
Brien, Daniel	Private	1st Battalion, 14th Regiment	6	0	4
Burrows, John	Private	4th Hussars	4	0	2
Carmody, Michael	Driver	8th Brigade, Royal Artillery	7	13	5
Chadburn, John	Troop-Serj.-Major	15th Hussars	6	9	11
Clarke, John	Private	85th Regiment	10	10	1
Coakley, John	Drummer	76th Regiment	5	1	4
CConnell, Patrick	Private	72nd Regiment	1	0	5
Curran, James	Private	107th Regiment... ..	35	3	10
Davis, John	Private	59th Regiment	2	11	4
Dempsey, Patrick	Private	1st Battalion, 17th Regiment	2	14	3
Dixon, John	Private	1st Battalion, 14th Regiment	4	10	7
Dolan, Bryan	Private	2nd Battalion, 12th Regiment	6	13	8
Donovan, John	Private	65th Regiment	1	0	8
Easterbrook, George	Private	106th Regiment... ..	42	4	7
Finn, Michael	Private	54th Regiment	3	6	0
Flynn, James	Gunner	24th Brigade, Royal Artillery	4	5	4
Foster, Edward	Serjeant	65th Regiment	15	0	6
Gettings, James	Private	59th Regiment	6	12	5
Glover, Thomas	Gunner	19th Brigade, Royal Artillery	4	5	10
Griffin, James	Private	16th Lancers	2	15	4
Haggans, John	Private	37th Regiment	3	13	3
Harding, Robert	Private	1st Battalion, 17th Regiment	2	10	5

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Harney, James	Private	37th Regiment	3 10 10
Hartigan, Jeremiah	Gunner	19th Brigade, Royal Artillery	2 8 10
Herbert, Patrick	Private	5th Lancers	6 8 0
Higgins, Walter	Private	2nd Battalion, 1st Regiment	1 3 11
Hodgson, Peter	Private	5th Lancers	31 8 2
Horton, George	Private	1st Battalion, 18th Regiment	2 3 8
Hyde, Thomas	Private	2nd Battalion, 12th Regiment	2 17 11
Jordon, Thomas	Private	4th Hussars	18 17 5
Kelly, Daniel	Private	5th Lancers	1 12 10
Kennedy, John	Private	1st Battalion, 5th Regiment	20 12 6
Kennelley, Daniel	Gunner	6th Brigade, Royal Artillery	5 0 3
Lenny, William... ..	Corporal	55th Regiment	4 18 10
Martin, Joseph	Private	59th Regiment	1 8 6
Meere, Michael	Private	41st Regiment	4 12 3
Mitchell, John	Private	65th Regiment	2 9 0
Mills, John	Private	56th Regiment	3 15 10
Murta, Richard	Gunner	20th Brigade, Royal Artillery	4 10 10
McDonald, Henry	Driver	F Brigade, Royal Horse Artillery	1 3 2
McNerney, John... ..	Private	65th Regiment	6 6 8
Naughton, Michael	Gunner	19th Brigade, Royal Artillery	8 12 10
Odam, James	Private	55th Regiment	5 1 10
Parrock, Robert	Private	105th Regiment... ..	2 4 11
Regan, James	Serjeant	107th Regiment... ..	9 17 0
Richardson, John	Private	2nd Battalion, 11th Regiment	3 2 10
Riley, James	Private	3rd Battalion, 60th Regiment	9 15 10
Roberts, William	Serjeant	65th Regiment	3 19 0
Rock, Edward	Private	85th Regiment	1 1 4
Rooney, Daniel	Private	2nd Battalion, 10th Regiment	25 1 0
Rush, Patrick	Private	54th Regiment	4 8 3
Sermon, James	Private	4th Hussars	5 7 11
Shea, John	Private	65th Regiment	2 5 6
Skea, Alexander	Private	107th Regiment... ..	18 13 4
Smith, William	Private	1st Battalion, 11th Regiment	6 1 4
Spratt, William	Private	76th Regiment	1 2 5
Spurgeon, John	Corporal	37th Regiment	2 1 9
Stoney, Robert	Private	107th Regiment... ..	14 10 8
Swingley, Thomas	Driver	19th Brigade, Royal Artillery	2 3 3
Thom, Robert	Private	2nd Battalion, 21st Regiment	2 15 9
Wilkin, Alfred	Private	85th Regiment	1 16 7

2ND REPUBLICATION, under the Regimental Debts Act, 1863, of List XLVI of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Atkins, Thomas	Gunner	17th Brigade, Royal Artillery	1 17 4
Beecroft, Philip	Private	107th Regiment... ..	3 15 1
Blows, James	Private	58th Regiment	5 3 10
Bond, Abraham	Private	1st Battalion, 8th Regiment	3 10 0
Boran, John	Private	55th Regiment	1 19 9
Boyle, James	Pensioner from	24th Brigade, Royal Artillery	1 2 2
Brewer, James	Private	47th Regiment	1 5 7
Bridges, Robert	Private	105th Regiment... ..	4 4 10

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Brindley, William	Private	1st Battalion, 5th Regiment	5 7 3
Buckley, William	Gunner	20th Brigade, Royal Artillery	4 15 6
Burgess, James	Driver	16th Brigade, Royal Artillery	4 9 5
Burnett, Francis	Private	2nd West India Regiment	1 5 0
Byrne, Lawrence... ..	Serjeant	24th Brigade, Royal Artillery	4 16 7
Clarke, C.	Private	2nd Battalion, 24th Regiment	4 7 2
Cleary, James	Private	59th Regiment	4 9 11
Curtis, William	Private	1st Battalion, 5th Regiment	3 7 6
Dingley, John	Private	1st Battalion, 2nd Regiment	1 16 8
Doherty, John	Private	2nd Battalion, 18th Regiment	3 7 2
Dronfield, George	Private	4th Hussars	4 14 0
Doughan, Andrew	Bombardier	23rd Brigade, Royal Artillery	3 3 4
Dowling, Forbes... ..	Private	36th Regiment	2 16 3
Doyle, Thomas	Corporal	2nd Battalion, 18th Regiment	1 16 11
Ferguson, James... ..	Private	1st Battalion, 22nd Regiment	4 5 0
Fitzgerald, Thomas	Private	1st Battalion, 17th Regiment	1 19 5
Garnett, or Garrett, James	Private	66th Regiment	5 4 6
Genitelli, Antoine	Private	109th Regiment... ..	7 6 9
Godfrey, David	Private	1st Battalion, 14th Regiment	4 0 2
Halliday, William	Private	38th Regiment	3 1 4
Hannah, John	Private	2nd Battalion, 21st Regiment	1 2 1
Harrington, Philip	Private	63rd Regiment	2 10 3
Hawkins, William	Private	45th Regiment	2 11 7
Hayes, Alfred	Private	1st Battalion, 24th Regiment	3 12 9
Healey, Edward	Private	89th Regiment	3 18 7
Hickey, William... ..	Private	39th Regiment	2 18 6
Horan, Michael	Gunner	16th Brigade, Royal Artillery	7 1 7
Horricks, Henry... ..	Trumpeter	19th Brigade, Royal Artillery	4 0 3
Johnson, John	Gunner	F Brigade, Royal Horse Artillery	2 11 10
Jones, Thomas	Gunner	18th Brigade, Royal Artillery	1 18 10
Jones, George	Private	3rd Battalion, 60th Regiment	8 1 11
Keefe, Patrick	Gunner	5th Brigade, Royal Artillery	3 8 10
Kelliher, John	Private	63rd Regiment	1 1 7
Kelly, George	Private	2nd Battalion, 10th Regiment	6 0 10
Kelly, Patrick	Private	108th Regiment... ..	4 8 6
Kent, John	Private	38th Regiment	16 0 8
Lane, James	Private	49th Regiment	20 2 10
Lawton, John	Private	21st Hussars	5 12 7
Loughlin, Patrick	Private	35th Regiment	1 1 3
Lynch, John	Private	108th Regiment... ..	3 18 5
McCabe, Patrick... ..	Private	2nd Battalion, 21st Regiment	3 0 3
Manning, Daniel... ..	Private	46th Regiment	3 4 10
Martin, William	Driver	8th Brigade, Royal Artillery	3 8 2
Massey, William	Private	90th Regiment	3 1 8
Miller, James	Private	Army Service Corps	2 13 2
Morgan, James	Private	1st Battalion, 17th Regiment	1 17 4
Morrissey, Thomas	Private	20th Hussars	18 14 1
Murphy, John	Private	21st Hussars	2 4 0
Mylett, Michael	Private	1st Battalion, 17th Regiment	4 14 6
Nash, Michael	Private	36th Regiment	11 6 4
Osborne, William	Private	1st Battalion, 4th Regiment	4 6 11
Osborne, John	Private	109th Regiment... ..	3 9 9
Page, John Frederick	Private	106th Regiment... ..	10 17 6
Parkinson, George	Private	98th Regiment	1 5 10
Rallaghan, Timothy	Driver	20th Brigade, Royal Artillery	15 6 4
Riddlebeck, William	Private	109th Regiment... ..	2 10 10
Rushton, John	Gunner	24th Brigade, Royal Artillery	4 15 6

Name.	Rank.	Regiment.	Amount.
Scarlett, James ...	Private ...	2nd West India Regiment ...	£ 3 1 8
Sellwood, Henry... ..	Serjeant ...	1st Battalion, 2nd Regiment ...	1 5 1
Shaw, John	Private ...	18th Hussars	5 8 10
Sheehan, John	Private ...	36th Regiment	6 15 2
Singleton, George	Serjeant ...	26th Regiment	5 10 10
Smith, Philip	Gunner ...	F Brigade, Royal Horse Artillery	6 6 8
Smithson, John	Gunner ...	20th Brigade, Royal Artillery ...	2 1 10
Sparrow, Robert... ..	Serjeant ...	36th Regiment	88 2 4
Spencer, Henry	Private ...	2nd West India Regiment ...	3 9 9
Stevenson, John	Private ...	26th Regiment	1 7 3
Strong, James	Private ...	58th Regiment	8 0 11
Sullivan, Daniel	Private ...	1st Battalion, 3rd Regiment ...	1 10 0
Sullivan, Daniel	Private ...	69th Regiment	3 18 7
Thelan, Carl	Private ...	21st Hussars	5 1 5
Thomas, Charles	Sapper ...	29th Company, Royal Engineers	3 12 10
Thompson, William J,	Private ...	108th Regiment... ..	4 7 8
Tuson, Edward	Gunner ...	19th Brigade, Royal Artillery ...	6 4 0
Waller, George Holland... ..	Serjeant ...	24th Brigade, Royal Artillery ...	17 8 0
Ward, Joseph	Private ...	41st Regiment	4 12 7
Wilson, George	Private ...	69th Regiment	1 2 11

3RD RE-PUBLICATION, under the Regimental Debts Act, 1863, of List XXXVI of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
Atwell, John	Private ...	62nd Regiment	£ 5 7 8
Ball, William	Private ...	62nd Regiment	3 1 4
Barnes, Henry	Private ...	2nd Battalion, 12th Regiment ...	3 10 5
Beckett, Walter	Colour-Serjeant	62nd Regiment	1 13 9
Boyle, Patrick	Private ...	67th Regiment	4 13 6
Bradley, John	Private ...	95th Regiment	6 4 8
Brophy, John	Private ...	1st Battalion, 11th Regiment ...	4 2 6
Burke, Edward	Private ...	1st Battalion, 11th Regiment ...	1 19 7
Carland, Adam	Corporal ...	92nd Regiment	1 12 9
Clarke, Richard	Private ...	105th Regiment... ..	3 7 6
Cogdale, William	Private ...	92nd Regiment	3 0 6
Freeman, Frederick	Private ...	1st Battalion, 11th Regiment ...	1 15 6
Glanaher, John	Private ...	62nd Regiment	4 16 9
Gowans, James	Private ...	92nd Regiment	6 2 1
Graff, Olios	Private ...	109th Regiment... ..	4 9 0
Gurry, John	Private ...	38th Regiment	8 8 9
Halloran, James	Private ...	108th Regiment... ..	35 12 0
Howard, George... ..	Private ...	92nd Regiment	7 11 4
Keefe, John	Private ...	62nd Regiment	2 7 6
Kelly, Thomas	Private ...	109th Regiment... ..	4 11 8
King, John	Private ...	62nd Regiment	2 2 1
Kynaston, Job	Private ...	62nd Regiment	1 15 10
Lee, Henry	Trumpeter ...	7th Dragoon Guards	2 15 5
McAllister, Robert	Private ...	1st Battalion, 11th Regiment ...	3 7 6
McCann, Daniel... ..	Private ...	58th Regiment	1 17 2
McCawley, James	Private ...	62nd Regiment	2 3 7
McDermott, Bernard	Private ...	92nd Regiment	11 1 11
McEwens, James	Private ...	92nd Regiment	10 5 2
McGuffie, Skepe	Private ...	93rd Regiment... ..	1 11 6

Name.	Rank.	Regiment.	Amount.
			£ s. d.
McIntyre, Michael	Private	2nd Battalion, 12th Regiment	1 19 2
McKewen, Peter	Private	1st Battalion, 14th Regiment	4 0 6
McLainey, William	Private	93rd Regiment	5 12 1
McLoughlin, Richard	Private	62nd Regiment	3 4 10
Mertry, Edward	Private	109th Regiment	2 16 2
Miller, James	Private	62nd Regiment	2 2 8
Millington, Joseph	Private	62nd Regiment	2 14 0
Moran, Thomas	Private	2nd Battalion, 12th Regiment	2 17 0
Morrison, Robert	Serjeant	109th Regiment	14 14 0
Newman, Walter	Private	95th Regiment	4 0 1
O'Brien, Patrick	Private	86th Regiment	2 2 2
Price, John	Private	62nd Regiment	2 4 3
Reddington, Thomas	Private	62nd Regiment	2 16 9
Reilly, Charles	Private	58th Regiment	3 9 1
Roberts, Henry	Private	61st Regiment	3 12 8
Rocks, Peter	Private	85th Regiment	4 19 2
Ryan, Michael	Private	2nd Battalion, 12th Regiment	3 19 5
Sherwin, Christopher	Private	1st Battalion, 11th Regiment	1 17 11
Smith, Andrew	Sapper	Royal Engineers	8 6 5
Stewart, James	Private	93rd Regiment	3 11 7
Stuart, George D.	Private	62nd Regiment	1 15 5
Sowery, John	Private	6th Regiment	26 8 0
Thompson, Henry	Private	1st Battalion, 11th Regiment	2 13 4
Toole, James	Private	62nd Regiment	1 3 1
Townsend, Nathaniel	Private	62nd Regiment	1 7 1
Wallis, Michael	Private	61st Regiment	1 10 1
Whitehouse, Daniel	Private	62nd Regiment	2 0 4
Wood, John	Private	26th Regiment	9 11 5
Young, Hugh	Private	2nd Battalion, 24th Regiment	5 11 11

4TH RE-PUBLICATION, under the Regimental Debts Acts, 1863, of List XXVI of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Adams, Thomas	Private	3rd Battalion, Rifle Brigade	14 4 7
Baker, John	Gunner	9th Brigade, Royal Artillery	1 1 8
Bamerston, Alexander	Gunner	Honduras Gunners	2 1 1
Barber, John	Gunner	8th Brigade, Royal Artillery	5 2 0
Barfram, Peter	Private	1st Battalion, 1st Regiment	13 3 1
Birkenshaw, Charles	Private	64th Regiment	1 16 6
Briers, Thomas	Gunner	8th Brigade, Royal Artillery	5 3 7
Bulchers, William	Driver	B Brigade, Royal Horse Artillery	1 1 0
Callaghan, Patrick	Gunner	16th Brigade, Royal Artillery	1 17 9
Callais, Alfred	Private	1st Battalion, 7th Regiment	7 17 10
Cameron, James	Private	79th Regiment	1 6 9
Campbell, John	Gunner	4th Brigade, Royal Artillery	1 6 1
Cogan, Thomas	Colour-Serjeant	2nd Battalion, 16th Regiment	4 14 0
Cohen, David	Gunner	23rd Brigade, Royal Artillery	10 3 9
Collis, Samuel	Gunner	1st Brigade, Royal Artillery	1 7 11
Cook, James	Private	101st Regiment	3 9 3
Crellan, Thomas	Private	1st Battalion, 11th Regiment	7 18 7
Crook, Joseph	Farrier-Serjeant	8th Brigade, Royal Artillery	8 5 0
Doherty, Andrew	Driver	8th Brigade, Royal Artillery	3 5 8

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Fisher, Thomas	Serjeant-Cook	96th Regiment	23	15	6
Flanagan, Thomas	Private	2nd Battalion, 25th Regiment	3	19	8
Glynn, John	Private	13th Hussars	5	19	10
Green, Francis	Gunner	16th Brigade, Royal Artillery	4	8	3
Gregory, William	Private	64th Regiment... ..	17	7	4
Griffiths, John	Private	10th Hussars	2	7	4
Haggerty, Patrick	Private	1st Battalion, 23rd Regiment	5	3	9
Henderson, James	Private	73rd Regiment	2	2	6
Hewerson, Thomas	Private	2nd Battalion, 24th Regiment	10	0	7
Hopkins, Samuel	Private	2nd Battalion, 24th Regiment	4	2	6
Humphries, Evan	Private	2nd Battalion, 14th Regiment	1	18	8
Johnstone, William	Serjeant	21st Brigade, Royal Artillery	7	10	10
Joines, John	Private	91st Regiment	14	19	0
Jones, Robert	Gunner	20th Brigade, Royal Artillery	62	9	10
Kenny, James	Private	3rd Hussars	1	2	0
Keough, William... ..	Private	70th Regiment	0	19	6
Kinsala, Robert	Private	1st Battalion, 60th Regiment	3	1	7
Lambert, Frederick	Private	13th Hussars	4	19	2
Lynch, Patrick	Private	18th Hussars	11	6	4
Moore, Michael	Private	1st Battalion, 18th Regiment	1	10	2
Murphy, Edmund	Gunner	22nd Brigade, Royal Artillery	3	9	6
Murray, James	Private	1st Battalion, 3rd Regiment	3	1	10
McCourt, John	Private	20th Hussars	2	6	11
McGrath, Peter	Private	36th Regiment	34	15	4
Noon, John	Gunner	23rd Brigade, Royal Artillery	5	0	11
Noonan, James	Private	41st Regiment	7	10	2
Novell, George	Gunner	8th Brigade, Royal Artillery	2	18	8
Odlam, Richard	Private	19th Hussars	3	5	2
Phelan, James	Private	68th Regiment	1	0	11
Rowley, Frederick	Gunner	24th Brigade, Royal Artillery	3	16	0
Ryan, John	Private	21st Hussars	5	18	3
Sercombe, Arthur	Bombardier	C Brigade, Royal Horse Artillery	16	6	9
Smith, James	Corporal	82nd Regiment	5	5	11
Spencer, Thomas... ..	Gunner	Depôt Brigade, Royal Artillery	1	12	4
Stephenson, Joseph	Corporal	1st Battalion, 23rd Regiment	4	2	9
Whelan, Henry	Corporal	16th Brigade, Royal Artillery	4	12	10
Wood, David	Private	Scots Fusilier Guards	1	4	11

5TH RE-PUBLICATION, under the Regimental Debts Act, 1863, of List XVI of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Balfour, David	Private	25th Regiment	4	1	4
Bradshaw, Henry	Gunner	19th Brigade, Royal Artillery	11	13	4
Burke, Michael	Gunner	37th Regiment	1	16	6
Callaghan, Daniel	Private	54th Regiment	4	16	3
Colburn, Richard	Driver	18th Brigade, Royal Artillery	5	13	2
Cook, James	Gunner	F Brigade, Royal Horse Artillery	16	2	5
Cuffe, Thomas	Private	2nd Battalion, 13th Regiment	1	0	3
Cullen, Matthew... ..	Private	1st Battalion, 19th Regiment	7	3	4
Cooke, William	Corporal	2nd Dragoon Guards	7	9	10

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Davidson, Thomas	Driver	14th Brigade, Royal Artillery	6	6	9
Devlin, Michael	Private	21st Hussars	18	13	6
Doherty, Mark	Private	1st Battalion, 17th Regiment	8	0	11
Dolbear, William	Gunner	F Brigade, Royal Horse Artillery	6	6	5
Doran, James	Serjeant	54th Regiment	2	15	2
Dove, John	Gunner	F Brigade, Royal Horse Artillery	3	1	0
Dunne, James	Corporal	45th Regiment	2	17	0
Fitzgerald, William	Private	1st Battalion, 6th Regiment	1	1	5
Ford, Charles	Bugler	2nd Battalion, 13th Regiment	2	17	6
Fox, John	Private	1st Battalion, 19th Regiment	3	1	0
Godbold, Herbert	Corporal	107th Regiment	4	16	4
Hankin, Edward	Private	4th Battalion, Rifle Brigade	8	13	8
Harford, George S.	Corporal	Royal Engineers	4	16	2
Hart, James	Private	92nd Regiment	1	14	9
Hogan, Daniel	Private	109th Regiment	8	16	9
Hyfl, Benjamin	Private	4th West India Regiment	5	2	9
Ihill, John	Private	2nd West India Regiment	1	13	6
Jones, Patrick	Private	1st Battalion, 12th Regiment	2	13	11
Jordan, Richard	Gunner	18th Brigade, Royal Artillery	17	11	11
Kelly, John	Private	1st Battalion, 10th Regiment	1	0	8
King, George	Private	2nd West India Regiment	2	5	0
Knight, Charles	Driver	F Brigade, Royal Horse Artillery	2	8	9
Maloney, James	Driver	F Brigade, Royal Horse Artillery	2	8	11
Martin, William	Private	76th Regiment	12	15	10
Mason, William	Sapper	Royal Engineers	1	11	9
Meahy, Thomas	Gunner	22nd Brigade, Royal Artillery	3	12	3
Moran, Michael	Private	1st Battalion, 5th Regiment	2	18	11
Morgan, Amos	Private	49th Regiment	10	7	0
Miskell, John	Private	103rd Regiment	4	6	6
Murphy, William	Gunner	16th Brigade, Royal Artillery	2	14	4
Murray, Michael	Private	109th Regiment	5	17	5
McAllister, Robert	Gunner	F Brigade, Royal Horse Artillery	10	9	7
McCassey, Philip	Gunner	F Brigade, Royal Horse Artillery	3	1	4
McKenzie, James	Corporal	Royal Engineers	1	10	7
McCree, y	Gunner	18th Brigade, Royal Artillery	13	5	10
Nash, William	Private	38th Regiment	5	12	6
Norton, William	Serjeant	25th Brigade, Royal Artillery	3	7	3
Odger, William	Private	104th Regiment	2	10	6
Olney, Charles	Serjeant	Army Hospital Corps	1	2	11
Palmer, Samuel	Private	4th West India Regiment	3	1	2
Pask, Frederick	Driver	22nd Brigade, Royal Artillery	1	12	4
Peet, Francis	Private	2nd Battalion, 13th Regiment	5	4	8
Price, George	Private	90th Regiment	16	11	4
Platner, Daniel George	Trumpeter	19th Brigade, Royal Artillery	7	13	3
Roberts, Benjamin	Gunner	Additional Gunners, Jamaica	1	3	3
Robinson, John	Private	3rd West India Regiment	1	0	4
Rollin, William	Private	54th Regiment	1	5	5
Rose, Thomas	Private	3rd West India Regiment	2	4	8
Thompson, John	Gunner	22nd Brigade, Royal Artillery	1	3	1
Thomas, Henry	Private	4th West India Regiment	1	13	9
Thompson, Thomas	Private	82nd Regiment	3	2	4
Toolan, Michael	Private	1st Battalion, 19th Regiment	30	0	4
Trimbel, William	Private	82nd Regiment	5	10	2
Waddell, William	Serjeant	Royal Engineers	3	15	0
Watt, John	Corporal	2nd Battalion, 20th Regiment	11	9	8
Watson, William	Private	2nd Battalion, 21st Regiment	2	9	10

SOLDIERS' BALANCES UNCLAIMED.

IN pursuance of the "Regimental Debts Act, 1863," notice is hereby given, that Her Majesty's Principal Secretary of State for the War Department has available, for distribution amongst the Next of Kin or others entitled, the sum of money set opposite to the name of each of the deceased soldiers named in the list which is published with this notice in the London Gazette, and the "Army List," and is also to be seen at the Quarters of the several Staff Officers for the Recruiting and Pension Service throughout the United Kingdom.

Applications from persons supposing themselves entitled as Next of Kin should be addressed by letter to "The Under-Secretary of State, War Office, London, S.W.," and marked outside "Soldier's Effects."

No application can be attended to which does not state the date and place of the soldier's birth, enlistment, and death, and the name of his regiment; his regimental number should also be stated if known.

Should these particulars furnished by the applicant not agree with the facts recorded on the War Office documents relating to the deceased soldier, the applicant will be so informed; but should they agree therewith, then within three calendar months the Secretary of State will furnish the applicant with the usual requirements needed for the proof of the alleged relationship.

The application must be authenticated by the signature of the applicant, and his name should be affixed in the presence of the clergyman, or one of the churchwardens of the parish, or a Justice of the Peace; the applicant's address, with the name of the post town, must also be clearly stated. No personal application can receive attention.

Further lists will from time to time be published, and therefore it will facilitate the applicants' inquiries to give the number and date of the notice in which the deceased soldier's name appeared.—EFFECTS, 1873-4.

By order of the said Principal Secretary,
J. C. W. VIVIAN.

NOTE.—A copy of this Notice is to be seen at the Quarters of the several Staff Officers for the Recruiting and Pension Service throughout the United Kingdom.

LIST LXVII. of the Names of Soldiers deceased since 1865, whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Adams, Alfred	Private	58th Regiment	10 10 6
Allen, William	Private	1st Battalion, 17th Regiment	3 13 5
Armstrong, Thomas	Gunner	19th Brigade, Royal Artillery	12 12 7
Avery, William	Private	1st Battalion, 3rd Regiment	2 17 0
Bagshaw, William	Private	72nd Regiment	10 8 6
Bateman, Alfred	Gunner	17th Brigade, Royal Artillery	0 18 2
Baxter, William J.	Gunner	9th Brigade, Royal Artillery	0 14 6
Berkins, George	Private	1st Battalion, 5th Regiment	7 19 7
Bolan, Thomas	Private	48th Regiment	3 1 10
Bright, George	Private	36th Regiment	5 12 3
Brophy, Michael	Private	1st Battalion, 6th Regiment	1 15 2
Brown, Anthony	Private	76th Regiment	1 5 10
Burns, Michael	Private	1st Battalion, 3rd Regiment	1 12 8
Campbell, Pat	Private	37th Regiment	2 19 0
Caulfield, Michael	Private	39th Regiment	3 6 2
Collehole, George	Private	2nd Battalion, 7th Regiment	0 8 9
Collyer, John	Driver	19th Brigade, Royal Artillery	4 2 2
Cripps, Thomas	Private	2nd Battalion, 25th Regiment	7 5 7
Cryer, Thomas	Private	2nd Battalion, 12th Regiment	10 19 11
Fahey, John	Private	2nd Battalion, 25th Regiment	20 13 9
Field, James	Private	11th Hussars	8 13 4
Flynns, Matthew	Gunner	5th Brigade, Royal Artillery	2 12 4
French, John	Army Schoolmaster	85th Regiment	1 10 1
Gibson, James	Private	106th Regiment	3 19 1
Gouldsbrough, Thomas	Private	18th Hussars	2 12 2
Gray, Frederick	Gunner	5th Brigade, Royal Artillery	10 17 8
Griffin, Thomas	Private	62nd Regiment	1 0 1
Heisinger, Peter	Private	109th Regiment	5 5 6
Hogg, James	Private	26th Regiment	7 8 6
Hughes, John	Private	109th Regiment	3 16 0
Hughes, John	Gunner	19th Brigade, Royal Artillery	5 7 8

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Joiner, Alfred	Private	36th Regiment	2 9 5
Jones, James	Gunner	22nd Brigade, Royal Artillery ...	1 10 10
Keaton, James	Private	108th Regiment	4 19 8
Knight, Stephen	Private	1st Battalion, 14th Regiment, ...	3 7 11
Knowles, Thomas	Gunner	21st Brigade, Royal Artillery ...	0 2 3
Leaney, George	Private	1st Battalion, 17th Regiment ...	3 13 11
Leybourne, Robert	Gunner	17th Brigade, Royal Artillery ...	1 0 10
Lovarde, Louis	Private	36th Regiment	10 11 1
Mahoney, John	Private	2nd Battalion, 24th Regiment ...	2 5 7
Marinon, Michael	Private	2nd Battalion, 19th Regiment ...	6 9 9
Marney, John	Private	76th Regiment	8 11 2
Marriott, Herbert	Private	1st Battalion, 17th Regiment ...	5 19 0
Moulton, Charles E.	Driver	18th Brigade, Royal Artillery ...	4 19 11
McCartney, Robert	Private	55th Regiment	4 19 10
McCrohan, Pat	Private	62nd Regiment	4 18 6
McDonall, Angus	Private	76th Regiment	5 3 1
McGarry, Martin	Private	32nd Regiment	13 5 7
McKay, William	Private	74th Regiment	5 0 0
Rourke, John	Private	1st Battalion, 21st Regiment ...	3 8 0
Shephard, Alfred H.	Private	2nd Battalion, 12th Regiment ...	5 6 6
Short, William	Private	39th Regiment	4 6 8
Taylor, John	Driver	18th Brigade, Royal Artillery ...	8 18 9
Waite, William	Private	2nd Battalion, 12th Regiment ...	5 7 8
Whitworth, Henry	Private	45th Regiment	11 18 6
Williams, John	Private	83rd Regiment	1 18 4
Wilson, James	Private	36th Regiment	6 18 9
Wilson, James	Private	76th Regiment	4 10 10
Wilson, John	Gunner	23rd Brigade, Royal Artillery ...	7 9 5

1ST RE-PUBLICATION under the Regimental Debts Act, 1863, of List LVII of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Baker, Robert	Private	26th Regiment	5 18 1
Blissett, Henry	Private	2nd Battalion, 19th Regiment ...	4 4 10
Bontoff, John	Private	1st Battalion, 5th Regiment ...	1 4 9
Brown, Thomas	Private	5th Lancers	3 5 1
Brown, Alexander	Private	2nd Battalion, 19th Regiment ...	3 0 2
Butler, George	Private	2nd Battalion, 11th Regiment ...	5 5 5
Byrne, Patrick R.	Private	48th Regiment	6 19 1
Carroll, James	Private	105th Regiment	3 12 3
Carthew, John	Private	21st Hussars	5 9 8
Cooney, M.	Private	106th Regiment	4 14 8
Cowley, Christopher	Gunner	8th Brigade, Royal Artillery ...	3 2 7
Connolly, James	Private	37th Regiment	5 0 2
Cornwall, Arthur	Private	54th Regiment	3 0 4
Cubbitt, John	Private	1st Battalion, 6th Regiment ...	5 9 8
Cumberledge, Frederick	Private	2nd Battalion, 19th Regiment ...	2 7 0
Cummins, John	Private	70th Regiment	5 2 8
Davis, Edward	Private	63rd Regiment	2 16 5
Donegan, John	Private	2nd Battalion, 19th Regiment ...	2 19 8
Donohoe, Jeremiah	Private	108th Regiment	5 1 11
Doughty, James	Private	2nd Battalion, 19th Regiment ...	8 10 4
Doyle, John	Private	96th Regiment	5 2 1
Dunn, James	Private	15th Hussars	1 19 10

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Dyerson, Edward	Private	4th Hussars	7	17	6
Eddie, John	Private	26th Regiment	17	7	0
Edwards, Hugh	Private	105th Regiment	1	16	11
Finin, James	Private	54th Regiment	2	16	6
Finley, John	Private	18th Hussars	8	14	6
Flynn, William	Private	2nd Battalion, 25th Regiment	1	13	0
Flynn, Thomas	Gunner	8th Brigade, Royal Artillery	3	0	4
Flynn, John	Shoeing Smith	8th Brigade, Royal Artillery	4	17	6
Gardiner, John	Private	72nd Regiment	2	10	4
Gibbs, John	Private	1st Battalion, 3rd Regiment	1	10	8
Grace, Patrick	Private	2nd Battalion, 1st Regiment	13	7	8
Grainger, John	Private	1st Battalion, 11th Regiment	1	0	6
Gray, Thomas	Private	54th Regiment	2	13	0
Graves, John	Private	105th Regiment	8	17	7
Hampton, George	Private	26th Regiment	5	16	4
Hamilton, Walter	Private	26th Regiment	2	16	10
Hawkins, John	Private	59th Regiment	3	7	11
Hemsworth, Joseph	Private	2nd Battalion, 19th Regiment	4	2	11
Holmes, Samuel	Private	68th Regiment	3	12	0
Hunter, Clement	Private	2nd Battalion, 19th Regiment	5	5	6
Jones, William	Private	36th Regiment	2	12	4
Kelly, John	Private	96th Regiment	4	9	7
Lead, Robert	Private	106th Regiment	4	5	10
Magher, Timothy	Private	36th Regiment	2	19	11
Magill, William	Private	37th Regiment	1	3	4
Malloy, Michael	Private	2nd Battalion, 19th Regiment	6	14	0
McAlister, John	Private	105th Regiment	2	15	7
McCormick, Edward	Private	1st Battalion, 21st Regiment	1	12	11
McDougall, William	Farrier	2nd Dragoons	5	16	0
McDowell, Alexander	Private	37th Regiment	1	13	8
McElroy, William	Private	37th Regiment	2	6	9
McMath, John	Private	105th Regiment	8	0	0
Nolan, Daniel	Private	66th Regiment	2	13	10
Norton, Walter	Private	1st Battalion, 6th Regiment	12	5	9
O'Hara, James	Private	1st Battalion, 14th Regiment	6	7	10
O'Neill, John	Private	105th Regiment	3	5	9
O'Shea, Denis	Private	70th Regiment	3	19	8
Patterson, Alexander	Private	26th Regiment	1	5	6
Peart, Ralph	Private	2nd Battalion, 25th Regiment	1	19	10
Pittock, George	Private	26th Regiment	17	19	6
Plowman, Thomas	Private	54th Regiment	2	0	10
Proctor, Alexander	Private	2nd Battalion, 24th Regiment	3	7	6
Richardson, Edward	Private	1st Battalion, 6th Regiment	2	4	10
Robinson, James	Private	2nd Battalion, 19th Regiment	5	1	10
Standing, Robert	Private	85th Regiment	17	0	7
Sumner, William	Private	2nd Battalion, 25th Regiment	9	2	9
Sweeney, John	Private	1st Battalion, 6th Regiment	3	3	6
Thomas, William	Private	65th Regiment	2	3	8
Turner, Henry	Private	72nd Regiment	4	11	1
Warren, William	Private	37th Regiment	1	13	5
Webb, Charles	Drummer	37th Regiment	2	11	5
Wells, William	Drummer	1st Battalion, 15th Regiment	15	2	2
Wells, Henry	Private	2nd Battalion, 25th Regiment	8	11	10
White, George	Private	37th Regiment	1	11	8
Whitworth, Alfred	Private	105th Regiment	1	1	1
Woodley, John	Private	2nd Battalion, 24th Regiment	2	0	4

2ND RE-PUBLICATION, under the Regimental Debts Act, 1863, of List XLVII of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Amos, John	Private	104th Regiment... ..	62	5	2
Ayré, Frederick Charles	Gunner	24th Brigade, Royal Artillery	2	9	7
Baker, Richard	Gunner	25th Brigade, Royal Artillery	8	14	0
Baines, Henry	Private	2nd Battalion, 10th Regiment	5	17	9
Barr, William	Gunner	11th Brigade, Royal Artillery	1	12	7
Beaumont, Samuel	Gunner	4th Brigade, Royal Artillery	1	0	8
Beechin, Albert	Private	2nd Battalion, 8th Regiment	1	11	9
Bennett, George	Private	2nd Battalion, 21st Regiment	6	12	8
Bramley, Henry	Private	62nd Regiment	1	5	0
Brown, James	Private	3rd Battalion, 60th Regiment	8	4	11
Callanan, James	Private	1st Battalion, 1st Regiment	8	11	0
Campbell, Patrick	Private	36th Regiment	7	6	2
Gannon, John	Private	11th Hussars	5	7	2
Casey, William	Private	85th Regiment	9	12	3
Chesterton, F. A.	Corporal	22nd Company, Royal Engineers	1	9	2
Cook, Coleman	Private	41st Regiment	2	15	0
Daly, James	Gunner	19th Brigade, Royal Artillery	5	15	1
Delmore, George	Private	85th Regiment	4	3	3
Dogherty, Bernard	Private	2nd Battalion, 10th Regiment	7	2	7
Doherty, Thomas	Serjeant	3rd Battalion, Rifle Brigade	4	4	0
Farrell, Patrick	Driver	16th Brigade, Royal Artillery	4	6	11
Farrell, Patrick	Private	109th Regiment... ..	2	3	7
Fawn, Henry	Gunner	18th Brigade, Royal Artillery	5	14	8
Fisher, William C.	Driver	9th Brigade, Royal Artillery	10	15	9
Fisher, Joseph	Gunner	Coast Brigade, Royal Artillery... ..	7	3	4
Gallager, Hugh	Private	2nd Battalion, 11th Regiment	13	4	6
Giblin, William	Private	2nd Battalion, 10th Regiment	4	17	5
Giffke, William	Private	109th Regiment... ..	4	1	7
Golding, John	Private	107th Regiment... ..	5	10	4
Grealey, John	Driver	16th Brigade, Royal Artillery	8	10	1
Griffin, Charles	Private	76th Regiment	2	1	1
Hammon, Alfred	Driver	9th Brigade, Royal Artillery	6	9	3
Healey, James	Private	108th Regiment... ..	3	13	3
Hughes, John	Private	2nd Battalion, 21st Regiment	2	16	9
Jackson, James	Gunner	3rd Brigade, Royal Artillery	1	10	4
Jenkins, Albert	Corporal	10th Brigade, Royal Artillery	5	2	0
Johnstone, Robert	Private	2nd Battalion, 19th Regiment	3	15	8
Jones, Samuel	Private	20th Hussars	9	6	3
Keefe, Denis	Gunner	E Brigade, Royal Horse Artillery	5	7	10
Keefe, Denis	Private	53rd Regiment	6	3	7
Kelly, Andrew	Private	88th Regiment	7	16	0
Knibbs, Alfred	Private	76th Regiment	5	9	11
Lawless, Timothy	Private	59th Regiment	1	16	1
Leath, J. W.	Serjeant	Depôt Brigade, Royal Artillery	23	6	6
McDermott, John	Private	63rd Regiment	4	19	10
McGrath, John	Private	59th Regiment	2	11	8
McKenzie, George	Private	1st West India Regiment	4	7	7
Mack, James A.	Private	1st Battalion, 10th Regiment	2	2	5
Madden, Thomas... ..	Private	1st Battalion, 24th Regiment	6	10	10
Malcolm, Andrew	Gunner	2nd Brigade, Royal Artillery	5	4	2
Mangan, Edward	Private	63rd Regiment	3	12	10
Matthews, Charles	Private	104th Regiment... ..	6	13	3
Mears, Samuel	Private	76th Regiment	1	18	2
Middleton, Augustus	Private	1st West India Regiment	4	14	2
Miller, Joseph	Private	1st West India Regiment	6	12	6
Moran, James	Private	37th Regiment	2	1	3
Morgan, William	Private	109th Regiment... ..	11	3	10

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Neilson, Robert	Private	63rd Regiment	1 7 7
O'Beirne, Charles	Private	49th Regiment	2 18 9
O'Connor, Thomas	Private	18th Hussars	16 11 6
O'Donnell, Bartholomew	Private	103rd Regiment... ..	6 1 3
Phillips, Joseph	Shoeing Smith	19th Hussars... ..	6 1 4
Prigeur, Henry	Private	109th Regiment... ..	2 17 1
Quinn, James	Private	37th Regiment	5 0 9
Rabbit, Patrick	Private	21st Hussars	3 6 7
Raftree, Patrick	Private	2nd Battalion, 3rd Regiment	2 3 6
Redwood, John	Private	2nd Battalion, 21st Regiment	4 18 11
Richardson, John	Private	1st Battalion, 2nd Regiment	3 4 11
Richardson, William	Private	1st Battalion, 19th Regiment	2 15 5
Rogers, John	Private	65th Regiment	2 18 6
Russell, James	Gunner	16th Brigade, Royal Artillery	4 5 6
Shaw, William	Driver	11th Brigade, Royal Artillery	4 1 10
Skinner, Charles	Private	Army Service Corps	4 10 8
Smith, William	Private	1st Grenadier Guards	3 8 6
Smith, George	Private	67th Regiment	2 7 5
Smith, George	Private	106th Regiment... ..	4 8 4
Snelling, William	Driver	Royal Engineer Train	2 1 2
Stevens, William	Private	1st Battalion, 5th Regiment	9 16 0
Strane, Samuel E.	Serjeant	Depôt Brigade, Royal Artillery	3 10 11
Tallon, James	Private	79th Regiment... ..	9 15 10
Tate, Samuel	Private	1st Battalion, 12th Regiment	0 19 5
Timmins, Coleman	Private	76th Regiment	24 14 9
Topping, James	Private	37th Regiment	6 6 10
Toway, William	Private	2nd Battalion, 6th Regiment	2 2 4
Veacock, William	Gunner	9th Brigade, Royal Artillery	4 16 4
Veitch, William	Private	2nd Battalion, 10th Regiment	20 18 0
Wade, John	Gunner	Depôt Brigade, Royal Artillery	1 2 11
Walcott, Joseph	Private	2nd West India Regiment	1 17 8
Warner, Henry	Serjeant	67th Regiment	1 5 2
Wentworth, Joseph	Private	1st Dragoon Guards	4 1 9
Whelan, James	Private	3rd Battalion, Rifle Brigade	4 1 7
Whicher, Charles	Corporal	2nd Regiment	11 8 10
White, John	Private	1st Battalion, 17th Regiment	1 8 6
Williams, Charles R.	Farrier-Serjeant	9th Brigade, Royal Artillery	13 15 11

3RD RE-PUBLICATION, under the Regimental Debts Act, 1863, of List XXXVII of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Barrow, John	Private	2nd Battalion, 1st Regiment	6 1 10
Blackwell, John	Private	102nd Regiment	3 16 7
Bodsworth, George	Private	96th Regiment	9 8 4
Budworth,	Serjeant	2nd Battalion, 1st Regiment	3 13 11
Butler, James	Gunner	8th Brigade, Royal Artillery	2 18 1
Campbell, William	Gunner	24th Brigade, Royal Artillery	2 19 6
Carline, James	Gunner	20th Brigade, Royal Artillery	17 1 8
Cronin, John	Gunner	107th Regiment... ..	7 4 2
Davidson, Thomas	Private	103rd Regiment... ..	6 1 0
Davin, Michael	Bombardier	Royal Horse Artillery	8 0 0
Davis, Joseph	Gunner	23rd Brigade, Royal Artillery	5 0 6

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
English, Patrick	Private	1st Battalion, 10th Regiment ...	1	14	4
Everett, George	Private	2nd Battalion, 1st Regiment ...	2	17	1
Gannon, James ... ..	... ..	103rd Regiment... ..	5	5	0
Gilloran, James	Pensioner... ..	165th Regiment... ..	5	0	0
Guthrie, John	Gunner	F Brigade, Royal Artillery ...	13	1	8
Halloran, Thomas	Driver	16th Brigade, Royal Artillery ...	7	9	6
Halpin, John	Private	103rd Regiment... ..	25	2	3
Hanley, Patrick	Private	103rd Regiment... ..	5	15	0
Hilliam, William	Corporal	103rd Regiment... ..	3	9	10
Jones, Humphrey	Corporal	25th Brigade, Royal Artillery ...	2	3	9
Kirby, Charles ... ..	... ..	24th Brigade, Royal Artillery ...	2	10	2
Lewis, James	Private	1st Battalion, 19th Regiment ...	4	14	9
Mallet, Benjamin	Private	18th Hussars	12	9	7
Martin, Thomas	Private	1st Battalion, 1st Regiment ...	3	18	6
Mollin, John	Private	35th Regiment	14	5	11
Moore, William	Driver	4th Brigade, Royal Artillery ...	10	9	10
Morgan, Hugh	Private	19th Hussars	69	6	10
Murphy, Denis	Gunner	4th Brigade, Royal Artillery ...	1	7	11
Murphy, Michael	Private	103rd Regiment... ..	9	9	7
McCarthy, Patrick	Private	2nd Battalion, 20th Regiment ...	4	16	4
McGee, George	Gunner	24th Brigade, Royal Artillery ...	3	19	0
McGinley, John	Gunner	22nd Brigade, Royal Artillery ...	4	12	6
McGorgan, Patrick	Gunner	20th Brigade, Royal Artillery ...	3	2	2
McIntosh, James	Farrier-Serjeant ...	18th Brigade, Royal Artillery ...	15	10	3
McLoughlin, Michael	Private	103rd Regiment... ..	8	9	5
Nyland, John	Private	5th Lancers	2	16	0
O'Brien, William	Driver	16th Brigade, Royal Artillery ...	2	15	3
O'Keefe, John	Private	45th Regiment	8	2	3
Oliff, John	Corporal	F Brigade, Royal Horse Artillery	13	11	0
Prettyjohn, E. A.	Private	3rd West India Regiment ...	2	3	0
Rielly, Patrick	Private	103rd Regiment... ..	21	2	4
Ring, William	Gunner	2nd Battalion, 25th Regiment ...	12	8	5
Robinson, Ralph... ..	Private	2nd Battalion, 19th Regiment ...	1	5	1
Roe, John	Gunner	5th Brigade, Royal Artillery ...	6	14	3
Ryan, Daniel	Corporal	75th Regiment	2	13	2
Salmon, Patrick	Gunner	F Brigade, Royal Horse Artillery	12	9	6
Scully, Francis	Private	19th Hussars	5	14	3
Short, David	Private	1st Battalion, 15th Regiment ...	4	18	6
Snell, George	Gunner	8th Brigade, Royal Artillery ...	4	8	6
Thompson, James	Corporal	16th Brigade, Royal Artillery ...	21	12	9
Thornton, Joseph	Gunner	F Brigade, Royal Horse Artillery	4	15	0
Tutor, High	Gunner	16th Brigade, Royal Artillery ...	4	2	7
Walsh, Thomas	Private	21st Hussars	5	5	6
Watson, David	Sapper	18th Company, Royal Engineers	13	12	1
Whalen, John	Private	103rd Regiment... ..	4	2	0
White, Francis	Wheeler	4th Brigade, Royal Artillery ...	1	9	8
Whitfield, Charles	Gunner	20th Brigade, Royal Artillery ...	15	15	3
Wright, George	Gunner	14th Brigade, Royal Artillery ...	4	1	8
White, James	Private	2nd Battalion, 1st Regiment ...	2	5	4

4TH REPUBLICATION, under the Regimental Debts Act, 1863, of List XXVII of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Adair, Thomas	Private	3rd West India Regiment	6	12	1
Anderson, John	Private	92nd Regiment	3	16	2
Ashbourne, Henry	Private	1st Battalion, 7th Regiment	12	7	8
Berwick, W.	Private	1st Battalion, 7th Regiment	3	8	3
Birt, Job	Private	107th Regiment	6	8	10
Brown, Michael	Private	88th Regiment	2	13	10
Brown, Richard	Private	3rd West India Regiment	2	0	6
Burton, Thomas	Private	42nd Regiment	1	16	1
Byrne, James	Gunner	15th Brigade, Royal Artillery	2	16	6
Connolly, John	Private	103rd Regiment	9	8	0
Connolly, Luke	Private	3rd Battalion, 60th Regiment	7	10	7
Connolly, Martin	Private	1st Battalion, 14th Regiment	1	4	9
Colquhoun, John	Private	58th Regiment	8	2	8
Crossman, Charles	Driver	Royal Horse Artillery	3	0	7
Creevy, James	Private	3rd Battalion, 60th Regiment	7	9	10
Cuffe, Edward	Private	2nd Battalion, 9th Regiment	4	15	4
Collie, John	Private	95th Regiment	37	5	10
Corran, John	Private	21st Hussars	2	9	5
Dixon, John	Private	1st Battalion, 3rd Regiment	3	15	1
Dixey, William	Private	38th Regiment	8	5	0
Donnelly, Edward	Private	86th Regiment	2	15	2
Donovan, Jeremiah	Private	44th Regiment	2	16	3
Foley, James	Private	92nd Regiment	4	6	5
Fitzherbert, Charles	Private	4th Dragoons	2	15	4
Grubb, Julian	Private	76th Regiment	4	10	10
Gurney, Thomas	Private	45th Regiment	4	0	9
Hanon, John	Gunner	16th Brigade, Royal Artillery	2	8	2
Hard, William	Driver	E Brigade, Royal Horse Artillery	8	15	10
Haynes, Patrick	Colour-Serjeant	1st Battalion, 10th Regiment	84	18	5
Higgins, Alfred	Private	2nd Battalion, 12th Regiment	2	7	4
Heath, John	Private	102nd Regiment	2	9	3
Hull, William	Private	1st Battalion, Coldstream Guards	1	4	4
Jones, John	Private	3rd West India Regiment	2	2	4
Jones, Thomas	Private	80th Regiment	1	12	9
Kelly, William	Private	95th Regiment	4	1	7
Leahy, William	Gunner	16th Brigade, Royal Artillery	30	9	9
Lees, Samuel	Private	16th Regiment	5	15	0
Martin, Edward	Private	33rd Regiment	2	10	10
Melhuish, William R.	Corporal	1st Battalion, 6th Regiment	2	18	5
Murray, H. R.	Corporal	39th Company, Royal Engineers	1	0	5
Murray, Thomas	Private	107th Regiment	2	11	2
McCourt, William	Private	106th Regiment	9	15	10
McGeehan, Thomas	Private	33rd Regiment	41	15	3
McKernon, Michael	Corporal	95th Regiment	6	12	8
Neeham, James	Gunner	16th Brigade, Royal Artillery	3	7	10
O'Connor, William	Gunner	Royal Artillery	3	2	6
O'Neill, Michael	Private	38th Regiment	4	8	0
Parker, John	Private	96th Regiment	5	10	2
Parker, John	Serjeant	18th Company, Royal Engineers	40	5	2
Quigley, Thomas	Gunner	8th Brigade, Royal Artillery	6	0	4
Samuels, John	Private	1st Battalion, 4th Regiment	1	6	2

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Setchfield, Thomas	Gunner	25th Brigade, Royal Artillery ...	7 3 8
Shaw, Mark	Private	38th Regiment	5 17 9
Smith, Edward	Private	5th Dragoons	23 15 0
Sneath, James	Private	107th Regiment... ..	10 16 4
Stannings, David	Gunner	22nd Brigade, Royal Artillery ...	2 5 9
Steel, William	Gunner	5th Brigade, Royal Artillery ...	13 15 9
Stocker, Joseph	Private	2nd Battalion, 12th Regiment ...	2 1 9
Sullivan, Thomas	Private	91st Regiment	5 0 11
Waldley, A.	Private	38th Regiment	1 9 9
Walsh, William	Gunner	D Brigade, Royal Horse Artillery	5 3 0
Warren, George	Private	38th Regiment	4 5 1
Washington, George	Private	3rd West India Regiment	4 7 1
Wilton, John	Private	2nd West India Regiment	1 1 0
Wormald, C. J.	Private	108th Regiment... ..	4 2 2

5TH RE-PUBLICATION, under the Regimental Debts Acts, 1863, of List XVII of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Barry, William	Private	36th Regiment	4 3 8
Butcher, Alfred	Driver	19th Brigade, Royal Artillery ...	1 14 9
Clarke, Henry	Private	31st Regiment	2 0 2
Clooney, Michael	Private	77th Regiment	3 7 11
Cook, William	Driver	19th Brigade, Royal Artillery ...	3 0 10
Cooper, Frederick	Private	2nd Battalion, 1st Regiment ...	4 0 0
Davidson, Robert	Private	103rd Regiment... ..	21 14 4
Dier, John	Private	27th Regiment	2 2 0
Dunn, Daniel	Private	1st Battalion, 19th Regiment ...	6 0 7
Demack, Thomas	Private	36th Regiment	1 15 0
Fagg, Robert	Private	77th Regiment	4 7 9
Fletcher, Frederick	Private	2nd Battalion, 1st Regiment ...	4 9 4
Forster, Robert	Private	41st Regiment	4 2 10
Gillison, John	Drummer	1st Battalion, 2nd Regiment ...	4 9 6
Goodeve, John	Serjeant	Royal Horse Artillery	16 13 10
Graham, John	Private	42nd Regiment	6 9 7
Grimshawe, John	Private	33rd Regiment	1 7 5
Halliday, Michael	Private	77th Regiment	6 8 5
Hamilton, James... ..	Private	42nd Regiment	3 10 5
Hamilton, John	Private	42nd Regiment	8 8 2
Hall, John	Corporal	Royal Horse Artillery	4 15 10
Hayward, Clarence	Orderly Room Clerk	2nd Battalion, 1st Regiment ...	8 12 0
Henderson, George	Private	42nd Regiment	3 2 2
Hengst, Christopher	Private	77th Regiment	2 6 3
Hutchings, George	Private	6th Dragoons	1 7 6
Jack, John	Private	42nd Regiment	5 11 3
Jones, James	Private	1st Battalion, 4th Regiment ...	5 4 0
Ines, Henry	Private	36th Regiment	14 19 4
Luke, Peter	Private	1st Battalion, 7th Regiment ...	2 15 2
Lattimer, James... ..	Private	27th Regiment	11 2 11
Maither, Daniel	Private	42nd Regiment	2 15 2
Mahoney, John	Private	45th Regiment	7 9 11
Menzies, Matthew	Saddle-tree Maker	17th Dragoons	2 12 8
Mohen, Edward	Private	103rd Regiment... ..	9 7 6

Name.	Rank.	Regiment.	Amount.
Morgan, John	Gunner	18th Brigade, Royal Artillery ...	2 12 11
Munford, Thomas	Private	2nd Battalion, 21st Regiment ...	8 16 1
Munro, Robert	Serjeant	21st Brigade, Royal Artillery ...	8 1 8
McFarland, John	Private	77th Regiment	2 14 8
McNeill, Matthew	Piper	42nd Regiment	1 8 7
McGrath, Edward	Gunner	24th Brigade, Royal Artillery ...	2 19 3
O'Brien, Michael	Private	77th Regiment	2 18 2
Osman, John	Private	77th Regiment	2 16 4
Park, James	Private	77th Regiment	19 1 11
Reid, Charles	Gunner	19th Brigade, Royal Artillery ...	60 0 4
Robinson, James... ..	Private	77th Regiment	4 4 6
Shepherd, Henry... ..	Private	1st Battalion, 5th Regiment ...	3 5 5
Simpson, Edward	Private	77th Regiment	4 12 11
Sloss, Robert	Private	103rd Regiment... ..	2 4 8
Smart, Michael	Private	20th Dragoons	10 3 9
Smith, Hugh	Gunner	22nd Brigade, Royal Artillery ...	4 11 9
Spriggs, Ralph	Corporal	Royal Engineers	4 6 4
Taylor, George	Private	77th Regiment	1 15 4
Tooley, Michael	Private	77th Regiment	2 3 8
Tobin, Timothy	Private	85th Regiment	3 2 8
Walsh, Henry	Private	1st Battalion, 22nd Regiment ...	7 0 8
Walker, John	Private	2nd Battalion, 1st Regiment ...	3 9 1
Ward, Thomas	Private	77th Regiment	2 5 2
White James	Gunner	21st Brigade, Royal Artillery ...	2 11 10
Wilson, James	Gunner	11th Brigade, Royal Artillery ...	12 0 2
Williams, Edward	Private	77th Regiment	2 17 9
Williams, John	Bombardier	21st Brigade, Royal Artillery ...	45 15 11
Williams, Richard	Gunner	19th Brigade, Royal Artillery ...	7 12 0
Wood, James	Private	77th Regiment	2 14 5

NAVAL PRIZE MONEY.

*Department of the Accountant-General
of the Navy and Comptroller of Navy
Pay, Admiralty, November 20, 1875.*

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the tonnage bounty and proceeds awarded for the slave dhow "Chunga Amoina," captured on the 23rd of July, 1874, by Her Majesty's ship "Thetis."

Agents or other persons having any just and legal demand, unliquidated, against the said award, are required to transmit the particulars of any such demand to the Registrar of the High Court of Admiralty, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the divi-

sion of New Forest West, in the county of Southampton, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Townhall, in Ringwood, on Wednesday, the 21st day of December, 1875, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the division of New Forest West aforesaid.

*Algernon West.
Chas. Keith-Falconer.*

Inland Revenue, Somerset House,
London, 25th November, 1875.

NOTICE is hereby given, that a building, named Saint Joseph's Church, situate at Craven-street, in the township of Salford, in the county of Lancaster, in the district of Salford, being a building licensed and used for public religious worship as a Roman Catholic Chapel exclusively, was, on the 19th day of November, 1875,

duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.

Witness my hand this 20th day of November, 1875.

T. H. Bagshaw, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Bensham-road Wesleyan Chapel, situate at Bensham-road, in the parish of Gateshead, in the county of Durham, in the district of Gateshead, being a building certified according to law as a place of religious worship, was, on the 22nd day of October, 1875, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85.

Witness my hand this 26th day of October, 1875.

Shaftoe Robson, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Chapel, situate at Potton, in the county of Bedford, in the district of Biggleswade, being a building certified according to law as a place of religious worship; was, on the 22nd day of November, 1875, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.

Witness my hand this 23rd day of November, 1875.

Tho. J. Hooper, Superintendent Registrar.

East London Railway Company.

Notice of Intention to Forfeit Shares.

DEFAULT having been made in payment of the amounts due in respect of the shares in the East London Railway Company, the num-

bers of which shares are respectively set out in the Schedule hereto, and the addresses of the registered proprietors of the said shares being unknown to the Directors of the said Company, notice is hereby given, that it is the intention of the Directors of the East London Railway Company, after the expiration of twenty-one days from the date hereof, to declare such of the said shares forfeited upon which, in the meanwhile, the arrears of calls, with interest at the rate of five pounds per centum per annum, shall not have been paid, at the offices of the Company, at No. 3, Great Winchester-street-buildings, in the city of London.—Dated this 26th day of November, 1875.

By Order of the Board,
G. E. Cooper, Secretary.

SCHEDULE.

Numbers of Shares.	Amount of Calls in arrear.
37136 to 37175 inclusive, and 48871 to 48903 inclusive	} £465
36426 to 36440 inclusive	£240
37671 to 37675 inclusive, and 55665 to 55666 inclusive	} £47 10s.
39906 to 39920 inclusive	£150
51454 to 51468 inclusive	£75

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 24th day of November, 1875.

ISSUE DEPARTMENT.

	£	£	
Notes issued	37,380,820	Government Debt	11,015,100
		Other Securities	3,984,900
		Gold Coin and Bullion	22,380,820
		Silver Bullion	—
	<u>£37,380,820</u>		<u>£37,380,820</u>

Dated the 25th day of November, 1875.

F. May, Chief Cashier.

BANKING DEPARTMENT.

	£	£	
Proprietors' Capital	14,553,000	Government Securities	12,512,894
Rest	3,116,446	Other Securities	19,104,628
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts)	3,593,788	Notes	10,022,090
Other Deposits	20,855,153	Gold and Silver Coin	817,027
Seven Day and other Bills	338,242		
	<u>£42,456,629</u>		<u>£42,456,629</u>

Dated the 25th day of November, 1875.

F. May, Chief Cashier

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 13th day of November, 1875.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 23rd day of November, 1875.

Name, Title, and Principal Place of Issue.						Average Amount.
Scarborough Old Bank ...	...	...	Scarborough	...	Woodall and Co. ...	£ 24,701

W. H. COUSINS, Registrar of Bank Returns

Inland Revenue, Somerset House, November 25, 1875.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ending 24th November, 1875.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France ...	7,715	...	7,715	305,001	10,400	315,401
Australia ...	...	9,655	9,655	...	1,486	1,486
Mexico, South America (except Brazil), and West Indies ...	1,090	274	1,364	1,984	147,116	149,100
United States ...	1,515	...	1,515	56,576	342,492	399,068
Other Countries ...	3,326	782	4,108	14,379	2,360	16,739
...
...
...
...
Aggregate of the Importations registered in the Week ...	13,646	10,711	24,357	377,940	503,854	881,794
Declared Value of the said Importations ...	£ 53,320	£ 44,223	£ 97,543	£ 95,304	£ 125,960	£ 221,264

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.	
Sweden ...	...	...	5,229	5,229	...	...	...
Germany ...	...	14,830	150,385	165,215	...	575	575
Holland ...	...	...	...	...	152,000	...	152,000
France ...	...	3,410	2,150	5,560	...	28,716	81,128
Spain ...	...	...	...	...	...	606,757	606,757
Brazil ...	9,077	...	...	9,077	...	...	...
Other Countries ...	1,211	300	...	1,511	1,818	13,267	15,085	
...	
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week ...	10,288	18,540	157,764	186,592	1,818	194,558	687,885	
Declared Value of the said Exportations ...	£ 40,034	£ 73,398	£ 618,600	£ 732,032	£ 500	£ 47,859	£ 175,101	

Ryde and Newport Railway Company.

NOTICE is hereby given, that under and by virtue of the provisions of the Railway Companies Powers Act, 1864, as extended by the 38th section of the Regulation of Railways Act, 1868, and the Railways (Powers and Construction) Act, 1870, an application has been made by the Ryde and Newport Railway Company for a Certificate of the Board of Trade authorizing the said Company to raise additional capital by ordinary or preference shares or stock and debentures or debenture stock.

Printed copies of the proposed draft certificate have been lodged with the Board of Trade, and may be obtained on application at the office of the Company, 21, Great Winchester-street, E.C., and all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting such application may do so by letter addressed to the Secretary of the Board of Trade, on or before the 1st day of January next.

Dated this 17th day of November, 1875.

Edward Lincoln, Secretary, Company's Offices, 21, Great Winchester-street, E.C.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
4013. Inventions.

NOTICE is hereby given, that the petition of William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, praying for letters patent for the invention of "improvements in printing presses,"—a communication to him from abroad by Frederick William Griffith and George Philip Byrne, both of the city and State of New York, United States of America,—was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1875, 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
4026. Inventions.

NOTICE is hereby given, that the petition of William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, praying for letters patent for the invention of "improvements in machinery for making plumbers' traps,"—a communication to him from abroad by Frederick Nelson Du Bois, of the city and State of New York, United States of America, Manufacturer,—was deposited and recorded in the Office of the Commissioners on the 19th day of November, 1875, 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
4036. Inventions.

NOTICE is hereby given, that the petition of Joseph William Reford, of the city, county, and State of New York, in the United States of America, praying for letters patent for the invention of "improvements in distilling apparatus," was deposited and recorded in the Office of the Commissioners on the 20th day of November, 1875, 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—

3638. To Joy Robinson, of Little Lever, and Albert Settle, of Bolton, both in the county of Lancaster, for the invention of "improvements in pin or pirn winding machines."

On their petition, recorded in the Office of the Commissioners on the 20th day of October, 1875.

3770. To Francis Davis Ward, of the firm of Marcus Ward, and Company, of Belfast, in the county of Antrim, Ireland, and of 67, Chandos-street, in the county of Middlesex, for the invention of "improvements in the manufacture of protective paper on which safety, cheques, bills, notes, and other documents may be printed."

On his petition, recorded in the Office of the Commissioners on the 29th day of October, 1875.

3856. To John Charles Ward, of "the Retreat," Haverstock Hill, N.W., in the county of Middlesex, Professor of Music, for the invention of "making available for musical instruments of the pianoforte kind a much lighter frame than is at present used, by applying a new system of stringing & a new action, with novel arrangements as to the key board, and adapting this frame together with a new kind of hinge and an improved appliance for obtaining harmonics mechanically (and also for making jacks), and the adaptation of the concertina finger board for the first time in connexion with any stringed instrument."

On his petition, recorded in the Office of the Commissioners on the 5th day of November, 1875.

3892. To Edward Taylor, of No. 20, St. Mary's-road, Faversham, in the county of Kent, Millwright, for the invention of "a heater for economizing fuel and water for high pressure steam engines."

3894. To William Morgan-Brown, of the firm of Brandon and Morgan-Brown, Engineers and Patent Agents, of 38, Southampton-buildings, London, and 13, Rue Gaillon, Paris, for the invention of "improvements in hose pipe couplings, and in the mechanism for attaching such couplings to hose pipes."—A communication to him from abroad by Andrew Jackson Morse, of Boston, Massachusetts, United States of America.

3896. To William Morgan-Brown, of the firm of Brandon and Morgan-Brown, Engineers and Patent Agents, of 38, Southampton-buildings, London, and 13, Rue Gaillon, Paris, for the invention of "improvements in sewing-machines."—A communication to him from abroad by Alfred Sumner Dinsmore, of Boston, Massachusetts, United States of America.

3998. To John Henry Brown, of 99, Western-road, Brighton, in the county of Sussex, Gentleman, for the invention of "improvements in the construction of appliances for the prevention of sickness arising from the motion of ships and vehicles."

3900. To Emanuel Edward Geflowski, of Camden-road, in the county of Middlesex, for the invention of "improvements in means for cancelling or defacing postage-stamps."

3902. To George Clark, of No. 10, Craven-buildings, Drury-lane, in the county of Middlesex, for the invention of "improvements in the composition, production, and application of bituminous compounds."

3904. To Frédéric Mori, of Halifax, in the county of York, Dentist, for the invention of "new or improved thermo-regulators."
3906. To Edwin Cannington, of the Vauxhall Glass Works, Liverpool, and John Shaw, of the Raven Head Bottle Works, St. Helen's, both in the county of Lancaster, for the invention of "improvements in kilns for annealing glass."
3910. And to James Knowles, of Eagley Bank, Bolton, in the county of Lancaster, for the invention of "improvements in steam engines." On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1875.
3912. To John Spencer, of 5, Euston-road, London, in the county of Middlesex, for the invention of "improvements in Hansom cabs."
3914. To Francis Kenyon, of Westminster, for the invention of "improvements in police and other head dresses."
3916. To Arthur Charles Henderson, of No. 6, Southampton-buildings, Holborn, in the county Middlesex, Patent Agent, for the invention of "an improved warping machine."—A communication to him from abroad by Oliver H. Moulton, of Lowell, Massachusetts, Laura S. Damon, Administratrix of Alexander M. Damon, formerly of Lowell aforesaid, Israel L. G. Rice, of Cambridge, Massachusetts, and Retire H. Parker, of Boston, Massachusetts, all in the United States of America.
3918. To John Henry Storey and Isaac Storey, junior, of Manchester, in the county of Lancaster, Brassfounders, for the invention of "improvements in self-closing taps or valves."
3920. To Henry Deacon, of Appleton House, Widnes, in the county of Lancaster, Alkali Manufacturer, for the invention of "improvements in apparatus for exposing porous materials and currents of gases to mutual reactions."
3924. To Howard William Warden, of the Public Works Department, Bengal, India, for the invention of "improvements in apparatus for igniting and extinguishing a number of gas lamps simultaneously."
3926. To Richard Hunt, of Scarborough, in the county of York, for the invention of "improvements in the means of facilitating transit on steep inclines, and in the apparatus and carriages to be used therefor."
3928. To James Jackson and Thomas Jackson, both of the Spring Field Iron Works, Newton Moor, Hyde, in the county of Chester, Engineers, for the invention of "improvements in the construction of injectors, ejectors, and ejector condensers."
3930. And to Adolf Angst, of Zurich, Switzerland, for the invention of "improved means and apparatus for screwing soles on boots and shoes, applicable also for uniting other thicknesses of leather."
- On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1875.
3932. To William Bruce Thompson, of Dundee, in the county of Forfar, North Britain, for the invention of "improvements in windlasses, part or parts of which are applicable for other purposes."
3936. To Alfred Henry Cramp, of the city and State of New York, United States of America, now of No. 8, Southampton-buildings, London, for the invention of "improved apparatus for playing the game of quoits."
3938. To Campbell Morfit, of Baltimore, in the State of Maryland, in the United States of

- America, but at present of 23, Southampton-buildings, in the county of Middlesex, Consulting Chemist, for the invention of "improvements in the manufacture of dietetic foods."
3940. To Edmond Johnson, of 94, Grafton-street, in the city of Dublin, for the invention of "improvements in ear pendants."
3942. To Benjamin Whitley, of Smethwick, in the county of Stafford, Manufacturer, for the invention of "improvements in machinery for shaping and facing bright screw nuts, and for facing sockets for tubing."
3944. To Thomas Cornforth and John Cornforth the younger, of Birmingham, in the county of Warwick, Manufacturers, and Fredrick Ratcliff and William Henry Ratcliff, of the same place, Engineers, for the invention of "improvements in steam blowing apparatus."
3946. To Henry Kleinau, of King William-street, Strand, in the county of Middlesex, for the invention of "improvements in the manufacture of adhesive seals."—A communication to him from abroad by Adolphe Teysonniere, of Paris, in the Republic of France.
3948. And to William Henry Bliss, of Lewisham, in the county of Kent, for the invention of "improvements in roller skates."
- On their several petitions, recorded in the Office of the Commissioners on the 12th day of November, 1875.
3950. To Thomas Lovell, of the Oude and Rohilkund Railway, Lucknow, in the Indian Empire, but at present of the Junior Athenaeum Club, Piccadilly, in the county of Middlesex, for the invention of "improvements in apparatus for indicating and registering the inequalities or imperfections in the permanent way and rolling stock of railways and tramways."
3952. To Camille Alphonse Faure, of Montford-place, Kennington, in the county of Surrey, Engineer, for the invention of "improvements in steam boilers."
3954. To Thomas Fletcher, of Newton Hyde, in the county of Chester, for the invention of "improvements in apparatus employed for bleaching cotton or other fibrous substances or labrics."
3956. To Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Rue de la Chaussée d'Antin, Paris, France, and 6, Piccadilly, in the county of Middlesex, Patent Agent, for the invention of "means of producing figured surfaces sunk and in relief coloured or not on leather and skin, and of printing therefrom."—A communication from Edouard Charton, a person resident Rue Bayard, Paris, France, aforesaid.
3960. To Henry Tubbs, of Clifton-street, Dane Hill, Margate, in the county of Kent, for the invention of "improvements in roller skates."
3962. And to George Keel, of Birmingham, in the county of Warwick, Hatter, for the invention of "improvements in the construction of roller skates."
- On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1875.
3966. To George Clark, of Number 10, Craven-buildings, Drury-lane, in the county of Middlesex, and Adolphus Frederick Spiller, of Nos. 2 and 3, Warwick-street, Cockspur-street, also in the county of Middlesex, for the invention of "improvements in the manufacture and production of bituminous compounds for the construction of skating rink flooring or paving."

3968. To John Smith Raworth, of Manchester, and Benjamin Alfred Raworth, of Manchester, Engineers, for the invention of "improvements in machines for winding cotton, silk, or other yarns."

3970. To George Nurse, of Pen y Van, near Pontymister, in the county of Monmouth, for the invention of "improved means and apparatus for finishing tin and terne plates."

3972. And to Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in valves for steam engines."—A communication to him from abroad by Gustave Arnoux, of Marseilles, France.

On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1875.

3974. To Fred Isitt, of Bradford, in the county of York, Gentleman, and David Farrer, also of Bradford, in the county of York, Outfitter, for the invention of "improvements in roller skates."

3976. To Richard Theiler and Meinrad Theiler, both of No. 86, Canonbury-road, Islington, in the county of Middlesex, Telegraph Engineers, for the invention of "improvements in electric telegraphs."

3980. To William Boulton, of Providence Foundry, Burslem, in the county of Stafford, Engineer, for the invention of "an improved machine or apparatus for pressing or forming articles in pottery, or in the brick and tile trade."

3982. To Albert Ellis Redstone, of the city of Oakland, in the county of Alameda, State of California and United States of America, for the invention of "printing known as the Redstone card printing press."

3984. To Henry Cherry, of Aston, near Birmingham, in the county of Warwick, Mechanical Engineer, for the invention of "improvements in steam engines and in direct acting steam pumping engines."

3986. And to Joseph Richard Atha, of Ackworth, Professor of Music, and John Terry, of Northampton, both in the county of York, for the invention of "an improved method or means for facilitating the teaching of the pianoforte and similar keyed instruments."

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1875.

3988. To Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "an improved excavating machine."—A communication to him from abroad by Peter J. Stryker, of New Brunswick, State of New Jersey, United States of America.

3990. To Walter MacLellan and John Paterson Smith, of the city of Glasgow, Engineers, for the invention of "improvements in the construction of railway sleeper chairs."

3994. To Peter Jensen, of 33, Chancery-lane, in the county of Middlesex, Engineer, for the invention of "improvements in tubular flues for steam boilers."—A communication to him from abroad by Lewis Benjamin Halsey and Robert Hamilton Deaderick, both of the city and State of New York, United States of America.

3996. To Nathan Thompson, of the city of Brooklyn, in the State of New York, in the United States of America, but at present of 23, Southampton-buildings, in the county of

Middlesex, for the invention of "improvements in rack pulleys for window-blinds."

3998. And to Edward Lock and George Edwin Chapman, of Worship-street, Finsbury, in the county of Middlesex, for the invention of "improved arrangements applicable for the securing and firmly holding together sheets or leaves of paper and other materials."

On their several petitions, recorded in the Office of the Commissioners on the 17th day of November, 1875.

Erratum in Gazette of Tuesday, November 23, 1875

2625. For "Walter" read "Walker."

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 20th day of November, 1875.

3392. William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, for an invention of "improvements in reaping and mowing machines."—The said invention has been communicated to him from abroad by Joseph Nicholson, of Melbourne, Australia.—Dated 14th November, 1872.

3399. Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, for an invention of "improvements in boring and drilling machines."—A communication to him from abroad by Charles Francis Ritchel and Frank Samuel Allen, both of the city, county, and State of New York, United States of America.—Dated 14th November, 1874.

3401. John Fenwick, of Lemington, near Blaydon-on-Tyne, in the county of Northumberland, Moulder, for an invention of "improvements in the construction and in the form of anchors for ships and vessels."—Dated 15th November, 1872.

3402. Daniel Kemp West and Walter West, both of Crown-place, Kentish Town-road, in the county of Middlesex, Civil Engineers, for an invention of "improvements in apparatus for pressing cotton and other materials, and for securing bales, part of which invention is applicable to other machinery."—Dated 15th November, 1872.

3403. Martyn John Roberts, of the city of Bath, Esquire, for an invention of "improvements in engine governors and in apparatus connected therewith."—Dated 15th November, 1872.

3405. Joseph Ré, of Turin (Italy), resident at Paris, Rue d'Université, No. 2, for an invention of "improvements in machinery for manufacturing horse-shoes."—The said invention is a communication from Vittore Vezzoli, resident at Milan (Italy), Corso Portovenesia, 34.—Dated 15th November, 1872.

3407. John Steel, of Glasgow, in the county of Lanark, North Britain, Merchant, for an invention of "an improved personal indicator for offices."—Dated 15th November, 1872.

3408. Thomas Marsh, of Ashton-under-Lyne, in the county of Lancaster, for an invention of "improvements in apparatus for lubricating the spindles employed in machinery for preparing, spinning, and doubling cotton and other fibrous substances."—Dated 15th November, 1872.

3409. Deane Stanley, of Manchester, in the county of Lancaster, for an invention of "improvements in the method of and apparatus for obtaining and applying motive power."—Dated 15th November, 1872.
3410. William Edgar Prall, of the city of Washington, in the District of Columbia, and United States of America, for an invention of "an improved combination and arrangement of devices for supplying the tanks and tenders of locomotives with water."—Dated 15th November, 1872.
3411. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in stench traps, and in apparatus for making the same, and other curved or partly curved articles."—Communicated to him from abroad by Nathan Thompson, of Brooklyn, in the State of New York, United States of America.—Dated 15th November, 1872.
3415. George Tomlinson Bousfield, of Sutton, in the county of Surrey, for an invention of "improvements in machinery for cutting and polishing glass, gems, marble, stones, and other similar hard substances."—Communicated to him from abroad by Charles William Lewis, of New York, in the United States of America.—Dated 15th November, 1872.
3416. Benjamin Miller, of Sheaf Works, Hunslet-road, Leeds, in the county of York, Machinery Merchant, for an invention of "improvements in machinery or apparatus for punching, cutting, shearing, and planing iron or other metals."—Dated 16th November, 1872.
3417. Friedrich Hahn, of Berlin, Germany, now of Finsbury-circus, in the city of London, Professor of Chemistry, for an invention of "improvements in the manufacture of steel and malleable iron, and in furnaces therefor."—Dated 16th November, 1872.
3420. John Zuill Kay, of the firm of Thomas Edington and Sons, of the Phoenix Iron Works, Glasgow, in the county of Lanark, North Britain, for an invention of "improvements in and connected with pipe joints."—Dated 16th November, 1872.
3421. Thomas Bagley, of Birmingham, in the county of Warwick, Varnish Maker, for an invention of "a new or improved varnish."—Dated 16th November, 1872.
3422. John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for an invention of "improvements in refrigerating or freezing apparatus, parts of which improvements are applicable for regulating the flow of fluids generally."—Communicated to him from abroad by Jean Baptiste Java Mignon, and Stainslas Henri Rouart, both of Paris, in the Republic of France, Engineers.—Dated 16th November, 1872.
3424. Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for an invention of "improvements in elastic goring for boots and shoes."—Communicated to him from abroad by Charles Winslow, of Boston, in the county of Suffolk, and State of Massachusetts, United States of America.—Dated 16th November, 1872.
3425. George Hostell Chinnock, of Brooklyn, New York, United States of America, Manufacturer, for an invention of "improvements in sheet-metal cans."—Dated 16th November, 1872.
3426. Isaac Gregg, of the city and county of Philadelphia, in the State of Pennsylvania, in the United States of America, for an invention of "improvements in the manufacture of bricks and in machinery therefor."—Dated 16th November, 1872.
3427. Richard Brooker Jackson, of the firm of Farrow and Jackson, Mechanical Engineers, of Great Tower-street, in the city of London, for an invention of "improvements in racks for bottles."—Dated 16th November, 1872.
3431. Thomas Blocksage, of Dukinfield, in the county of Chester, Brick Manufacturer, for an invention of "improved means for promoting the combustion of fuel, or for lessening the production of smoke in fire-grates or stoves."—Dated 18th November, 1872.
3432. Edward Primerose Howard Vaughan, F.C.S., of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for an invention of "improvements in drawing pens."—Communicated to him from abroad by Eugène Daguin, residing at Paris, in the Republic of France.—Dated 18th November, 1872.
3434. Charles Douglas Chauncy, of Camberwell, in the county of Surrey, for an invention of "improvements in apparatus for cleaning out the grooves of tramway rails."—Dated 18th November, 1872.
3437. Heinrich Edward Wagner, of Copitz, near Dresden, in the Empire of Germany, but at present of No. 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, for an invention of "improvements in paper and parchment."—Dated 18th November, 1872.
3439. James Clifford Morgan, Henry Macaulay, and Francis William Waide, all of Bath Works, Rotherham, in the county of York, Stove Grate Manufacturers and Ironfounders, for an invention of "improvements in water waste preventers."—Dated 18th November, 1872.
3440. Frederick John Cheesbrough, of 15, Water-street, Liverpool, in the county of Lancaster, for an invention of "an improved skate fastening."—Communicated to him from abroad by Edward Lawson Fenerty, of Halifax, Nova Scotia, in the Dominion of Canada.—Dated 18th November, 1872.
3442. Samuel William Worssam, of King's-road, Chelsea, in the county of Middlesex, for an invention of "improvements in machinery for the manufacture of parquetry."—Dated 18th November, 1872.
3444. To Joseph Tall, of Lawson-street, in the borough of Southwark, Builder and Contractor, for an invention of "improvements in constructing the floors and other parts of buildings, and in warming and ventilating the same."—Dated 18th November, 1872.
3446. Carl Dietrich Julius Seitz, of Edinburgh, North Britain, Analytical Chemist, for an invention of "an improved apparatus for and method of treating wood and other similar substances for the manufacture of half stuff and paper."—Dated 19th November, 1872.
3447. Henry Grosvenor, of No. 1, Bridgewater-square, in the city of London, Wholesale and Export Stationer, for an invention of "improvements in the manufacture of bookbinders cloth and imitation leather."—Dated 19th November, 1872.
3448. William Robert Sykes, of Nunhead, in the county of Surrey, and Frank Richard Francis, of New Kent-road, in the same county, for an invention of "improvements in working railway signals, in registering the arrivals and departures of trains, and in the means or apparatus employed therein, part of which invention is applicable to other registering purposes."—Dated 19th November, 1872.

3450. Richard Snape, of Radcliffe, in the county of Lancaster, Overlooker, for an invention of "certain improvements in looms for weaving."—Dated 19th November, 1872.
3452. John Furness, of Church, near Accrington, in the county of Lancaster, for an invention of "improvements in metallic packing for piston rods, valve rods, and other rods or shafts requiring to be similarly packed."—Communicated to him from abroad by James Charles Furness, of Boston, Massachusetts, in the United States of America.—Dated 19th November, 1872.
3459. Peter Kirk, of Workington, in the county of Cumberland, Iron Manufacturer, for an invention of "improvements in apparatus to be employed in connection with rolling mills to facilitate the handling and expedite the rolling of masses of metal."—Dated 20th November, 1872.
3460. Alfred Morgan, of No. 258, South Lambeth-road, in the county of Surrey, Merchant, for an invention of "an improved method for purifying and amalgamating gum resins including kauri gum."—Dated 20th November, 1872.
3464. Edwin Hills, of Warsash, in the county of Southampton, Manufacturing Chemist, and Benjamin Biggs, of No. 3, Laurence Pountney Hill, in the city of London, Merchant, for an invention of "improvements in deodorizing and purifying sewage and other excrementitious matters, and in obtaining certain useful products therefrom."—Dated 20th November, 1872.
3466. Thomas Charles Selby, of No. 183, Drummond-road, Bermondsey, in the county of Surrey, for an invention of "a new shield for the protection of the chest and lungs of animals used for riding or draught purposes from inclement weather."—Dated 20th November, 1872.
3471. Stephen Bourne, of Headstone Drive, Harrow, in the county of Middlesex, Gentleman, for an invention of "improvements in or applicable to screw and other bolts, spindles and shafts, and in nuts, knobs, or handles and fasteners suitable to be used with bolts, spindles, or shafts."—Dated 20th November, 1872.
3472. Charles Edwin Harrison, of South Kensington, in the county of Middlesex, Gentleman, for an invention of "improvements in apparatus for warming or heating the atmosphere in rooms or in other situations or places."—Dated 20th November, 1872.
3473. Charles Weightman Harrison and Alfred Horatio Harrison, both of High Holborn, in the county of Middlesex, Gentlemen, for an invention of "improvements in apparatus for charging or impregnating atmospheric air with vapour of hydrocarbon liquids."—Dated 20th November, 1872.
3471. Henry Aitken, of Falkirk, in the county of Stirling, North Britain, for an invention of "improvements in treating iron ores or iron-stones."—Dated 14th November, 1868.
3484. Andrew McNeil, of Tiverton, in the county of Devon, Engineer, and William Wheaton, of Exeter, in the same county, Merchant, for an invention of "an improved process for the manufacture of salts of ammonia from ammoniacal gas liquor."—Dated 16th November, 1868.
3487. Samuel William Campain, of Deeping St. Nicholas, Spalding, Lincoln, for an invention of "improvements in apparatus to be used, when tilling or working land by steam power."—Dated 16th November, 1868.
3488. John Jones, of Chesnut House, Stratford, in the county of Essex, and Samuel Parker Bidder the younger, of Hillfield, Mitcham, in the county of Surrey, for an invention of improvements in apparatus for breaking down coal, slate, stone and other minerals."—Dated 17th November, 1868.
3492. Gérard Marquis of Montrichard, Ranger, of 2, Rue Ste. Appoline, Paris, Empire of France, for an invention of "improvements in machinery for transmitting motion and for imparting power by liquids of different densities, such as water and mercury."—Dated 17th November, 1868.
3497. Alexander Clark, of Rathbone-place, and of 53, Chancery-lane, both in the county of Middlesex, Engineer, for an invention of an "improved machine for making ginger and other snaps from soft dough."—Communicated to him from abroad by Daniel Morey Holmes, of Williamsburgh, County of King's State of New York, United States of America.—Dated 17th November, 1868.
3501. Charles William Siemens, of No. 3, Great George-street, Westminster, in the county of Middlesex, for an invention of "improvements in apparatus for fastening and adjusting telegraphic line wires."—Dated 18th November, 1868.
3504. Frederick Oldfield Ward, of 6, Hertford-street, Mayfair, London, William Ibotson, of 3, New-inn, London, and Anthony Gapper Southby, of Bulford, in the county of Wilts, Gentleman, for an invention of "improvements in operations, and apparatus for drying down alkaline solutions of extractive matter obtained in preparing vegetable fibrous materials for use in the manufacture of paper, and in recovering alkali therefrom for re-employment."—Dated 18th November, 1868.
3513. Spencer Crighton, of Ashton-on-Mersey, in the county of Chester, and John Taft, of Manchester, in the county of Lancaster, Machinists, for an invention of "improvements in machinery or apparatus for grinding 'cards' of carding engines, and in the method of lubricating the bearings of the said apparatus, applicable also to the lubricating of the bearings of other machinery."—Dated 19th November, 1868.
3517. William Avery, of Redditch, in the county Worcester, Needle Manufacturer, and Albert Fenton, of the same place, Machinist, for an invention of "improvements in needle cases."—Dated 19th November, 1868.
3533. Gilbert Eguillon, of No. 82, Boulevard Sébastopol, Paris, in the Empire of France, for an invention of "improvements in the mode of suspending bells by means of three oscillating levers."—Dated 20th 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 20th day of November, 1875.

3468. James Howard, Agricultural Engineer, and Edward Tenney Bousfield, Engineer, both of Bedford, in the county of Bedford, for an invention of "improvements in the construction of tubular steam boilers."—Dated 14th November, 1868.

In Parliament.—Session, 1876.

Ryde Pier Company.

(Railways between a point south of Simeon-street, and the northern end of Ryde Pier; Abandonment of part of existing Railway; Widening of Pier; Closing of Inner Basin; Bye-Laws; Constables; Use of Locomotive Engines; Sale of Superfluous Lands; Agreements with Corporation of Ryde; Additional Capital; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the Ryde Pier Company (who are hereinafter referred to as "the Company") 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 works hereinafter mentioned, with all necessary approaches and conveniences connected therewith (that is to say):—

(a) A Railway (No. 1), commencing by a junction with the railway of the Company, in the parish of Ryde, at a point 235 yards, or thereabouts, south of Simeon-street, passing under Simeon-street, the Strand, and the Esplanade, and terminating at a point in the parish of Ryde, on the Company's quay, situate at the south end of the pier 21 yards, or thereabouts, measured north-east from the booking-office at the toll-gate station.

(b) A Railway (No. 2) commencing at the last-mentioned point on the quay aforesaid, and terminating on the south-east side of the pier head; and for that purpose to widen and enlarge the existing pier of the Company throughout its whole length, on the eastern side thereof, for the purpose of the said railway, and for the landing, embarking, and accommodation of passengers, animals, and goods.

(c) To widen and enlarge the said pier on the western side thereof, between the head thereof, and a point about 213 yards measured southwards from the northernmost end of the said head, and to enable the Company to lay down and maintain and provide upon the new or enlarged pier, or in connection therewith, such additional stairs, landing places, lines of rails, turntables, station accommodation, sidings, and other conveniences, and to make such alterations in the existing lines of rails upon their pier as they may deem expedient or as the Bill may prescribe.

(d) To close, stop, and fill up the inner dock or basin of the Company in the parish of Ryde, and to close also a portion of the outer or Tidal Basin of the Company in the same parish, and also to close the slipway on the east side and near the north end of the Company's pier, and to appropriate the soil thereof, and to extinguish all rights in respect to the said slipway.

The foregoing works will be in the parishes of Ryde and Saint Helen's respectively, in the Isle of Wight, and in the sea or on the foreshore.

2. To enable the Company, on the completion and opening of the said intended Railway (No. 1), to abandon and cause to be disused, as a railway or tramway so much of their existing railway as lies between the commencement and end of the intended new Railway (No. 1) hereinbefore described, and to authorise the Company to sell and convey, or otherwise dispose of, or to retain and hold for the purposes of their undertaking all or any of the lands and property upon which the

said portion of railway so to be abandoned is situate, and all or any lands adjoining or near thereto used in connection therewith or for the purposes thereof.

3. To enable the Company and the Mayor, Aldermen, and Burgesses of the borough of Ryde (hereinafter referred to as "the Corporation") to enter into and carry into effect contracts and agreements with respect to all or any of the matters to be provided for in the Bill, and to enable the Company to sell or lease, and the Corporation to purchase or take on lease for such consideration or for such rent or annual payment, and upon such terms and conditions as may be agreed upon between the Company and the Corporation, or defined in the Bill, any lands of the Company, and also so much of the said Outer or Tidal Basin as is not intended to be filled up under the powers of the said intended Bill, and of the Quays and Works connected therewith (excepting the Victoria Pier, and the approaches thereto), and to confer on the Corporation all or any powers now vested in the Company, with respect to the levying and recovery of tolls, dues, and charges in respect of the use of the said Outer or Tidal Basin, and of the Quays and Works connected therewith; and the Bill will or may confirm any agreement already made or which hereafter may be made touching any of the matters aforesaid.

4. To enable the Company for all or any of the purposes aforesaid, and for other purposes of their undertaking, to take compulsorily or by agreement, lands, houses, and other property, and to levy tolls, rates, and charges for the use of the said railways, pier, and works.

5. To vest in the Company the usual powers granted to railway Companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railway, pier, and works, to any extent within the limits of deviation to be shown on the plans deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the level shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill, and especially the Bill will enable the Company to lay down lines of rails over and across Simeon-street, the Strand, and the Esplanade, and along Cornwall-street, and to maintain and use the same during the progress of the works to be authorised by the Bill, and to alter the levels of the said streets and Esplanade.

6. To authorise the use of locomotive engines on the railways of the Company already existing or to be constructed under the powers of the Bill, or upon so much thereof as the Bill may define, and for that purpose to repeal the restriction contained in the 38th section of "The Ryde Pier Tramways Act, 1865," and renewed in the 14th section of "The Ryde Pier Railway Extension Act, 1870," and to prohibit the use of motive power other than locomotive engines upon the railways of the Company, and the Bill will for that purpose amend or repeal certain of the provisions of "The Ryde and Newport Railway Act, 1872," and section 84 of "The Ryde Pier Railway Extension Act, 1870," with respect to the Isle of Wight Railway Company.

7. To enable the Company to sell or grant leases of any lands now vested in them, and not required for the purposes of their undertaking, and to enable the Corporation of Ryde and other persons to acquire and hold such lands or any part thereof.

8. To enable the Company to make bye-laws not only with respect to their own officers and servants, and for other purposes mentioned in the 37th section of the original Act of the Company (52 Geo III., cap. 196), but also with respect to persons frequenting Ryde Pier and the approaches thereto, and for the maintenance of order on the said Pier and approaches and other parts of the Company's undertaking, and to enforce the said bye-laws by penalties, and to give to the officers of the Company when in the execution of their duties the powers usually granted to peace officers or constables, and to provide for the swearing in of such officers as constables.

9. To authorize the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes and for the general purposes of their undertaking to raise additional capital by shares or 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.

10. 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 "The Harbours, Docks, and Piers Clauses Act, 1847," and it will amend, extend, and enlarge, or if need be repeal, the powers and provisions of the following and of any other Acts relating to the Company, namely 52, Geo. III. cap. 196, 28 and 29 Vict. cap. 346, 29 and 30 Vict. cap. 303, 30 Vict. cap. 59, and 33 and 34 Vict. cap. 136, and "the Isle of Wight Ferry Act, 1856," and also the Act 35 and 36 Vict. cap. 135, and any other Acts relating to the Ryde and Newport Railway Company, and the Act 23 and 24 Vict. cap. 162, and any other Acts relating to the Isle of Wight Railway Company.

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, 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 Southampton, at his office at Winchester, and with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, 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 Ryde and of Saint Helen's respectively, at their residences, or, if there is no such parish clerk, with the overseer or other parochial officer with whom such documents can be deposited.

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 10th day of November, 1875.

W. E. Ratcliffe, Ryde, Solicitor to the Company.

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

In Parliament.—Session 1876.

Methodist Conference.

(Power to English Conference to delegate certain of its Powers to Conferences in Australasia and in other British Colonies and elsewhere; Confirmation of past Acts relating to Australasia).

APPPLICATION is intended to be made to Parliament in the next session thereof by "the Yearly Conference of the People called Methodists" (hereinafter referred to as the English Conference) for leave to bring in a Bill for the following or some of the following among other purposes:—

1. To enable the English Conference, with such restrictions and in such manner as the Bill shall define, to delegate to or to transfer to and vest in any Conference or Conferences for the people called Methodists already constituted or hereafter to be constituted by the English Conference in Australasia (whereby for the purposes of this notice is meant the Continent of Australia and the several colonies and settlements on the said continent, including New South Wales, South Australia, West Australia, Victoria, Queensland, and also Tasmania, New Zealand, and the Fiji Islands), or in any other colony or dependency of Great Britain, or in any foreign country, such of the powers now vested in the English Conference for the appointment of persons to, and the use and enjoyment by them of any chapels, dwelling-houses, school-houses and premises, and with respect to the tenure and control of any property held in trust for the people called Methodists in the connection established by the late Reverend John Wesley, and situate in Australasia, or in any other colony or dependency of Great Britain or elsewhere.

2. To authorise the English Conference to declare that any persons being members of or admitted into connection with such Conference or Conferences so constituted, or to be constituted, or upon trial for such membership, shall be eligible for appointment to the use and enjoyment of any chapels, dwelling-houses, school-houses, and premises situate within the place or places for which such Conference or Conferences are or shall be constituted, in the same manner and to the same extent as if such persons had been admitted into connection with the English Conference and from time to time approved, and for that purpose duly appointed by the English Conference to the use and enjoyment of such chapel, dwelling-house, school-house, and premises.

3. To ratify and confirm and give legal validity to all acts done by the English Conference with respect to the annual Conferences, and the Triennial General Conference of the Australasian Wesleyan Methodist Connection, and the tenure, use, and enjoyment, and the sale and disposal of property situate in Australasia, held in trust for the people called Methodists, notwithstanding that such acts of the English Conference may not have been in strict accordance with the provisions of the Deed Poll, or Deed of Declaration of the Reverend John Wesley bearing date the 28th day of February, 1784, or with the covenants and directions of any deed of trust founded upon or referring to the said Deed Poll, and to enable the English Conference with respect to Australasia to dispense with any of the conditions, provisions, and directions of the said Deed Poll, or of any Trust Deed founded thereon or referring thereto concerning the appointment of persons to the use and enjoyment of chapels, dwelling-houses, school-

houses, and other property and otherwise; and especially to dispense with any such direction as prescribes or implies that any such chapel, dwelling-house, school-house, and other property, can only be used and enjoyed by persons who are either members of, or in connection with, the English Conference.

4. To enable the English Conference to dispense with the condition of the said Deed Poll, which prescribes or implies that any delegate or delegates appointed by the English Conference pursuant to the said Deed Poll, and for the purposes therein named, must be a member or members of such English Conference.

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, 1875.

Corser, Fowler, and Perks, 147, Leadenhall-street, London, Solicitors.

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

In Parliament—Session 1876.

Thames River (Prevention of Floods).

(Powers to and Obligations upon Vestries, District Boards, and other Local Authorities, and upon Owners, &c., of Property abutting on Thames from the parish of Plumstead to Putney, on the south bank thereof, and from Barking Creek to Hammersmith on the north; Powers to Metropolitan Board of Works and Conservators of the Thames; and other Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill in order to obtain an Act to authorise and require the construction of works, with a view to protecting the lands, houses, and other property situate on or near the banks of the River Thames between the eastern boundary of the parish of Plumstead, in the county of Kent, to the western boundary of the parish of Putney, in the county of Surrey, on the south, and from Barking Creek to the western boundary of the parish of Hammersmith, on the north, from inundation arising from an overflow of the waters or flooding of the said river.

And by such Bill it is intended (amongst other things) to confer upon the Metropolitan Board of Works (who are herein referred to as the Board) full power and authority to require the respective vestries and district boards and other local authorities, within any part of the parishes or districts, and also the respective owners, lessees, and occupiers of, and other persons, interested in any of the wharves, docks, warehouses, mills, houses, lands, inlets, sluices, tidal ditches, and passages for water roadways and other premises abutting on the River Thames between the points before mentioned, to construct and maintain all such works, and to raise and from time to time maintain the walls, sills, works, fences, surfaces, or other defences to such a height and in such manner as may be required by the Board to prevent the waters of the River Thames from flowing over the same.

To empower the Board to do the work themselves in case of any default on the part of the before-mentioned local authorities or persons to obey the direction of the Board, and to enable the Board to recover all costs and expenses which they may incur in carrying out the works from the public body or other person making such default; or the Bill may authorise the

Board in the first instance to do the work themselves, and to charge the whole or some part of the expenses upon the owners, lessees, and occupiers of property which will derive a benefit from the works, and also upon the parishes and districts, or some part or parts thereof respectively, to be defined or provided for in the Bill.

For the purposes aforesaid, to confer all such powers over lands, wharves, docks, and other property, and over streets, roads, public passages, and places, inlets, sluices, tidal ditches, and passages for water, sewers, and drains, as may be expedient or necessary.

To enable the Board, if they see fit, to contribute towards the cost of carrying the intended Act into execution, and to confer upon the Conservators of the River Thames a similar power and also other powers with reference to and for the purposes of the Act.

To empower the Board and any of the before-mentioned local authorities and public bodies respectively to borrow money for any of the purposes of the Bill, and to charge the expenses which may be incurred by them thereunder upon any of the rates which they are respectively authorised to raise, and to apply thereto any of the moneys belonging to them or under their respective control, and also to authorise the said local authorities respectively to levy a special rate or rates within their districts, or some part or parts thereof respectively.

To provide as to the payment and apportionment amongst themselves of any expenses which may be incurred or be payable by owners, lessees, and occupiers under the proposed Act.

To incorporate with the Bill amongst other Acts so much of "The Railways Clauses Consolidation Act, 1845," as relates to the temporary occupation of lands.

To amend and enlarge, so far as may be necessary, the powers and provisions of "The Metropolitan Management Act, 1855," and of the several Acts which have been subsequently passed relating to the Board; also "The Thames Conservancy Acts, 1857 and 1864," and of any other Acts relating to the Conservators of the River Thames, and also of all such other Acts as may be necessary in the attainment of any of the objects of the Bill.

The Bill will alter, vary, and extinguish all such rights and privileges as may be necessary for the purposes thereof.

Dated this 19th day of November, 1875.

J. E. Wakefield, Clerk to the Metropolitan Board of Works, Spring-gardens;

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

In Parliament—Session 1876.

Somerset and Dorset Railway.

(Additional Share and Loan Capital; Powers to Create and Issue Debenture Stock for the purpose of Discharging Arrears of Interest on existing Debenture Stock, and to require the existing Debenture Stockholders to accept it; Priority of new Debenture Stock over existing Debenture Stocks; Abandonment of Colliery Branch and Release of the Parliamentary Deposit; Powers to Commute the Rebate payable to the Poole and Bournemouth Railway Company for a Fixed Annual Payment, or a sum in Gross; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Somerset and Dorset Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to

bring in a Bill for the following, or some of the following, among other purposes, that is to say :

1. To authorise the Company for the purpose of paying and discharging their debts, liabilities, and obligations, and for the general purposes of the Company, to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of Debenture Stock, or wholly or partially by any or either of such means.

2. To authorise the Company, for the purpose of paying off and discharging the arrears of interest payable in respect of the existing No. 2 Debenture Stock of the Company, to create and issue Debenture Stock at such rate of interest as the Bill may prescribe, and to authorise and require the holders of the said No. 2 Debenture Stock in respect of which arrears of interest are payable, to accept the Debenture Stock so proposed to be created and issued in payment and discharge of the said arrears.

3. To provide that the whole or any part of the Debenture Stock to be created and issued under the powers of the Bill shall be a charge upon the undertaking, property, and assets of the Company, ranking in preference and priority to, or on an equality with the existing Debenture Stocks of the Company, or any of them, or any portions thereof respectively.

4. To authorise the Company to abandon and relinquish the construction of the Colliery Branch Railway authorised by the Somerset and Dorset Railway Act, 1873, and to repeal all the clauses and provisions of that Act relating thereto, and to provide for the transfer and payment out of Court of the Stock now in the High Court of Justice (Chancery Division) as security for the completion of the Colliery Branch and of the other railways by that Act authorised.

5. To authorise the Company and the Poole and Bournemouth Railway Company to enter into and carry into effect contracts and agreements for or with reference to the commutation and extinguishment of the sums of money payable by the Company to the Poole and Bournemouth Railway Company by way of rebate or allowance under and by virtue of the agreement dated the 13th day of April, 1874, entered into between those Companies in pursuance of the provisions in that behalf contained in the Somerset and Dorset Railway (Extension to the Midland Railway at Bath) Act, 1871, and the Poole and Bournemouth Railway Act, 1872, or either of those Acts, and for the payment by the Company to the Poole and Bournemouth Railway Company of a fixed annual sum, or a sum in gross, in lieu of and in substitution for all such sums of money payable by way of rebate or allowance, and so far as may be necessary for the purposes aforesaid to modify and if need be annul and declare void the said agreement and any other agreement between the Company and the Poole and Bournemouth Railway Company relating thereto.

6. To sanction and confirm any contract or agreement made or to be made between the Company and the Poole and Bournemouth Railway Company, with reference to the matters aforesaid.

7. 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.

8. To alter, amend, extend, enlarge, or to repeal so far as necessary for the purposes of the Bill the provisions or some of the provisions of the several local and personal Acts following, or some of them (that is to say), 15 Vic., cap. 63; 18 and

19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; 25 and 26 Vic., cap. 225; 27 and 28 Vic., caps. 181 and 223; 29 and 30 Vic., cap. 268; 34 and 35 Vic., cap. 205; 36 and 37 Vic., cap. 251; 37 and 38 Vic., cap. 81; and any other Acts relating to or affecting the Company; 28 Vic., cap. 19; 33 and 34 Vic., cap. 164; 35 and 36 Vic., cap. 62, and all other Acts relating to or affecting the Poole and Bournemouth Railway Company.

9. 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 12th day of November, 1875.

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

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Swansea Harbour.

(Power to Lease Quays, Wharfrage, and other accommodation to Great Western, Midland, and London and North Western Railway Companies, or any or either of them; Powers as to granting Improving Leases; Further Provision as to Preparation and Transmission of Accounts; Power to Issue, &c., Bonds or Mortgages to Married Women; Power to take portion only of any property; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise and effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To enable the Swansea Harbour Trustees (hereinafter called "the Trustees") on the one part, and the Great Western Railway Company, the Midland Railway Company, and the London and North Western Railway Company, or any or either of those Companies on the other part, to enter into and carry into effect contracts and agreements for the leasing to those Companies, or any or either of them, of quay space or wharfrage and railway and other accommodation situate at or near the docks authorised to be constructed by "the Swansea Harbour Act, 1874," and of railway standing room, sidings, and other accommodation and conveniences connected therewith, and to confirm any such contracts or agreements which may have been entered into prior to the passing of the intended Act, and to enable the said Companies, or any or either of them, to appropriate, for the purposes of such contracts or agreements, such portion of their existing capital or of their revenue as may be necessary.

To authorise and empower the trustees for such considerations, at such rents and upon such terms and conditions, and for such periods as may be agreed upon or be prescribed by the intended Act, from time to time to lease for the purposes of building or improvement any lands acquired by them, or which they may have power to acquire or take for the purposes of "the Swansea Harbour Act, 1874," and to lease or grant the use, or occupation of, or easements or rights over or affecting any buildings, wharfs, yards, cranes, machines, or other conveniences provided by them.

To provide, notwithstanding anything in "the Swansea Harbour Act, 1873," or in any other Act or Acts relating to the trustees, or in

"the Harbours, Docks, and Piers Clauses Act, 1847," that the trustees shall only be required to prepare and transmit their annual accounts in the manner provided for by "the Commissioners Clauses Act, 1847."

To make further and other provision with reference to the issue, registration, and transfer of any bonds or mortgages made or issued by the trustees to married women, or women about to be married, for their separate use.

To empower the trustees to purchase so much only of any property as they may require for the purposes of "the Swansea Harbour Act, 1874," without being subject to the provisions of the "Lands Clauses Consolidation Act, 1845," and so far as may be necessary for that purpose to alter, amend, vary, or repeal some or any of the provisions of "the Swansea Harbour Act, 1874."

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act, or such contracts or agreements as aforesaid, and to confer other rights and privileges.

To alter, repeal, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned, that is to say, "the Swansea Harbour Act, 1854;" "the Swansea Harbour Act, 1857;" "the Swansea Harbour Act, 1859;" "the Swansea Harbour Act, 1860;" "the Swansea Harbour Act, 1861;" "the Swansea Harbour Act, 1862;" "the Swansea Harbour Act, 1864;" "the Swansea Harbour Act, 1866;" "the Swansea Harbour Act, 1873;" "the Swansea Harbour Act, 1874;" or any other Act or Acts relating to the trustees; "the Act 5 and 6 William IV., cap. 107;" "the Great Western Railway (West Midland Amalgamation) Act, 1863;" "the Great Western Railway (South Wales Amalgamation) Act, 1863;" "the Great Western Railway (Vale of Neath Amalgamation) Act, 1866," and any other Act or Acts relating to the Great Western Railway Company; the Acts 7 and 8 Vic., cap. 18, and 9 and 10 Vic., cap. 326, and any other Act or Acts relating to the Midland Railway Company Acts relating to the London and North Western Railway Company and their undertaking—viz., "9 and 10 Vic., cap. 204;" "33 and 34 Vic., cap. 112," and any other Act or Acts relating to the London and North Western Railway Company.

On or before the 21st day of December, 1875, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1875.

Lewis Thomas, Harbour Offices, Swansea,
Solicitor for the Bill;

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

In Parliament.—Session 1876.

Mersey Docks and Harbour Board.

(Construction of Piers and other Works at entrance to Canada Basin; Compulsory Purchase of Land; Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mersey Docks and Harbour Board (hereinafter called "the Board"), for leave to bring in a Bill for

effecting the purposes, or some of the purposes following, that is to say:—

1. To authorise the Board to make and maintain the following works, or some of them, or some part or parts thereof respectively, that is to say:—

1. A pier or jetty in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county palatine of Lancaster, to be constructed of open piling erected on concrete, in which culverts for sluicing will be laid extending into the River Mersey in a north-westwardly direction, from the western extremity of the Stone Pier Head, on the north side of the entrance of the Canada Basin, authorised by the Mersey Dock (Liverpool Dock Extension) Act, 1873, for a distance of 270 feet or thereabouts, with a return pier or jetty of open piling, running in a north-eastwardly direction, and terminating against the existing river wall at a point about 420 feet to the northward of the North Pier Head of the entrance of the Canada Basin, as authorised by the Mersey Dock (Liverpool Dock Extension) Act, 1873.

2. A pier or jetty in the townships of Bootle-cum-Linacre, and Kirkdale, both in the parish of Walton-on-the-Hill, aforesaid, or one of them, to be constructed of open piling erected on concrete, in which culverts for sluicing will be laid, extending from the existing south pier head of the entrance of the Canada Basin into the River Mersey for a length of about 400 feet, in a south-westwardly direction, with a continuation to be constructed of open piling, running for a length of about 500 feet in a southwardly direction, parallel to and at a distance of about 220 feet from the existing river wall, with a return pier or jetty of open piling, running in a south-eastwardly direction for a length of about 280 feet, and terminating against the river wall at a point about 1,040 feet to the southward of the South Pier Head of the entrance of the Canada Basin, with three gangways of open piling connecting the said pier or jetty with the river wall,

together with all necessary and proper shipping places, sheds, roofs, watch houses, staiths, jetties, stairs, landing places, stages, quays, gates, entrances, locks, slips, cranes, hydraulic lifts, dolphins, buoys, moorings, mooring chains, roads, sewers, drains, culverts, sluicing apparatus, and other works and conveniences.

2. To authorise the Board to deviate laterally and vertically from the lines and levels of the intended works.

3. To authorise the Board to purchase and take by compulsion, and also by agreement, any lands, tenements, and hereditaments required for the purposes of the intended works, or any easement, interest, or right over or in any lands, tenements, and hereditaments, and to vary or extinguish all public or other rights and privileges incidental thereto or connected therewith.

4. To authorise the Board to apply their corporate funds or their revenue or income for the purposes of the proposed works and of the Bill.

5. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

6. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of

the provisions of the several local and personal Acts of Parliament following, that is to say:— 20 and 21 Vic., cap. 162; 21 and 22 Vic., caps. 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic., cap. 150; 24 and 25 Vic., cap. 188; 26 Vic., cap. 54; 27 and 28 Vic., cap. 213; 29 Vic., cap. 84; 29 and 30 Vic., cap. 103; 30 and 31 Vic., cap. 206; 34 and 35 Vic., cap. 197; 36 and 37 Vic., caps. 143 and 144; 37 and 38 Vic., cap. 30; and 38 and 39 Vic., cap. 19, relating to the Board.

7. And notice is hereby also given, that on or before the 30th day of November, 1875, plans and sections of the intended works, with a book of reference to the plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county, and with the parish clerk of the parish of Walton-on-the-Hill aforesaid, at his residence.

8. 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 19th day of November, 1875.

A. T. Squarey, Dock Office, Liverpool,
Solicitor for the Bill.

J. C. Rees, 13, Great George-street, West-
minster, Parliamentary Agent.

In Parliament, Session 1876.

Wakefield Commons Inclosure.

(Alteration and Repeal of certain Provisions of the Wakefield Inclosure Act, 33 Geo. III, cap. 11 (Private) 1793; Appointment of Commissioners; Rating; Borrowing of Money.)

APPPLICATION is intended to be made 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 amend, vary, or if need be repeal certain of the provisions of the Act passed in the 33rd year of the reign of King George III, cap. 11 (Private), being "An Act for dividing and inclosing the open common, fields, ings, commons, and waste grounds within the townships or graveships of Wakefield, Stanley, Wrenthorpe, Alverthorpe and Thornes, in the parish of Wakefield, in the West Riding of the county of York," and especially the provisions or sections whereof the short titles are respectively "Saving the rights of the lord of the manor," "Power to work mines and satisfaction to be made for damages," "Manner of ascertaining the damages," "Power to raise the satisfaction for damages," and "Buildings not to be erected on Westgate Moor within limited time," and to make other provision for the matters aforesaid.

2. To make provision for payment to the lord of the manor of Wakefield and the lessees of collieries, of compensation for extinguishment of certain rights, powers, and privileges reserved by the Act.

3. To provide for the assessing and levying of rates or assessments, not exceeding an amount to be fixed by the Bill, upon the owners of allotments under the said Act, for discharging any existing legal claim for damages, and defraying of the costs heretofore incurred of litigation arising out of the sections and the costs of obtaining the proposed Bill and incidental thereto, and for the compensation to the lord of the manor and his

lessees of collieries and others and of putting the powers of the Bill into force.

4. To provide also for the appointment of commissioners or trustees and of surveyors and arbitrators and other officers for the purposes of the said Bill.

5. To enable the said commissioners or trustees to borrow money on the credit of the rates to be levied under the powers of the Bill for payment of any compensation to be paid thereunder, and also of any money which they may borrow and interest thereon.

6. To authorise the said commissioners or trustees to agree with the lord or lords of the manor, or his or their lessees or tenants, and any other persons having or claiming to have any right or interest in the subject matter of the said four sections, or in any of them, for varying or extinguishing and purchase of any such right or interest, or part or parts thereof, or otherwise, and to provide that in default of any such agreement, any such right or interest shall be settled and defined by arbitration in a manner to be defined by the Bill.

7. The Bill will vary or extinguish any rights or privileges which may interfere with its objects, and will incorporate with itself certain of the provisions of "the Commissioners Clauses Act, 1847."

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, 1875.

Dated this 12th day of November, 1875.

J. and J. E. Marsden, Wakefield, So-
licitors for the Bill.

Dyson and Co., 24, Parliament-street, S.W.,
Parliamentary Agents.

The Culm Valley Light Railway Company.

NOTICE is hereby given, that the Culm Valley Light Railway Company, a corporation constituted by "The Culm Valley Light Railway Act, 1873," intend to apply for a Certificate of the Board of Trade authorizing the said Company to raise, in addition to the capital already raised under the powers of their special Act, a certain sum or certain sums of money, not exceeding in the whole the sum of £7000, for the purposes of their undertaking, by the issue of new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, or partly in that mode and partly by borrowing on mortgage, at the option of the said Company, and with power to create and issue debenture stock. And notice is also hereby given, that from the date of this advertisement, the said Company will keep in the office of Mr. Richard John Bowerman, situate at No. 4, Gray's-inn-square, in the county of Middlesex, copies of the draft Certificate, as proposed by them, and will furnish there such copies to all persons applying for them, at the price of sixpence each. And notice is further hereby given, that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting this application, may do so by letter addressed to the Secretary of the Board of Trade, on or before the 1st day of January, 1876.—1st November, 1875.

Fred. Pollard, Secretary to the said Culm
Valley Light Railway Company, City-
chambers, Gandy-street, Exeter.

In Parliament.—Session 1876.

Caledonian Railway (Additional Powers).
(Construction of Railways, Reclamation Embankment, Road, and other Works, Diversion of stream and road, and Acquisition of Lands in the Counties of Lanark, Stirling, Edinburgh, Renfrew, and Forfar; Levying of Tolls, Rates and Charges; Abandonment of portion of Authorised Railway in the County of Forfar, and of portion of Reclamation Embankment and Road authorised to be formed by the Commissioners for the Harbour and Docks of Leith; Power to use Rails and other Works at the said Harbour and Docks; Agreements with the said Commissioners and with the North British Railway Company; Extension of time for purchase of Lands and Completion of Railways in the Counties of Lanark and Edinburgh; Additional Share and Loan Capital; Confirmation, subject to certain conditions, of Scheme for Conversion and Consolidation of Guaranteed and Preference Stock and Shares; Definition of Share and Loan Capital and Priorities; 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 (hereinafter called "The Bill") for the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the railways, reclamation embankment, road, diversion of stream, diversion of road, and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other 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 Company's line of railway leading from Buchanan-street, Glasgow, to Coatbridge, at or near the point where that line is joined by the private railway leading therefrom to certain mineral pits near Balornock House, and known as the Robroyston Railway, and terminating at a point on the lands of Hamiltonhill, about 125 yards northward from the junction of the Craighall-road with the Possil-road, where the Hamiltonhill toll-bar formerly stood; which Railway No. 1, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Cadder, Maryhill, and Barony of Glasgow, and the Royal Burgh of Glasgow, in the county of Lanark:

2. A Railway (hereinafter called "Railway No. 2"), commencing by a junction with the Company's line of railway leading from Buchanan-street, Glasgow, to Coatbridge, at a point about 270 yards north-eastward from Germiston House, and terminating by a junction with the Company's Clydesdale Junction Railway, at a point about 350 yards westward from Newton Junction, where the lines of that railway to Hamilton and to Motherwell diverge; which Railway No. 2, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Maryhill, Barony of Glasgow, Springburn, Shettleston, Old Monkland, and Cambuslang, in the county of Lanark:

3. A Railway (hereinafter called "Railway No. 3"), commencing by a junction with Railway No. 2 at a point about 110 yards south-westward from the south-western corner of Mile-End

Distillery, and terminating by a junction with the Company's line of Railway from Milton Junction to Saint Rollox, at a point about 145 yards north-westward from the houses called High Broomfield; which Railway No. 3, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Springburn, Barony of Glasgow, and Maryhill, in the county of Lanark:

4. A Railway (hereinafter called "Railway No. 4"), commencing by a junction with Railway No. 2 at a point about 400 yards south-westward from the bridge which carries the Company's Rutherglen and Coatbridge Branch over the road leading from Foxley Place Tavern to Kenmuir, and terminating by a junction with the said branch at a point about 30 yards westward from the said bridge; which Railway No. 4 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Old Monkland, in the county of Lanark:

5. A Railway or siding (hereinafter called "Railway No. 5"), commencing by a junction with the North British Railway Company's Stobcross Line, at or near the second bridge under that line to the northward of that Company's Partick Station, and terminating at a point about 300 yards northward from the junction of the Crow-road or Jordanhill-street with the turnpike road leading from Glasgow to Dumbar-ton; which Railway No. 5 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Govan and burgh of Partick, in the county of Lanark:

6. A Railway (hereinafter called "Railway No. 6"), commencing by a junction with the Company's Scottish Central main line, at a point about 230 yards southward of the bridge by which that line is carried over the turnpike road leading from Camelon to Bonnybridge, and terminating by a junction with the North British Railway Company's Stirlingshire Midland Junction line, at a point about 860 yards westward of the bridge by which the last-mentioned line is carried over the turnpike road leading from Camelon to Larbert; which Railway No. 6 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Falkirk and county of Stirling:

7. A Railway or siding (hereinafter called "Railway No. 7"), commencing by a junction with the Company's Scottish Central main line, at a point about 500 yards southward from the southern end of the Company's engine shed at Stirling, and terminating at the southern end of that engine shed; which Railway No. 7, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Stirling and Royal Burgh of Stirling, or one of them, in the county of Stirling:

8. A reclamation embankment on the east sands of Leith, commencing at a point on the reclamation embankment in course of construction by the Commissioners for the Harbour and Docks of Leith, about 550 yards eastward from the north-eastern corner of the reclamation embankment already completed round the wet dock called the Albert Dock at Leith, and terminating at a point near to and on the northern side of

the North British Railway Company's Leith and Portobello Branch, about 80 yards eastward from Seafield toll-bar on the turnpike road leading from Leith to Portobello; together with a road adjoining to and on the south-western side of the said intended reclamation embankment, commencing at a point about 130 yards south-eastward from the point hereinbefore described as the point of commencement of that embankment, and terminating by a junction with the said turnpike road at a point about 90 yards eastward from the said toll-bar; together also with a pipe in continuation of the existing pipe for the supply of sea-water to Frithfield baths, extending in a north-easterly direction from the mouth of that existing pipe on the sea-shore to a point on the seaward side of the said intended embankment, about 320 yards from the commencement of the said intended pipe; and another pipe in continuation of the existing pipe for the supply of sea-water to Seafield baths, extending in a north-easterly direction from the mouth of that existing pipe on the sea-shore to a point on the seaward side of the said intended embankment, about 235 yards from the commencement of the said last-mentioned intended pipe: which intended reclamation embankment, road, and pipes, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of South Leith, burgh of Leith, and county of Edinburgh, and in the Firth of Forth, in or ex adverso of the said parish, burgh, and county:

9. A diversion (partly in tunnelling) of the stream called South Calder Water, commencing at a point about 490 yards (measuring in a straight line) eastward from the bridge across that stream called Carfin Bridge, and terminating at a point about 270 yards (measuring in a straight line) eastward from that bridge; and a substitution of embankment for viaduct on the authorised railway, called Railway No. 10 in The Caledonian Railway (Additional Powers) Act, 1873, where it crosses the said stream, from a point about 95 yards northward of the centre of that stream, to a point about 60 yards southward thereof; which diversion of stream and substitution of embankment for viaduct, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Bothwell and Dalziel, in the county of Lanark: and

10. A diversion of the turnpike-road which passes on the eastern side of the Company's Scottish Central main line from Larbert station to Muirhall, commencing by a junction with the road which leads from Larbert to Stenhouse Muir, at a point about 70 yards north-eastward from the bridge carrying the last-mentioned road over the said line near Larbert station, and terminating by a junction with the said turnpike-road from Larbert station to Muirhall, at a point about 400 yards northward from Allanbank; which intended diversion of road and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Larbert, and county of Stirling.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several works hereinbefore described, and of the works and conveniences connected therewith, and also the lands hereinafter described, or part

thereof, and all houses and other property thereon, viz.:—

(1.) Certain lands in the parish of Cadder, and county of Lanark, adjoining to and on both sides of the Company's line of railway which leads from Buchanan-street, Glasgow, to Coatbridge, and extending westward along that line from the turnpike-road which passes over the said line at Stepps Road station to the boundary between the parishes of Cadder and Barony of Glasgow, which boundary crosses the said line about 2,000 yards westward from the said Stepps Road station:

(2.) Certain lands in the parish of Govan, and burgh of Partick, in the county of Lanark, bounded on the east and south by the North British Railway Company's Stobcross line and the station ground of and adjoining that Company's Partick station; on the west by Jordanhill street and the Crow road; and on the north by an imaginary line extending from the Crow road near the farm steading of Broomhill eastward to the second bridge under the said Stobcross line to the northward of the said Partick station; for the purpose of forming a station on the said Stobcross line:

(3.) Certain lands on and adjoining to the foreshore of the Firth of Forth, and in the bed of that Firth, in and ex adverso of the parish of South Leith, Town of Leith, and county of Edinburgh, bounded on the south-western side by the North British Railway Company's Leith and Portobello branch, from a point about 190 yards eastward from Seafield toll-bar on the turnpike road leading from Leith to Portobello, to a point about 1,100 yards (measuring along that branch); north-westward from the said point of commencement of the south-western boundary, and about 150 yards northward from Sea Lodge; on the north-western side by a line parallel or nearly parallel to the eastern side of the Albert Dock at Leith, and at right angles or nearly so to Salamander-street, extending from the said point of termination of the south-western boundary to a point about 480 yards seaward from that termination; and on the north-eastern side by a line extending in a south-easterly direction, at right angles or nearly so to the said north-western boundary for a distance of about 400 yards, and thence to the said point of commencement of the south-western boundary:

(4.) Certain lands in the parishes of Stirling and St. Ninian's, and the Royal Burgh of Stirling, in the county of Stirling, extending along the western side of the Company's Scottish Central Main Line, from the road which crosses that line at the southern end of the Company's engine shed, at Stirling, to near the southmost gasometer of the Stirling Gas Works, and extending along the eastern side of the said line from the said road to about 450 yards northward from the northern end of the said engine shed; with power to stop up and extinguish all rights of way over the footpath which passes through the said respective lands, and under the said line between those lands, without substituting another footpath therefor:

(5.) Certain lands in the parish of Larbert and county of Stirling, extending along the eastern side of the Company's Scottish Central main line from the road which leads from Larbert to Stenhouse Muir for a distance of about 770 yards northward from the said road, and extending along the western side of the said line from the said road to about 800 yards northward of the Company's station-house at Larbert:

(6.) Certain lands in the parish of Falkirk and county of Stirling, extending north-east-

ward along the north-western side of the Company's Scottish Central main line, from the road which crosses the said line near Broomhill Distillery to the road which crosses that line near Cowden :

(7.) Certain lands in the parish of Carlisle and county of Lanark, extending along both sides of the Company's main line between Carlisle and Glasgow, from a point near the post indicating a distance on that line of $83\frac{1}{4}$ miles from Carlisle, to a point about 250 yards north-westward of the post indicating a distance on the said line of $84\frac{1}{4}$ miles from Carlisle; with power to the Company to make additional arches or openings within the said lands under the road which is carried over the said line, near the post indicating a distance of 84 miles from Carlisle, for the purpose of carrying thereunder additional lines of rails in connection with the said line :

(8.) Certain lands in the parish of Cathcart, and county of Renfrew, on the north-eastern side of the Busby Railway, extending from the turnpike-road which crosses that Railway at the Clarkston Station thereon, to about 260 yards south-eastward from the bridge which carries the said turnpike-road over the said railway at the Clarkston Station :

(9.) Certain lands in the parish of St. Cuthbert, and the City, county of the City, and Royal Burgh of Edinburgh, or one or more of them, in the county of Edinburgh, extending along the northern side of the Company's main line from Carlisle to Edinburgh, and of the line which connects that main line near Dalry House with their Granton Branch, from near the signal house at Dalry Junction on the said main line to about 375 yards westward from the said signal-house :

(10.) Certain lands in the parish of Kirriemuir and county of Forfar, extending along the northern side of the Company's Kirriemuir Branch, from near the western end of their station house at Kirriemuir, in an eastward direction, for a distance of about 450 yards :

(11.) Certain lands in the parishes of Barry and Panbride, in the county of Forfar, extending along both sides of the Company's Dundee and Arbroath line, from about 330 yards westward of the footpath-bridge over the said line at Carnoustie Station, to about 240 yards eastward of the said footpath-bridge : and

(12.) Certain lands in the parish of Auchterhouse, and county of Forfar, extending along the southern side of the Company's Dundee and Newtyle line, from the road which crosses the said line at Auchterhouse Station to about 400 yards eastward of the crossing of that line by the said road.

To empower the Company to abandon the construction of that portion of the railway authorised by and called Railway No. 13 in The Caledonian Railway (Additional Powers) Act, 1873, which extends from the commencement thereof, at a point about 150 yards north-eastward from the junction of the existing Carmyllie Railway with the Dundee and Arbroath Railway, called Elliot Junction, to a point two furlongs (measuring along the said authorised railway) from such commencement, and the works connected with the said portion of authorised railway; but reserving the Company's power of acquiring the lands delineated on the plans of the said railway deposited with reference to the said Act, for the purpose of station ground in connection with the said existing railway.

To authorise and require the abandonment of the construction of so much of the Reclamation

Embankment, now in course of construction as aforesaid by the Commissioners for the Harbour and Docks of Leith, as was by The Leith Harbour and Docks Act, 1875, authorised to be formed to the eastward of the point hereinbefore described as the point of commencement of the Reclamation Embankment intended to be authorised by the Bill; and also the abandonment of the road, forty feet wide, authorised by the said Act to be formed along the inside of the Reclamation Embankment by that Act authorised.

To authorise the Company, and the Commissioners for the Harbour and Docks of Leith, and the North British Railway Company, or the Company and either of the two last-mentioned bodies, to enter into agreements with respect to the construction of the Reclamation Embankment, and road adjoining thereto, proposed to be authorised by the Bill as aforesaid; the apportionment among or between the Company and those bodies, or either of them, of the cost of such construction; the abandonment of the hereinbefore described portion of Reclamation Embankment and road both authorised by The Leith Harbour and Docks Act, 1875; and the allotment to the said Commissioners and to the North British Railway Company, or either of them, of a portion or portions of the lands on and adjoining to the foreshore of the Firth of Forth, and in the bed of that Firth, intended to be acquired by the Company as aforesaid under the powers of the Bill, upon such terms and conditions as may be agreed on; and to confirm any such agreements that may have been entered into.

To authorise the Company to use, for traffic of every description, all lines of rails, tramways, sidings, turntables, cranes, machinery, and other conveniences, which now are, or may hereafter be, laid or erected on or along or in connection with the Harbour and Docks of Leith, on payment of such rates, not exceeding those authorised by The Leith Harbour and Docks Act, 1875, as may be charged at the time to other parties in respect of similar use and traffic; and to enable the Company, and the Commissioners for the Harbour and Docks of Leith, to enter into agreements with respect to such use and rates, and to confirm any such agreements that may have been entered into.

To extend the time limited by The Caledonian Railway (Additional Powers) Act, 1873, for the compulsory purchase of lands for the purposes of the railway authorised by and called Railway No. 5 in that Act, commencing by a junction with the Company's Hamilton and Strathaven Railway, and terminating by a junction with the Kilbride Extension of the Busby Railway at East Kilbride, in the parishes of Blantyre, Cambuslang, and East Kilbride, in the county of Lanark; and to extend the time limited by the said Act for completing the said authorised railway.

To extend the time limited by The Caledonian Railway (Wilsontown and West Calder Junction) Act, 1873, for the compulsory purchase of lands for the purposes of the two railways authorised by that Act, the first commencing by a junction with the Company's Wilsontown Branch, near Lower Haywood, and terminating near Doveridge, in the parish of Carnwath in the county of Lanark, and the parish of West Calder in the county of Edinburgh, and the second commencing at the termination of the said first-mentioned railway, and terminating by a junction with the Company's Cleland and Mid-Calder line, in the parish of West Calder, in the county of Edin-

burgh; and to extend the time limited by the last-mentioned Act for completing the said authorised railways.

To confirm, so far as necessary, a scheme for converting and consolidating into certain classes the Guaranteed and Preference Shares and Stock in the capital of the Company, prepared, approved of, and sanctioned under the powers of The Caledonian Railway (Additional Powers) Act, 1875, subject to the proviso that the holders of the deferred ordinary stocks, to be issued under the said scheme, shall not have right to vote at meetings of the Company, nor any other privilege except the contingent right to dividend specified in the said scheme; as also to define and regulate the share and loan capital of the Company, and to define the priorities of the shareholders as intended to be provided for by the said scheme.

To empower the Company to deviate, in the construction of the several railways and other works hereinbefore described, 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 on the said plans, or provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water-pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said proposed railways and other works; to stop up and appropriate the site of that portion of the said turnpike-road from Larbert Station to Muirhall, which is situate between the junction of that road with the hereinbefore mentioned road leading from Larbert to Stenhouse Muir; and the point hereinbefore described as the point of termination of the diversion of the said turnpike-road proposed to be authorised by the Bill as aforesaid; and to vary, for the purposes of the Bill, the provisions of The Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads, and the provisions of The Railways Clauses Act, 1863, with respect to protection of navigation.

To provide that the diversion of the said turnpike-road from Larbert Station to Muirhall, proposed to be authorised as aforesaid, and all other altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form respectively parts of the existing roads, in lieu of portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates, and charges for the use of the said proposed railways and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to raise additional capital for the purposes of the Bill, by the creation and issue of new ordinary and preference shares and stock, or by one or more of

those modes, and by borrowing upon mortgage, or by the creation and issue of debenture stock; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company, and which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water-pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the Company, and all other Companies and corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say,— the several Acts hereinbefore specified; as also The Caledonian Railway Act, 1845, and the several other 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, the 33rd and 34th, the 35th and 36th, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign of Her present Majesty; as also the several Acts recited in The Leith Harbour and Docks Act, 1875, hereinbefore mentioned, so far as the same are not repealed by that Act; 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; as also the Act 7 and 8 George IV. (Local) Chapter 97, intituled "An Act for amending an Act of the 4th year of the reign of His present Majesty, for making and repairing certain roads from Redrow to Peathill in the county of Stirling, and for making and maintaining certain new roads connected therewith," and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company or any other Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several railways, reclamation embankment, road, pipes, diversion of stream, and diversion of road, proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and also the other lands, houses and property in respect of which compulsory powers of acquisition are proposed to be applied for as aforesaid, and sections describing the levels of the said proposed railways, reclamation embankment, road, pipes, diversion of stream, and diversion of road, together with books of reference to the said plans, containing

the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and 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 offices at Glasgow, Hamilton, Airdrie, and Lanark respectively, of the principal Sheriff-Clerk of the county of Lanark; in the offices at Stirling and Falkirk respectively, of the principal Sheriff-Clerk of the county of Stirling; in the offices at Edinburgh and Leith respectively, of the principal Sheriff-Clerk of the county of Edinburgh; in the office at Edinburgh of the principal Sheriff-Clerk of the county of the city of Edinburgh; in the office at Paisley of the principal Sheriff-Clerk of the county of Renfrew; and in the offices at Dundee and Forfar respectively, of the principal Sheriff-Clerk of the county of Forfar; and copies of so much of the said plans, sections, and books of reference as relates to the respective parishes hereinbefore mentioned, and to the royal burghs of Glasgow, Stirling, and Edinburgh respectively, with copies of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows,—that is to say, so far as respects each of the said parishes with the session-clerk of such parish, and if there be a schoolmaster of such parish, then also with such schoolmaster, at the respective residences of such session-clerks and schoolmasters; and so far as respects the said royal burghs respectively with the respective town-clerks of such royal burghs, at their offices in Glasgow, Stirling, and Edinburgh respectively.

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 ninth day of November 1875.

James Kerr, Glasgow;
Grahames and Wardlaw, 30, Great George-
street, Westminster.

In Parliament.—Session 1876.

Caledonian Railway (Grangemouth Harbour).
Construction of Wet Dock and Timber Basin,
Quays, Locks, Cuts or Canals, and other
Works, and Acquisition of Land, and Extension
of Time for Purchase of Land at and
near Grangemouth; Improvement of River
Carron; Additional Share and Loan Capital;
Power to levy Rates, and to enter into Agree-
ments; Alteration of existing Rates and
Agreements; 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 (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the wet dock and timber basin, quays, locks, cuts or canals, and improvement of navigation hereinafter described, or some of them, or some portions thereof, and to make, erect, lay down, provide and maintain all proper embankments, basins, jetties, cuts, locks, opening and fixed bridges, dolphins, gangways, beacons, buoys, lighthouses, sheds, warehouses, rails, tramways, roads, accesses, gates, staiths,

cranes, and other machinery and conveniences in connection therewith respectively, that is to say:—

1. A combined wet dock and timber basin, about 20 acres in extent, to be situate upon the ground to the southward of the River Carron, between the present wet docks at Grangemouth and the mouth of the stream called the Grange Burn, bounded on the north-western and northern side by a line commencing at a point about 80 yards eastward from the southern corner of the present north-east wet dock at Grangemouth, and terminating at a point about 80 yards south-westward from the bridge over the said Grange Burn where it joins the River Carron; on the eastern side by a line commencing at the last-mentioned point and terminating at a point about 190 yards southward from the said bridge; on the southern and south-eastern side by a line commencing at the last-mentioned point and terminating at a point about 190 yards north-eastward from the level crossing of the turnpike-road at Grangemouth Station by the Company's Grangemouth Branch Railway; and on the south-western side by a line commencing at the last-mentioned point and terminating at the point of commencement of the said north-western and northern boundary:

2. A quay around the eastern portion of the said combined wet dock and timber basin, being the portion which is intended to be constructed and used as a wet dock, commencing on the north-western side thereof at a point about 450 yards south-westward from the before-mentioned bridge, and extending along the north-western and northern, the eastern, and the southern and south-eastern boundaries of the said wet dock to a point about 540 yards north-eastward from the said level crossing; with an opening in the eastern side of the said quay for the ship-entrance-lock hereinafter mentioned:

3. A cut or canal, for connecting the said north-east wet dock with the said intended wet dock and timber basin, commencing at a point on the south-eastern side of the said north-east wet dock, about 70 yards north-eastward from the southern corner thereof, and terminating at a point about 50 yards south-eastward from the said point of commencement:

4. A cut or canal, for connecting the said intended wet dock and timber basin with the existing timber basin which is situate on the southern side of and directly connected with the south-west wet dock at Grangemouth, commencing at a point on the south-western side of the said intended wet dock and timber basin, about 180 yards north eastward from the before-mentioned level crossing, and terminating at a point on the north-eastern side of the said existing timber basin, about 70 yards westward from that level crossing, together with a lock within the last-mentioned timber basin at the termination of the said intended cut or canal:

5. A ship-entrance-lock, commencing at a point on the eastern side of the said intended wet dock and timber basin, about 90 yards southward from the before-mentioned bridge over the Grange Burn, and terminating at a point about 120 yards eastward from that bridge:

6. An entrance cut, passing through the river wall, towing path, and footpath along the southern side of the River Carron, commencing at the eastern termination of the said intended ship-entrance-lock, and extending thence in an

easterly direction for about 400 yards to the said river:

7. A quay along the southern side of the said intended entrance cut, commencing at the western end of that cut, and terminating at a point about 135 yards eastward from the said point of commencement:

8. A diversion of the said stream called the Grange Burn, commencing at a point about 390 yards southward from the said bridge over that burn, and terminating in the River Carron, at or near the point hereinbefore described as the termination of the said intended entrance cut: and

9. The dredging, deepening, and improvement of the navigation of the River Carron, from the termination of the said intended entrance cut to the River or Firth of Forth:

As also to empower the Company to acquire, by compulsory purchase or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several works hereinbefore described, and of the works and conveniences connected therewith; and also to acquire by compulsory purchase or by agreement, and to enter upon, take and use, for harbour purposes, the whole or part of the triangular piece of land, and any houses and other property thereon, which lies between the said Grange Burn on the east, the turnpike road before-mentioned on the south, and the said last-mentioned intended cut or canal (No. 4) and the said intended wet dock and timber basin on the north-west and north:

All which intended works, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and the land, houses and other property to be acquired for harbour purposes as aforesaid, will be and are situate in the parishes of Bothkennar and Polmont, in the county of Stirling, and in the river or Firth of Forth, in or ex adverso of those parishes.

To extend the time limited by The Caledonian Railway (Additional Powers) Act, 1873, for the compulsory purchase by the Company of the lands therein described, in the parishes of Bothkennar and Polmont and county of Stirling, and in the Firth of Forth, in or ex adverso of the parish of Polmont, lying along the right bank of the River Carron, near Grangemouth; and of the lands required for the purposes of the railway, in the parishes of Falkirk, Bothkennar and Polmont and county of Stirling, authorised by and called Railway No. 16 in the said Act, commencing by a junction with the Company's Grangemouth Branch Railway, and terminating about 160 yards south-westward from the said bridge over the Grange Burn.

To empower the Company to deviate, in the construction of the several works hereinbefore described, 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 on the said plans or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said works; and to provide that all altered or

diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall as respects tolls (where tolls are exigible on the existing roads), and in all other respects, form respectively parts of the existing roads in lieu of portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To incorporate with the Bill The Harbours, Docks and Piers Clauses Act, 1847, with certain exceptions and alterations to be specified in the Bill, and also certain of the provisions, with alterations to be so specified, of The Railways Clauses Consolidation (Scotland) Act, 1845.

To empower the Company to raise additional capital, for the purposes of the Bill, by the creation and issue of new ordinary and preference shares and stock, or by one or more of those modes, and by borrowing upon mortgage or by the creation and issue of debenture stock; as also to apply towards the purposes of the Bill any capital or funds belonging to or held by or authorised to be raised or borrowed by the Company, and which may not be required for the purposes for which the same were authorised to be raised or borrowed.

To empower the Company to levy and recover tolls, rates, duties and charges for the use of the said wet dock, timber basin, quays, cuts, canals, locks and improved navigation, and of the other works, buildings, rails, machinery and conveniences connected therewith, and for the accommodation of vessels and traffic therein and thereat, and to confer exemptions from the payment of such tolls, rates, duties, and charges.

To alter the tolls, rates, duties, and charges now leviable, in respect of the navigation of the River Carron, and for the use of the existing harbour of Grangemouth, and the wet dock, wharves or quays, timber basins, lights, cranes and other works and conveniences connected therewith; and to alter all agreements between the Company or the now dissolved Company of Proprietors of the Forth and Clyde Navigation, and any other Companies or persons, with respect to such tolls, rates, duties, and charges, including the agreement between the Company and the North British Railway Company, scheduled to and confirmed by The Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, duties, and charges; as also to alter an agreement between the said now dissolved Company of Proprietors, and the now deceased Thomas Earl of Zetland, dated the 17th and 27th days of September and 1st day of October, 1839, with respect to the existing harbour of Grangemouth and wet dock and works connected therewith, the dues leviable in respect thereof, and the appropriation and apportionment of the revenue arising therefrom, and any other agreements with respect thereto entered into between the said Company of Proprietors, and the said Earl or his predecessors in the estate of Kerse, and the provisions with respect thereto contained in the Act 4 and 5 Victoria (Local), chapter 55, intituled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation," or in any other Act of Parliament; as also to enable the Company on the one hand, and the North British Railway Company, the Right Honourable Lawrence now Earl of Zetland, and any other persons

interested in the said existing harbour and works connected therewith and in the said navigation, and in the tolls, rates, duties, and charges leviable in respect thereof, respectively, on the other hand, to enter into agreements with respect to the several matters aforesaid or any of them, and to confirm any such agreements that may have been entered into.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, telegraphic apparatus, harbour, wet dock, works, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company and all other Companies and Corporations, Commissioners, trustees, and persons affected by those objects to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say, the Acts hereinbefore specified, and the several Acts therein recited; as also The Caledonian Railway Act, 1845, and the several other 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, the 33rd and 34th, the 35th and 36th, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign 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 any other Acts recited in any of the beforementioned Acts, or relating to or affecting the Company or any other Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the said proposed wet dock and timber basin, quays, cuts, canals, locks, diversion of stream, improved navigation, and other works hereinbefore described, and the lands, houses, and other property which may be taken for the purposes thereof and of the works and conveniences connected therewith, and also the lands, houses and other property which may be taken for harbour purposes as aforesaid, and sections describing the levels of the said proposed wet dock and timber basin, quays, cuts, canals, locks, diversion of stream, improved navigation and other works, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and 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 offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the

county of Stirling; and copies of so much of the said plans, sections and books of reference as relates to the respective parishes hereinbefore mentioned, with copies of this notice, will, on or before the said 30th day of November, be deposited for public inspection with the session clerks of the said respective parishes, and if there be a schoolmaster of either or of both of such parishes, then also with such schoolmaster or schoolmasters, at the respective residences of such session clerks and schoolmasters.

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 9th day of November, 1875.

James Kerr, Glasgow.

Grahames and Wardlaw, 30, Great George-street, Westminster.

In Parliament.—Session 1876.

Bristol Joint Station.

(Widening of the Railway Bridge in the Parish of Temple, Bristol; Acquisition of Site of Bristol Cattle Market; Removal of Market; Additional Land at Bristol; Additional Capital; 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 Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company, hereinafter in this notice called the Three Companies, or any or either of them, to execute and do the following works and things in the parish of Temple, in the city and county of Bristol, that is to say:—

To widen on the east side, and for the whole length thereof, the bridge whereby the Bristol and Exeter Railway is carried over the River Avon and over the road along the northern bank thereof, which said bridge is situate between the bridge across the said river, known as Bath Bridge or Hill's Bridge, and the Bristol Cattle Market.

To construct and maintain all piers, walls, abutments, embankments, works and conveniences necessary or proper for the purposes of or in connection with the proposed widening.

To widen or narrow, deepen or lessen, the depth of and embank the said River Avon for the purposes aforesaid, and for those purposes to construct works in, over, upon, or within the said river and the banks thereof, at, under, near to, or upon, the site of the said bridge.

To cross, divert, alter, or stop up and interfere with all roads, foot-paths, watercourses, cuts, sewers, drains, and pipes which it may be expedient to cross, divert, alter, stop up, or interfere with for the purposes of the Bill.

To acquire, and, if need be, compulsorily, in the said parish of Temple, lands, buildings, easements, and property, for the purposes of the Bill.

To acquire, by agreement, additional lands, buildings, easements, and property in the said parish of Temple, for the purposes of the Bristol Joint Station, or of the Bill.

To empower the three Companies, or any or either of them, to acquire, and, if need be, compulsorily, the whole or part of the said Bristol Cattle Market; and to enable the three Companies, or any or either of them, on the one hand,

and the trustees of the said market on the other hand, to enter into and carry into effect agreements for, and in relation or incidental to, the acquisition by the three Companies, or any or either of them, of the whole or part of the said market, in consideration wholly or in part of an exchange of lands, of money, and of works, and generally upon such terms and conditions as the parties to such agreements think fit, and for and in relation or incidental to the removal to and the reconstruction of the said market, or some part thereof, on such exchanged lands; and the Bill will or may confirm, with or without alteration, any agreement which may have been or may be entered into, during the progress of the Bill touching the matters aforesaid, or any of them, and will or may enable the said trustees to exercise, with respect to the reconstructed market, all their existing rights, powers, privileges, and authorities.

To authorise and provide for the carrying into effect the objects of the Bill, or any of them, by the Joint Committee appointed under the provisions of the "Bristol Joint Station Act, 1865."

To authorise the three Companies, or any or either of them, to raise further sums of money for all or any of the above purposes by the creation and issue of new shares or stock, and to attach, if they think fit, to all or any such new shares or stock a preference or priority in payment of dividend over the ordinary capitals of the respective Companies, and such other privileges and advantages as may be authorised by the Bill, and to raise further sums by mortgage, bond, or debenture stock, either with or without any new creation of share capital, and to apply the funds which they are respectively authorised to raise by any Act relating to the respective Companies to the purposes of the Bill or any of them.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Markets and Fairs Clauses Act, 1847;" and will alter, amend, and enlarge the necessary powers and provisions of the following Acts (local and personal)—viz., 5 and 6 William IV., cap. 107, and any other Acts relating to the Great Western Railway Company; 6 William IV., cap. 36, and any other Acts relating to the Bristol and Exeter Railway Company; 7 and 8 Victoria, cap. 18, and any other Acts relating to the Midland Railway Company; "The Bristol Joint Station Act, 1865;" 9 George IV., cap. 41; 7 William IV., and 1 Victoria, cap. 85, and any other Acts relating to the said market; and will alter tolls, rates, and duties authorised to be taken by any Acts relating to the three Companies or any or either of them, and will vary or extinguish all rights and privileges which may interfere with the objects of the Bill, and confer other rights and privileges.

Duplicate plans and sections of the proposed works, and duplicate plans showing the lands, houses, and other property sought to be acquired 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 will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace of the city and county of Bristol, at his office at Bristol, and on or before the same day a copy of

the said plans, sections and book of reference and of this notice will be deposited with the parish clerk of the said parish of Temple 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 10th day of November, 1875.

Fussell, Prichard, and Swann, Bristol,
Solicitors;

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

In Parliament.—Session 1876.

Anglesey Central Railway Company.

(Creation of Additional Capital; Powers and Arrangements with reference to existing Mortgages and Debentures, and Debts; Powers as to Settlement with Creditors of the Anglesey Central Railway Company, and as to Revenue of Company; Scheme of Liquidation; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made, in the ensuing session of Parliament, for a Bill (herein referred to as "the Bill") for all or some of the following purposes (that is to say):—

To enable the Anglesey Central Railway Company (hereinafter referred to as "the Company"), to make provisions with respect to, and to define the capital and borrowing powers of the Company. To authorise the Company to raise further moneys for the purpose of their undertaking and for the purposes of the Bill, by the creation of mortgages or debentures, or debenture stock or rent-charges, and by the creation of new ordinary shares or stock, or new preference shares or stock.

To assign to such mortgages, debentures, or debenture stock, or rent-charges, or other capital to be raised by the Bill, or such part thereof as may be requisite, a preference over or to rank *pari passu* with the existing mortgages, or debentures, of the Company, and generally to confer such priorities and privileges on such mortgages, debentures, or debenture stock, or other capital, as regards payment of principal or interest, or dividend, or otherwise, as may be prescribed by or under the provisions of the Bill.

To provide for the cancellation of existing or authorised mortgages or debentures, and the issue of debenture stock or other securities in lieu thereof, and to cancel any part of the share capital, and of any shares forfeited or liable to forfeiture on account of non-payment of calls or otherwise.

To reduce and vary, temporarily or permanently, the interest on the existing mortgages or debentures and other debts of the Company, and to suspend the payments of such mortgages or debentures and other debts, and the interest thereof, and all actions, suits, and proceedings for or with reference to the same, or with reference to the Company.

To provide for the compulsory payment and extinction of the existing arrears of interest or of future interest due on the mortgages or debentures of the Company, and for the payment and extinction of land claims, and of other debts of the Company, by means of mortgages or debenture stock, or rent-charges, or of preference or ordinary shares or stock or otherwise; to authorise and require trustees and others under disability to accept and take payment of their claims and debts in such securities and in such manner all as shall be provided the Bill.

To provide for and regulate the distribution and application of the revenues of the Company, with such priorities and for such period as may be limited by the Bill, and generally to provide a scheme for the liquidation and settlement of the Company's affairs.

To alter the existing prescribed quorum of shareholders necessary to call and to constitute a meeting of the Company, to make new provisions with reference to the meetings of the Company, and to enable holders of mortgages, debentures, or debenture stock to vote at meetings of the Company, and generally to exercise the rights of shareholders or otherwise as shall be prescribed by the Bill.

To vary and alter the rights of mortgagees and creditors and shareholders of the Company, and to vary and extinguish any right or privilege in reference to the undertaking of the Company and its capital and debts, or otherwise, which would interfere with the objects, and to confer other rights and privileges, and to provide for payment of the cost of the Bill.

To repeal, alter, and amend, so far as necessary, the following Acts relating to the Company, that is to say:—"The Anglesey Central Railway Act, 1863;" "The Anglesey Central Railway (Deviation) Act, 1864;" and "The Anglesey Central Railway Act, 1866;" and any other Act relating to the Company.

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

Dated this 5th day of November, 1875.

*Holmes, Anton, Greig, and White, 18,
Abingdon-street, Westminster, Parlia-*

In Parliament—Session 1876.

Caterham and Godstone Valley Railway.
(Incorporation of Company; Construction of Railways in the county of Surrey; and Working Arrangements with the South Eastern, London, Brighton, and South Coast, and the proposed Westerham Valley Railway Companies).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for the purposes following, or some of them (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some 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 Railway (No. 1), commencing in the parish of Caterham, by a junction with the South-Eastern Railway (Caterham Branch), at a point nearly opposite the booking-office at the Caterham Station, and terminating in the parish of Godstone, at a point in a meadow belonging to Sir William Robert Clayton, Baronet, and in the occupation of Edward Skinner, about 88 yards measured in a north-easterly direction from the place where the main road from Godstone to Caterham Station diverges from the Old Roman-road at the north-east corner of Godstone Corner Wood.

A Railway (No. 2), commencing at the termination of Railway (No. 1) before described, and terminating at a point on the stream or ditch forming the boundary between the parishes of Oxted and Limpsfield, about 88 yards south of the public road leading from Oxted Church to Park Farm, Limpsfield.

A Railway (No. 3), commencing in the parish

No. 24270.

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of Oxted, by a junction with Railway (No. 2) before described, at a point on the public road leading from Oxted Parish Church to Oxted village, about 240 yards south-eastward of the said Church, and terminating in the said parish of Oxted, at or near the place on the partly formed Surrey and Sussex Junction Railway, where the said public road from Oxted Church to Park Farm crosses that railway.

The said intended railways, or some or one of them, will pass from, through, or into, or be situated within the parishes and places following, or some of them, that is to say, Caterham, Godstone, Tandridge, and Oxted, in the county of Surrey.

To cross, divert, alter, or stop up, temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and water-courses, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the plans hereinafter mentioned, and also to deviate from the levels, to be shown on the sections, to such an extent as may be necessary to form junctions with existing authorised or proposed railways; to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, to alter existing tolls, rates, and charges, to grant exemptions from the payment of tolls, rates, and charges, and to exercise other rights and privileges.

To enable the Company and the South-Eastern Railway Company, and the London, Brighton, and South Coast Railway Company, and the proposed Westerham Valley Railway Company, now seeking incorporation by Parliament, in the next Session thereof, from time to time to enter into agreements, with respect to the working, use, management, and maintenance of the intended railways and works, or any part or parts thereof, and the supply of rolling stock, and plant, and of officers and servants, for the conduct of traffic thereon; 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 divisions and appropriation of the revenue arising from that traffic.

The intended Act 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" and "The Railways Clauses Acts, 1845 and 1863," and it will, so far as may be necessary for the purposes of the intended Act, amend and enlarge the powers and provisions of the Acts of Parliament relating to the South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, and any Act of Parliament authorising the construction of the Westerham Valley Railway.

Duplicate plans and sections, describing the lines, situation, 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 Surrey, at his office, at the Sessions House, Newington-causeway, in that county, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in which any lands, houses, or other property are intended to be taken, 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 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 intended Act will be deposited in the Private Bill Office, House of Commons, on or before the 21st day of December next.—Dated this 16th day of November, 1875.

Herbert E. Stenning, Godstone, and 25, Bucklersbury, E.C., Solicitor for the Bill.

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

Hythe and Sandgate Gas.

(Application to the Board of Trade under "the Gas and Water Facilities Act, 1870," for a Provisional Order for Powers to Construct and Maintain Works for the Manufacture and Storage of Gas and Residual Products, and to Apply Moneys for the purpose; Sale of Lands, Works, and other property; Amendment of "the Hythe and Sandgate Gas Act, 1868.")

Notice is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next by the Hythe and Sandgate Gas Company (hereinafter called the Company) pursuant to the "Gas and Water Facilities Act, 1870," for a Provisional Order for the following purposes or some of them (that is to say):—

To authorise the Company upon the land hereinafter described) to erect, construct, maintain, continue, repair, enlarge, renew, and use gas works and works connected therewith, with all necessary buildings, gas holders, receivers, retorts, purifiers, meters, and apparatus, works and conveniences for the manufacture and storage of gas and residual products, and at such works to manufacture, store, and sell gas, coke, culm, tar, oil, ammoniacal liquor, and other residual products and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith, and to exercise all such powers, rights, and privileges in connection with the new works as they are now authorised to exercise at their existing works.

The piece of land hereinbefore referred to is a piece of land situate in the parish of Saint Leonard, Hythe, in the county of Kent (upon part of which three unfinished houses are standing), lying near and between the Martello towers, numbered respectively 13 and 14, bounded on the northernmost side by an intended new road of the width of 40 feet, which is now set out for construction, and containing on that side 758 feet on the easternmost and westernmost sides by land the property of Her Majesty's Principal Secretary of State for War, and containing on each of those sides 330 feet, and on the southernmost side by an imaginary line 40 feet or thereabouts from high water mark of ordinary tides, and containing on that side 758 feet.

To authorise the Company to apply to the

purposes of the said Order any capital or funds now belonging to them or which they are authorised to raise under the powers of the Hythe and Sandgate Gas Act, 1868.

To authorise the Company to sell and convey or otherwise dispose of any lands, works, and other property now belonging to them.

To alter, amend, extend, enlarge, and if need be, to repeal the provisions or some of the provisions of the Hythe and Sandgate Gas Act, 1868.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges.

To incorporate with the said Order all or some of the powers and provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice as published, and a map showing the lands proposed to be used for the manufacture and storage of gas and residual products arising from the manufacture of gas, and a plan of the proposed gas works prepared according to the regulations made by the Board of Trade, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, in the said county, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December next, printed copies of the Draft Provisional Order can be obtained by all persons applying for the same, at the price of one shilling each, at the office of Mr. George Wilks, Solicitor, Hythe, Kent.

And notice is hereby further given, that printed copies of the said Provisional Order when made by the Board of Trade, can be obtained at the before-mentioned office by all persons applying for the same, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the said Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th day of January, 1876, and copies of any such objections must at the same time be sent to the Company at the office of the said Mr. George Wilks, Hythe.

Dated this 12th day of November, 1875.

George Wilks, Hythe, Kent, Solicitor for the Company.

Poole Corporation Gas.

(Application to the Local Government Board for a Provisional Order for Power to construct and maintain Gas Works in Poole, and to supply the Borough of Poole with Gas, and to acquire Lands by agreement).

NOTICE is hereby given, that application is intended to be made to the Local Government Board on or before the 23rd day of December next, by the mayor, aldermen, and burgesses of the borough of Poole (hereinafter called "the Corporation,"), for a Provisional Order under "the Public Health Act, 1875," and "the Gas and Waterworks Facilities Act, 1870, and 1873," some or one of them, to effect or authorise the undertakers to effect the following, or some of the following, among other purposes, viz:—

1.—To purchase, take on lease, or otherwise

acquire by agreement, the lands following (hereinafter called the Gas Lands), or some part thereof, and all houses and buildings, viz.,—all that piece or parcel of land containing about two acres or thereabouts, being part of an allotment, No. 132 on the map E., annexed to the award of the Commissioners acting under an Act of Parliament passed in the 45th year of the reign of His Majesty George the 3rd, intituled an Act for enclosing lands in the parish of Great Canford, in the county of Dorset, and in the town and county of the town of Poole, and which allotment was awarded to the mayor, aldermen, and burgesses of the borough of Poole by their then title of the mayor, bailiffs, burgesses, and commonality of the said town and county of the town of Poole, which piece of land proposed to be taken, is situate in the parish of St. James, in the town and county of the town of Poole, and is bounded on the north, south, and west sides thereof by other portions of the said allotment, and on the east side by a road leading from Poole to the recently erected Borough Hospital.

2.—On the gas lands, to construct, maintain, and continue, and from time to time to alter and enlarge, retorts, gas holders, purifiers, meters, apparatus, and works for the manufacture and storing of gas and of coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the gas lands to make and store gas, and to manufacture coke, coal, tar, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to sell and dispose of the same at the works and elsewhere.

3.—To purchase, take on lease, or otherwise acquire by agreement, for the purposes of the undertaking, other lands and hereditaments in the parishes or townships and places named in this notice, or any easements or rights in or over the same.

4.—To supply gas for public and private purposes within the parishes, townships, and places following (that is to say), Poole, Hamworthy, Great Canford, otherwise Canford Magna, St. James, the tything of Longfleet, the tything of Parkstone, and the borough of Poole, all in the town and county of the town of Poole, and the county of Dorset, or in one of such counties.

5.—To lay down pipes and other works and apparatus in, under, across, or along, and to divert, break up, alter, to stop up, either temporarily or permanently, streets, roads, highways, bridges, railways, tramways, sewers, drains, rivers, watercourses, paths, passages, and places within the parishes, townships, and places aforesaid.

6.—To levy rates, rents, and charges for the supply of gas within the limits of supply, and for the purposes of the undertaking to borrow moneys on the security of such rates, rents, and charges, and on the lands, tenements, and other property of the Corporation, and to apply the Borough Fund in aid of the undertaking, and to define and regulate the supply of gas, and to prevent the waste, illegal use, abstraction, or misuse and wrongful use of the gas, and to adopt proper and needful regulations in reference thereto, and to inflict penalties upon, or otherwise punish persons guilty of any such wrongful act.

7.—To take, hold, use licences or authorities under letters patent for the use of inventions relative to the manufacture, conversion, utilis-

ation, and distribution of gas and residual products and materials.

8.—To incorporate with the provisional order, "the Gas Works Clauses Act, 1847," and "the Gas Works Clauses Act, 1871," or some part thereof.

9.—On or before the 30th day of November, 1875, a map of the gas lands, and a plan and section of the proposed works thereon, with 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 Poole, at his office in Poole, and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, and at the office of the Local Government Board, Whitehall, London.

10.—On and after the 23rd day of December next, printed copies of the Draft Provisional Order may be obtained; at the price of one shilling each, at the town clerk's office at Poole, and at the offices of the undersigned, Messrs. Marriott and Jordan.

11.—All persons desirous of making any representation to the Local Government Board, or of bringing before them any objection respecting the proposed application for a Provisional Order, may do so by letter, addressed to the Secretary of the Local Government Board, Whitehall, London, on or before the 15th day of January now next ensuing, and such persons must, at the same time, send copies of their objections to the undertakers, at the office of their Solicitor, H. W. Dickinson, Esquire, Town Clerk, Poole.

12.—Printed copies of the Provisional Order, when settled and made by the Local Government Board, will be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Dorset, and for the town and county of the town of Poole, and will also be deposited at the office of the Local Government Board aforesaid, and may be obtained at the price of one shilling each by all persons applying for them at the town clerk's office, Poole, or at the office of the undersigned Messrs. Marriott and Jordan.

Dated this 13th day of November, 1875.

H. W. Dickinson, Town Clerk, Poole,
Solicitor for the Corporation.

Marriott and Jordan, 3, Westminster
Chambers, Victoria-street, Westminster,
Parliamentary Agents.

Board of Trade.—Session 1876.

Neath Water Company
Application under "The Gas and Water Facilities Act, 1870," to the Board of Trade for a Provisional Order authorising the Raising of Additional Capital and Amendment of Acts.

THE Neath Water Company (hereinafter referred to as "the Company") intend to apply to the Board of Trade under "The Gas and Water Facilities Act, 1870," for a Provisional Order (to be confirmed by Parliament in the next session) for the following or some of the following among other purposes:—

To enable the Company to raise additional capital for the purposes of their undertakings as authorised by "The Neath Water Supply Act, 1861," and "Neath Water (Extension) Act, 1865," by the creation and issue of new shares or stock, and by borrowing on mortgage, and by the creation and issue of debenture stock, or by some of such means, with power to attach to such new shares or stock, or some of them, or some part thereof, such preference or priority in the payment of interest or dividend, and other rights, privileges, and incidents as may be autho-

rised or prescribed by the intended Order, and so far as may be necessary for the purposes aforesaid to alter, amend, and extend the provisions of the said existing Acts or some of them.

To enable the Company to supply to their Briton Ferry undertaking water in bulk from their Neath undertaking, and for the purposes of such supply to amalgamate the said undertakings and to enable the proprietors in the said undertakings to enter into agreements jointly to furnish such supply.

A copy of this advertisement will on or before the 30th day of November next be deposited at the office of the Board of Trade, Whitehall-gardens, and with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and on or before the 23rd day of December next a printed draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, and copies of the said Draft Provisional Order when so deposited, and of the Provisional Order when made, may be obtained at the price of one shilling for each copy, at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster, and of Messrs. Dyson and Co., Parliamentary Agents, 24, Parliament-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the proposed application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and a copy of their objections must at the same time be sent to the Promoters through their Solicitors or Parliamentary Agents above named.

Dated this 26th day of November, 1875.

Baxters and Co., 5 and 6, Victoria-street,
Westminster, Solicitors;

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

In Parliament.—Sessions 1876.

Ramsgate Local Board.

(Purchase of Gas and Water Works)

(Transfer to the Local Board of Ramsgate of so much of the Undertaking of the Isle of Thanet Gas Light and Coke Company as lies within the parishes of Ramsgate and Saint Lawrence, in the Isle of Thanet, in the county of Kent, and of the Undertaking of the Company of Proprietors of the Ramsgate Waterworks; Powers to the Local Board and those Companies respectively to enter into Agreements; Powers to the Local Board to carry on undertakings and to Manufacture Gas and to supply Gas and Water, to break up Streets, to levy Rates and Charges, to alter Rates and Charge; to grant Annuities, and issue Debentures; to borrow Moneys; sinking Funds; winding-up and dissolution of Water Company; provisions for disposal of purchase-moneys and securities for Gas and Water Undertakings; power to Public Works Loan Commissioners to lend money for Gas purposes; regulations relating to supply of Gas and Water; Incorporation, Repeal, 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 Local Board for the District of Ramsgate, in the Isle of Thanet, in the county of Kent (hereinafter called "the Local Board") for leave to bring in a Bill for the following, or some of the following amongst other purposes—hat is to say:—

1.—To confer upon the Local Board all needful powers for lighting with gas or by any other means of artificial illumination, and for supplying with water their district of Ramsgate and the parishes of Saint Lawrence and Minster, all in the Isle of Thanet, in the county of Kent, or some or one of them, or some part or parts thereof respectively.

2.—To authorise the Local Board to purchase by agreement or compulsion, and to transfer and vest, or provide for the transfer and vesting to and in them of so much of the undertaking, lands, estates, buildings, works, mains, pipes, machinery, apparatus, plant, property, rights, powers, easements, and privileges of or belonging to or held and possessed by or on behalf of the Isle of Thanet Gas Light and Coke Company (hereinafter called "the Gas Company") as are contained in or are exercisable within the several parishes of Ramsgate and St. Lawrence, in the said Isle of Thanet, or in one of such parishes, or some parts or part thereof respectively, and to authorise and require the Gas Company to sell and transfer the same respectively, or some parts or part thereof, for such price and consideration, and upon and under such terms, conditions, and stipulations as have or may prior to the passing of the intended Act be agreed upon, or as may be settled by arbitration or otherwise, or as may be expressed or contained in or provided for by the Bill.

3.—To authorise the Local Board to purchase by agreement or compulsion, and to transfer and vest, or provide for the transfer and vesting to and in them of the undertaking, lands, estates, buildings, waters, streams, springs, works, mains, pipes, machinery, apparatus, plant, property (both real and personal), rights, powers, easements, and privileges of or belonging to, or held and possessed by or on behalf of the Company of proprietors of the Ramsgate Water Works (hereinafter called "the Water Company"), and to authorise and require the Water Company to sell and transfer the same respectively, or some part or parts thereof, for such price and consideration, and upon and under such terms, conditions, and stipulations as have or may prior to the passing of the intended Act be agreed upon, or as may be settled by arbitration or otherwise, or as may be expressed or contained in or provided for by the Bill.

4.—To enable the Local Board, subject to the provisions of the Bill, to maintain, improve, renew, alter, extend, and enlarge the gas works and gas undertaking to be acquired as aforesaid, and also to maintain, improve, renew, alter, extend, and enlarge the existing water works of the Water Company, and to carry on that part of the undertaking of the Gas Company to be acquired as aforesaid, and also the undertaking of the Water Company, whether within or beyond the limits of the district of the Local Board, and for any or all of such purposes respectively, to break up and interfere with any highways, streets, roads, and places in the several parishes aforesaid, or either of them, and from time to time to lay, relay, take up, remove, and repair reservoirs, conduits, and other works, mains, pipes, syphons, pillars, and other apparatus and things.

5. To manufacture and supply gas within and throughout the said parishes of Ramsgate and St. Lawrence respectively, or any part or parts thereof, whether within or beyond the limits of the Local Board, and to manufacture, convert, utilise, and distribute the materials and residual products resulting or obtainable from the manufacture of gas, including the manufacture of

chemicals, and to sell or to otherwise dispose of such residual products, matters, and things.

6. To enable the Local Board to supply with water for public, sanitary, private, trade, manufacturing and shipping purposes their district, and the said several parishes of St. Lawrence and Minster, or one of them, or some part or parts thereof.

7. To enable the Local Board to manufacture, purchase, hire, sell, let, or otherwise deal in and supply meters, fittings, and other apparatus, articles, and things, used in the manufacture, sale, or supply of gas, or in the sale, supply, and consumption of water, and to have and exercise all or any of the powers, rights, authorities, and privileges of the Gas Company in connection with their gas undertaking in the said several parishes of Ramsgate and Saint Lawrence, or one of them, or some part or parts thereof, and of the Water Company in the said several parishes of Ramsgate, St. Lawrence, and Minster, or some or one of them, or some part or parts thereof, in as full and ample a manner in all respects, as the Gas and Water Companies respectively could or might have exercised the same respectively, and also such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid as may be necessary, proper, and convenient, for the Local Board to have and exercise, whether the same are or are not usually conferred upon a local board, or sanitary authority empowered to construct and maintain gas works and waterworks, and to supply gas and water, and are or are not necessarily incidental to such construction and maintenance of gas works and waterworks, or either of them, the manufacture of gas and the supply of gas and water, but the provisions and enactments (if any) in force, with reference to the limitations of the profits of the Gas and Water Companies respectively, shall not apply to the Local Board, after the proposed transfers respectively.

8. To authorise the Local Board on the one hand, and the Gas Company and the Water Company respectively, on the other hand, to enter into agreements as to the several matters contained or referred to in this notice, or any of them.

9. To provide for the winding up of the affairs of the Water Company, and for the distribution of the purchase money or allocation of the annuities, or other securities or consideration to be issued in payment for, or satisfaction of the transfer of their said undertaking and of the Water Company's other assets amongst the shareholders or other persons entitled thereto, and to dissolve the Water Company.

10. To empower the Local Board to supply gas and water, or either of them, by agreement, to persons outside their prescribed limits of supply.

11. To authorise the Local Board to supply gas and water or gas or water to any and every local board, sanitary, or local authority, public body, company, or persons in the said parishes or district, of Ramsgate, Saint Lawrence, and Minster, or any of them, in bulk or otherwise, for public and private purposes, and to enable the Local Board, and every such sanitary or local authority, public body, company, or persons, from time to time to enter into contracts and agreements with respect to the supply of gas and water, or gas or water in bulk or otherwise, for public, sanitary, or private purposes, and to confer upon all such authorities, bodies, companies, and persons, all such powers as to the levying of rates within the districts under their

respective control, the borrowing of money on mortgage or otherwise, as may be requisite for enabling them respectively to carry into effect any such contract or agreement, and to apply to any such contract any rates, funds, or moneys, levied, borrowed, or otherwise raised, or over which they have control.

12. To authorise the Local Board to levy rates, rents, and charges, for and in respect of the supply of gas and water, or gas or water, and meters, fittings, and apparatus, in addition to any rates, rents, and charges, which they are now authorised to levy, and to alter, and if need be increase the existing rates, rents, and charges for gas and water respectively: and for the purposes of the Bill to levy within the district of the Local Board increased general district rates or other rates, a special or other rate or rates, for the purposes of, or in connection with, the objects of the said Bill, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

13. To hold and acquire patent rights or licences to use patent rights in relation to the manufacture and distribution of gas, or other means of artificial illumination, and the utilisation of residual products, and to exercise all or any of the powers and authorities usually conferred upon gas companies and water companies, local boards, or other local authorities who supply gas or water, or which may be necessary or convenient in carrying into execution any of the objects of the Bill.

14. To provide for ensuring to every house within the district of the Local Board which can be supplied by gravitation from the existing waterworks, or from the waterworks for the time being 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.

15. To confer upon the Local Board powers to make special provisions and regulations to prevent the fouling of water or the waste of gas and water, respectively supplied by them.

16. To authorise the Local Board for all or some of the purposes of the Bill to create, grant, and issue annuities, debentures, debenture stock, rent-charges, and other securities, and to apply any moneys arising from the rates, or any of the rates levied or leviable by them, under the powers of the intended Act or otherwise, or any moneys borrowed or authorised to be borrowed upon the credit of such rates, or any of such rates, and any funds, revenue, property, or money, belonging to them or under their control, or which they may acquire under the powers of the Bill, and any revenue to arise under the Bill, and for the purposes aforesaid, to borrow and from time to time re-borrow further moneys upon such security as may be defined in the Bill, and to levy additional rates, whether general or special, and to apply the rates, rents, and profits of the gas undertaking to the purposes of the Local Board.

17. To provide for the redemption of any annuities, debentures, rent-charges, or other securities, or consideration to be granted or paid in respect of the acquisition of so much of the said gas undertaking as is hereinbefore referred to, and of the said water undertaking, and for the repayment of borrowed money, and for the renewal of works, plant, machinery, and apparatus, and for these and other purposes to provide a sinking fund or sinking funds, and to fix the amount thereof and mode of application of the same.

18. To alter, vary, or extinguish all rights and

privileges which would or might in any manner impede or interfere with any of the objects of the Bill, and to confer upon the Local Board such further and other rights, powers, and privileges as may be necessary or expedient for effecting the several objects of the Bill or in relation thereto.

19. To authorise and empower the Public Works Loan Commissioners to advance and lend to the Local Board moneys for the acquisition of the gas undertaking, and for improving, extending, maintaining, and carrying on the same, and for any of the objects and purposes hereinbefore mentioned in connection with or relating to the gas works and the supply of gas by the Local Board.

20. To incorporate with, or apply to the purposes of the Bill, all or some of the provisions of "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," "The Commissioners Clauses Act, 1847," "The Waterworks Clauses Act, 1847 and 1863," "The Public Health Act, 1875," "The Public Works Loans Act, 1875," and "The Local Authorities Loans Act, 1875," or wholly or partially to exempt the Local Board from any of the provisions of those Acts, or either of them, or to modify or vary the same with reference to all or any of the objects of the Bill.

21. To alter, amend, enlarge, or repeal, all or some of the powers and provisions of the several Local and Personal Acts following (that is to say), 5 Geo. 4, cap. 75, and all other Acts relating to the Isle of Thanet Gas Light and Coke Company, 5 Wm. 4, cap. 6, and all other Acts relating to the Company of Proprietors of the Ramsgate Waterworks, 1 and 2 Vic., cap. 70, intituled "An Act for better Paving, Lighting, Watching, and Improving the parish of Ramsgate, in the county of Kent, and for regulating the police thereof," and all other Acts relating to the Commissioners for executing such last-mentioned Act, the 32 Geo. 3, and all other Acts relating to Ramsgate Harbour.

22. 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 tenth day of November, 1875.

E. W. Cooper, 4, Westminster Chambers, Victoria-street, S.W., Solicitor and Parliamentary Agent.

In Parliament—Session 1876.

Great Western and Bristol and Exeter Railway Companies.

(Amalgamation of the two Companies; Lease of Bristol and Exeter Railway to Great Western Railway Company, and other powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the following purposes, or some of them (that is to say):—

To amalgamate, from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the Bristol and Exeter Railway Company with and into the Great Western Railway Company (hereinafter called "the Company"), and to provide for the union and consolidation into one undertaking of the undertakings of the Great Western and Bristol and Exeter Railway Companies (hereinafter called the two Companies) respectively, so that the undertakings, including, among others, railways, canals, docks, land property, estate and

effects, rights, powers and privileges, liabilities and obligations of what nature or kind soever, and whether, with reference to the separate undertakings, works, or property of the said two companies respectively, or to the undertaking, works, or property of any other company, body, or persons, in which the two companies respectively, or either of them, may have any interest, and whether, with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties, or otherwise, vested in and belonging to, or exercised or enjoyed by, or attaching to the said two companies, jointly or severally, or jointly with any other company, at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the said intended Act) be vested in and belong to, and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, and with or without the reservation to each or any class of proprietors in the companies when amalgamated of any exclusive rights or privileges.

To provide upon such amalgamation for the dissolution of the Bristol and Exeter Railway Company as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors; and for the appointment, resignation, and retirement of and other arrangements with respect to directors, officers, and servants, and for regulating, fixing, and enlarging and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors, as amongst themselves, in the capital and debenture stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said two companies, jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union or amalgamation.

To provide for the mortgage or bond or other debts of the two companies respectively, and the security of the respective creditors.

To provide for the lease of the undertakings of the Bristol and Exeter Railway Company, or any part or parts thereof, to the Company, or for the use by them of those undertakings, or any part or parts thereof, upon such terms and conditions, and for such term or terms as may have been or may be agreed upon, or as may be fixed by or under the provisions of the Act, and for the exercise by the Company during the term or terms of any such lease of all the powers, rights, and privileges of the Bristol and Exeter Railway Company, whether with reference to their own undertakings or any part or parts thereof, or those of any other companies or persons, or any of them, and to enable the Company to exercise and enjoy all such powers, rights, and privileges, and all powers, rights, and privileges as may be conferred on the Company under or by virtue of any agreement for the user of the undertakings of the Bristol and Exeter Railway Company, or any part or parts thereof as aforesaid.

To provide for the division and appropriation of the tolls, rates, and charges arising from traffic carried or worked by the Company and the Bristol and Exeter Railway Company, or either of them, and of other receipts and revenues, and as to the hire and use of rolling stock.

To confirm or provide for the confirmation of

any agreement made between or on behalf of the two Companies, and of any acts done by them, or either of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act, and to authorise agreements between the two Companies.

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

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the intended Act, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal in giving effect to the objects and provisions of the intended Act, or any of them, and especially of the following and of any other Acts relating to or affecting the Great Western Railway Company and their undertaking, videlicet:—5 and 6 William IV., cap. 107; Great Western Railway Act, 1851; Great Western Railway (Birmingham and Chester Railways) Act, 1854; West Midland and Severn Valley Companies Act, 1861; West Midland (Additional Works) Act, 1862; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; Great Western Railway (Vale of Neath Amalgamation) Act, 1866; Great Western Railway (Wycombe Railway Transfer) Act, 1866; Great Western Railway (Various Powers) Act, 1867; Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870; London and North Western (Additional Powers) Act, 1870; Great Western Railway (Additional Powers) Act, 1871; Great Western Railway Act, 1872; Great Western Railway (Swansea Canal) Act, 1872; and Great Western Railway Acts, 1873 and 1874. Also of the following and of any other Acts relating to the Bristol and Exeter Railway Company, and their undertaking, videlicet (local and personal Acts), 6 William IV., cap. 36; 1 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., caps. 88 and 155; 7 and 8 Vict., cap. 68; 9 and 10 Vict., caps. 181, 335, and 402; 11 and 12 Vict., caps. 28, 77, 82, and 95; 14 Vict., cap. 22; 15 Vict., cap. 9; 18 Vict., cap. 63; 18 and 19 Vict., cap. 182; 23 and 24 Vict., cap. 92; 25 and 26 Vict., cap. 21; 26 and 27 Vict., cap. 60; 27 and 28 Vict., caps. 181 and 184; 28 and 29 Vict., caps. 42, 97, 98, and 132; 29 and 30 Vict., caps. 96, 115, and 148; 30 and 31 Vict., cap. 130; 31 and 32 Vict., cap. 65; 32 and 33 Vict., cap. 63; 34 and 35 Vict., cap. 101; 37 and 38 Vict., cap. 23; and 38 and 39 Vict., cap. 127.

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

Dated the 16th day of November, 1875.

Fussell, Prichard, and Swann, Bristol.

R. B. Nelson, 20, Abingdon-street, Westminster, Solicitors.

In Parliament—Session 1876.

Thames Floods' Prevention.

(Power to Use Lands on the Banks of the River Thames for the Accommodation of Flood Waters; Levying of Rates and Raising of Money; Incorporation of Company or Constitution of Commissioners; Powers to the Metropolitan Board of Works and the Thames Conservators; Agreements with those 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 all or some of the following purposes, that is to say:—

1. To provide temporary accommodation for receiving the extraordinary flood-waters of the River Thames, and for that purpose to partially disembank so as to make available for water storage, or otherwise use and appropriate during such periods and at such times as may be prescribed or provided for by the intended Act, the following basins or areas, that is to say:—

No. 1. A basin or area embracing such portions of the three marshes known as Rainham, Wennington, and Aveley, in the several parishes so named, in the county of Essex, as are bounded on the west or north-west by the existing embankment on the east side of Rainham Creek, on the west and south by the existing embankment on the northern bank of the River Thames, on the east by the existing embankment which protects on the west side the Royal Magazine at Purfleet, and on the north-east by the embankment of the London, Tilbury, and Southend Railway.

No. 2. A basin or area embracing that part of West Thurock Marsh, in the parish of that name, in the county of Essex, which is included in the space between the said embankment of the London, Tilbury, and Southend Railway and the said embankment of the River Thames, and an embankment to be constructed between the said embankments on the west side of the church and churchyard of St. Clement's.

No. 3. A basin or area embracing such portions of Plumstead and Erith Marshes, in the parishes so named in the county of Kent, as are included within the existing embankment on the south bank of the River Thames, and the existing embankment or viaduct of the North Kent Line of the South-Eastern Railway Company, and two embankments to be constructed between the said embankments, one along the east side of the existing tramway of the Metropolitan Board of Works from the said railway towards the River Thames, and the other from the said railway, near Belvidere-house, to the River Thames, with power to close up, if necessary, the arches of the said viaduct, or some of them.

No. 4. A basin or area embracing such portions of Dartford and Stone Marshes, in the parishes so named, in the county of Kent, as are included within a parallelogram, the western side of which will be formed by the eastern bank of the River Darent and will extend along the same for a distance of 1800 yards, or thereabouts, in a southerly direction from the River Thames, and the northern side of which will be formed by the said embankment on the south bank of the River Thames, and will extend along the same for a distance of about 3000 yards in an easterly direction from the River Darent, the other two sides to be formed by the construction of two embankments, one running eastward from the termination of the western side of the said area as above described, and the other running southward from the termination of the northern side of the said area as above described.

2. To make and maintain on and adjacent to the said areas, or any of them, and in, over, under, or through the same, all such embankments, cuts, channels, tunnels, bridges, culverts, ditches, drains, pipes, sluices, floodgates, weirs, dams, walls, banks, arches, reservoirs, towing-paths, approaches, roads, and other works and con-

veniences as may be necessary or proper for executing the purposes of the intended Act, and for preventing the flooding of the lands adjoining or near the River Thames within the tidal limit, or of any lands, houses, buildings, or properties within or adjoining the areas aforesaid, or any of them, which it may be thought necessary or desirable to isolate or otherwise preserve or secure from overflow by the waters passing into the said areas or any of them.

3. To authorise the purchase and acquisition by compulsion or agreement, of lands, houses, and buildings and easements therein for the purposes of the intended Act.

4. For the same purposes to authorise the entry upon any lands within the basins or areas aforesaid, or on lands adjoining or near thereto, within the parishes or places aforesaid, and the occupation of the said lands, either temporarily or permanently, upon such terms and subject to such conditions (if any) as may be prescribed or provided for by the intended Act.

5. To authorise 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 aforesaid basins or areas, parishes and places, which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

6. To levy rates, taxes, contributions, or assessments upon the owners, lessees, and occupiers of any lands and other hereditaments which will or may be preserved from flooding or overflowing by the execution of the purposes of the intended Act, and upon all persons and corporations in respect of any lands, property, rights, or interests which may be benefited by carrying into effect the powers of the intended Act, or any of them, for the purposes of defraying the cost of obtaining the said Act, and of carrying the same into effect, with all proper and necessary powers for enforcing the payment of such rates, taxes, contributions, or assessments, and to confer exemption from the payment of such rates, taxes, contributions, or assessments, and if thought fit to define by the intended Act the district or districts within or over which the said powers of levying rates, taxes, contributions, and assessments shall be exercisable.

7. To vary the rates, taxes, contributions, or assessments to be from time to time leviable for the purposes of the intended Act, and to authorise the charging of different rates, taxes, contributions, and assessments in respect of the different lands, hereditaments, rights, interests, and property affected by the hereinbefore mentioned powers of the intended Act.

8. To authorise agreements with any such owners, lessees, and occupiers, persons and corporations, with respect to the apportionment and payment of such rates, taxes, contributions, and assessments, and the payment of sums in gross in lieu of rates or assessments or otherwise relating thereto, and to confirm any such agreements made or to be made. And to make provision for ascertaining and fixing by arbitration or otherwise the assessable value of any lands, houses, or property liable to be rated under the powers of the intended Act, having regard to the execution of the objects of the said Act.

9. To authorize and provide for the making of bye-laws and regulations for carrying into complete effect and securing the due execution of all or any of the objects and purposes of the intended Act, and the imposition of penalties for the non-observance thereof, and to provide all necessary and proper means for enforcing the

same in such manner as may be prescribed in the said intended Act.

10. To exempt the said basins or areas and the lands within the same, and the Company or Commissioners or other body to be constituted or empowered by the intended Act, from the jurisdiction or control of all other commissioners, bodies, persons, or corporations having or claiming any rights or powers over the same.

11. To authorise agreements with the Metropolitan Board of Works with reference to the deposit of sewage within the above-mentioned basin or area No. 3, and with reference to the disposal of or other dealing with such sewage, and to confirm any agreement when entered into with reference to any such matters.

12. To authorise the raising of such sums of money as may be necessary for all or any of the purposes of the intended Act on the credit or security of the rates, taxes, contributions, and assessments which may be levied and received thereunder, or on the credit or security of such other rates, whether now leviable or to be authorised by the intended Act, as may be appropriated by the intended Act for the purpose.

13. The powers of the intended Act will or may be conferred upon a Company to be incorporated or a body of Commissioners to be constituted by the Act for the purpose of carrying the same into execution, or the intended Act will or may authorise agreements between such Company or Commissioners, and the Metropolitan Board of Works or the Conservators of the River Thames, with reference to the execution by such Board or Conservators of the objects of the intended Act, and the carrying into effect the powers conferred thereby upon such Company or Commissioners, and will or may confirm any agreement made or to be made with reference to these matters.

14. To vary and extinguish all existing rights and privileges connected with the said basins and areas, or with the River Thames, or with any lands, houses, or buildings proposed to be purchased, taken, entered upon, or interfered with for the purposes of 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.

15. To incorporate with the intended Act all or some of the provisions of the several Acts following, that is to say, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Commissioners Clauses Act, 1847," and the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands, and to alter or vary any of the provisions of the said Acts which it may be necessary to alter or vary for the purposes of the intended Act, and also to alter and amend all or some of the provisions of "The Metropolis Management Act, 1855," and any other Act relating to the Metropolitan Board of Works and the Thames Conservancy Act, 1857, and any other Act relating to the Conservators of the River Thames.

16. And notice is hereby given, that plans and sections relating to the purposes of the intended Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th November instant, be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and 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 plans, sections, and book of reference as relates to each of the before-mentioned parishes,

and a copy of this notice, will be deposited, as regards the parish of Plumstead with the Clerk of the Plumstead District Board of Works, at his office at Old Charlton, in Kent, and as regards each other parish with the parish clerk of 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.

17. 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 of November, 1875.

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

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

In Parliament—Session 1876.

New Shoreham Harbour.

Extension, Deepening, and Improvement of the Harbour and Entrance, Dock, Groynes, and Works—Removal, Relinquishment, and Substitution for others of existing Piers, Light-houses, and Works—Powers to Purchase and Hire Steam Tugs and Dredges—to Erect, Sell, and Let a Custom-house—to take Lands Compulsorily—to vary Existing Rights—to Borrow from the Public Works Loan Commissioners or otherwise, with priority of security to such borrowed monies, and postponement or alteration of the interests of Subscribers or Holders of existing Capital—to pay off and extinguish existing Subscriptions and Capital—to levy Rates—to make and alter Bye-laws—Alteration of number and constitution of Trustees and rights of Subscribers, Electors, and Nominators—Repeal and Amendment of Acts relating to Harbour and certain Public Bodies—Traffic and other arrangements with the London, Brighton, and South Coast Railway Company.

NOTICE is hereby given, that a Bill will be introduced into Parliament in the next ensuing session to effect all or some of the objects hereinafter mentioned, that is to say:—

1st. To authorize the Trustees of the New Shoreham Harbour (hereinafter called "the Trustees"), to make and maintain or relinquish all or some of the following works:

"A."—To make and maintain an extension of the timber piling and breakwater or pier on the west side of and nearest to the entrance channel to the said Harbour, commencing by a junction with the southern extremity of such pier at low water mark, and extending thence beyond low water mark southwards for a length of 660 feet, in a line with the southerly portion of such existing westerly pier, and thence in a line curved towards the south-east for the further length of 220 feet, and there terminating beyond low water mark.

"B."—To remove and relinquish 500 feet in length of the northern end or portion of the said existing westerly pier at or near low water mark, and to excavate the shingle, gravel, and material, and deepen the existing channel of the western branch of the said Harbour, commencing at a part of the said western pier 500 feet from the northern extremity thereof, extending along the south side of the said western branch of the Harbour in a curved north-westerly course, and terminating at a point 200 feet due south of the centre

of the most easterly turn-table on the wharf, occupied by the London, Brighton, and South Coast Railway Company, at or near Egypt, in the parish of Kingston, otherwise Kingston-by-Sea, in the county of Sussex, so as to widen and diminish the curve of the said channel.

"C."—To remove and relinquish 280 feet in length of the southern portion of the easterly breakwater or pier at the entrance of the said Harbour, adjoining or near low water mark on the sea shore, at or near the said parish of Kingston, otherwise Kingston-by-Sea, and to construct an extension of the remaining portion of such easterly pier, commencing by a junction with the southern extremity thereof, curving eastwards for a length of 80 feet, and thence extending in a straight line eastwards for a length of 400 feet on the sea shore.

"D."—To excavate, dredge, and deepen the said Harbour, and the channel and entrance thereto from the sea, at or near the parishes of Kingston, otherwise Kingston-by-Sea, and Southwick, in the said county, to the westerly gate of the lock in the eastern branch of the Harbour, and also the dock or canal in the said Harbour.

"E."—To excavate, dredge, deepen, and widen the channel called the South Channel, in the said Harbour, commencing at a point 250 feet due west from the western entrance of the lock, extending eastward between the said dock or canal and the sea shore, and terminating at a point 300 yards due west from the centre of the westerly boundary of the premises occupied by the Brighton and Hove Gas Company, all in the parishes of Lancing and Southwick, in the said county, or one of them.

"F."—To remove and relinquish the lighthouse called the Low Lighthouse in the said Harbour, and the piles and pier connected therewith, called the Middle Pier, and the intervening material commencing at the most southern point of such pier, and extending northwards for a length of 100 feet and for an extreme width of 100 feet, and to excavate and dredge the shingle, gravel, and material on the same site in the said parish of Kingston, otherwise Kingston-by-Sea.

"G."—To erect and maintain a lighthouse on a site 200 feet due north from the site of the existing Low Lighthouse, in the said parish of Kingston, otherwise Kingston-by-Sea, and to erect and maintain a pier-head light at the southern extremity of the said intended western pier, and another such light on the said easterly pier, at a point 280 feet from the southern extremity thereof.

"H."—To make and maintain a new lock on the north side of the existing lock and nearly parallel therewith, and a channel thereto, such new lock commencing by a junction with or entrance to the existing dock or canal 50 feet wide, the centre of such entrance being at a point 120 feet in a north-easterly direction from the northern quoin of the eastern existing lockgate, and extending westward to and terminating at a point 350 feet west of the said point of commencement, such proposed lock having a clear space of 250 feet between the gates thereof, and such proposed channel thereto commencing by a junction with such proposed lock at the said western termination thereof, and extending westward to and terminating by a junction with the

existing channel at a point 1,000 feet below or west of the western gate of the existing lock.

"I."—To lengthen by 300 feet in a south eastern direction one of the existing groynes, situate on the sea shore of the said parish of Lancing and Kingston, otherwise Kingston-by-Sea, or one of them, 900 feet eastward of the said eastern pier, commencing by a junction with the southern extremity of such existing groyne, and terminating at a point 300 feet in a line south-east from such extremity; and to lengthen by 500 feet, in the like direction, another of the existing groynes, situate on the sea shore of the same parishes or one of them, 2,100 feet eastward of such eastern pier, and commencing by a junction with the southern extremity of such last-mentioned groyne, and terminating at a point 500 feet in a line south-east from the last-mentioned junction.

"K."—To make and maintain a jetty or wharfing, commencing on the north shore of the existing dock or canal at a point 100 feet north of the western extremity of a wharf called the Wish Wharf, on the north side of the said dock or canal, in the parish of Aldrington, in the said county, and extending 1,200 yards westward along the north shore and bed of the existing dock or canal, and terminating at a point 220 feet due south of the southern extremity of a street called Mill-road, in the said parish of Southwick.

All the said works and the lands required to be taken compulsorily for the purposes of the Bill are or will be situate in the townships or parishes or extra-parochial places of Lancing, Old Shoreham, New Shoreham, Southwick, Portslade, otherwise Portslade-by-Sea, Aldrington, Kingston, otherwise Kingston-by-Sea, Egypt, Alexandria, Copperas Gap, and Fishergate, some or one of them in the said county of Sussex, or in the bed of the sea abutting thereon respectively some or one of them.

To authorize the trustees to purchase, by compulsion or otherwise, and use for the purposes of the Harbour, dock, or canal and works, lands and houses situate in the before-mentioned townships, parishes, or extra-parochial places, or some of them; and also to purchase, in like manner, for the purposes of the said Harbour and dock, or the accommodation of the traffic thereof, the lands and buildings following (that is to say): certain lands and buildings occupying an area of five acres, or thereabouts, in the said parish of New Shoreham, on the north abutting on the highway leading from New Shoreham to Brighton, called the Lower-road, on the south abutting on and extending to the low-water line of the west arm of the Harbour. And also the land constituting the bed of the dock or canal in the said Harbour. And also land in the parishes or extra-parochial places of Aldrington, Portslade, otherwise Portslade-by-Sea, Southwick, and Lancing, or some or one of them, and the adjacent shore of the sea, such land on the north abutting on the south side of the eastern arm of the Harbour, dock, or canal, and on the west abutting on the entrance of the Harbour from the sea, and on the south abutting on the bed of the sea, and on the east abutting on land belonging to the Brighton and Hove Gas Company.

To authorize the trustees to purchase, take on lease, or hire and maintain, steam dredges and hoppers, and steam tugs or other vessels, for the purpose of towing ships in and out of the said Harbour or docks, and from and to the sea.

To erect a Custom-house on any convenient part of the land for the time being belonging to the trustees, and to sell, lease, or let the same for the purpose of a Custom-house.

To authorize the trustees to levy tolls, rates, duties, wharfage, and other charges for the use of the said Harbour, docks, piers, and works, or for the use of the wharves, quays, landing places, cranes, warehouses, machinery, dredgers, steamboats, tugs, and other works and conveniences connected therewith.

To hire, employ, and charge for the services of servants and labourers for loading and discharging cargoes and other services required in the said Harbour and dock, and to appropriate, use, sell, and dispose of the surplus materials dredged up for the purposes of the said Harbour.

To authorize the trustees to purchase, take on lease, or hire, land, houses, and other property, compulsorily or by agreement, for the purposes of the said Harbour, docks, and works.

To enable the trustees to alter the bye-laws of the Harbour, and to make new ones. To vary the authorized number of trustees, and to alter the qualification of trustees, nominators, and electors, and the mode of election, and the quorum of meetings of trustees and of electors.

To enable the Trustees to cross, divert, or stop up, temporarily or permanently, roads, drains, sewers, pipes, navigations, rivers, streams, or watercourses, so far as may be necessary for the purposes of the said Harbour, docks, and works aforesaid; and with the consent of the owners, lessees, and occupiers to erect groynes for protection of adjoining lands on the sea shore, in or adjoining the aforesaid parishes, or some or one of them.

To vary and extinguish all existing rights and privileges which might impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To enable the trustees of the Harbour to borrow money in the ordinary way, and also from the Public Works Loan Commissioners, as a first charge or otherwise upon the harbour property and rates, and for that purpose to vary, postpone, pay off, and extinguish the rights and interest of the holders of the subscriptions or stock amounting to £29,300, and of the subscriptions or stock amounting to £10,000 respectively raised or subscribed under the provisions of the Local and Personal Act, 56th Geo. 3rd, cap. 81, relating to the said Harbour, and to pay off existing loans.

To enable the trustees of the Harbour on the one hand, and the London, Brighton, and South Coast Railway Company, and the Brighton and Hove Gas Company, or either of them, in relation to their respective undertakings 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 and management of the said Harbour, docks, and works, and the building and maintenance and use of warehouses and wharves, and the accommodation and interchange of traffic, goods, and passengers between the said railway of the said London, Brighton, and South Coast Railway Company and the works of the said Brighton and Hove Gas Company, or either of them, and the said Harbour, docks, and works, and the ships and vessels using or frequenting the same.

The Bill will incorporate with itself the whole or such of the provisions as may be necessary of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Commissioners Clauses Act, 1847;" "The Railway Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;"

“The Harbour, Docks, and Piers Clauses Act, 1847;” “The Harbour and Passing Tolls Act, 1861;” and “The Public Works Loans Act, 1875.”

The Bill will alter, amend, extend, and 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 following, that is to say:—The Act 56th Geo. 3rd, cap. 81; the 59th Geo. 3rd, cap. 31; the 36 and 37 Vict., cap. 211; the New Shoreham Harbour Act, 1873; and any other Acts relating to the New Shoreham Harbour; and the Act 5 and 6 Will. 4th, cap. 10; the 9 and 10 Vict., cap. 283; and any other Acts relating to the London, Brighton, and South Coast Railway Company; and the Brighton and Hove Gas Act, 1839; and the Brighton and Hove Gas Act, 1875, and any other Acts relating to the Brighton and Hove Gas Company, and the Aldrington, Hove, and Brighton Gas Act, 1866, and the Shoreham and District Waterworks Act, 1870.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice, with duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property which will or may be taken under the powers of the Bill, together with a book of reference, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands and other property, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and also a copy of this notice, with so much of the said plans and sections and book of reference as relates to each parish in which any of the said intended works are proposed to be made or in which any lands or houses are intended to be taken, will be deposited for public inspection with the parish clerk of each such parish at his residence.

And 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 18th day of November, 1875.

Watson, Sons, and Room, 12, Bouverie-street, Fleet-street, London, Solicitors for the Bill.

Mariott and Jordan, 3, Westminster-chambers, Victoria-street, Parliamentary Agents.

In Parliament.—Session 1876.

London Brighton and South Coast Railway.

(Various Powers.)

(New Direct Connections with Littlehampton Branch; Abandonment of authorised Ford Junctions; Short Junction Line near Queen's-road, Camberwell; And Running Powers over portion of Crystal Palace and South London Junction Railway; additional Arches under New Cross-road, St. Paul's, Deptford; Subway connecting Victoria Stations of Brighton Chatham and Dover and Metropolitan District Railways; additional Lands at London-bridge, Norwood Junction, Brighton, Preston, Hove and Chichester; transfer to Company of New-haven Harbour; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the next session thereof, by the London, Brighton and South Coast Railway Company (who are hereinafter referred to as “The Company”) for leave to bring in a Bill for the following or some of the following among other purposes.

1. To enable the Company to make and

maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches and conveniences connected therewith respectively (that is to say):

A railway (No. 1), commencing in the parish of Leominster, in the county of Sussex, by a junction with the main line of the Company between Brighton and Portsmouth, at or about 335 yards south-east of the 18½ mile post, measured from Brighton on the said line (which spot is hereinafter called the point A), and terminating by a junction with the Ford and Mid-Sussex Junction Railway of the Company, at or about 127 yards east of the 60th mile post upon the said railway, measured from London.

A railway (No. 2) being a short line of railway in the same parish, commencing by a junction with the Ford and Mid-Sussex Junction Railway, 50 yards westward of the point last hereinbefore described, and terminating by a junction with the Littlehampton Branch Railway of the Company, at a distance of about 74 yards north of the 60¼ mile post, measured from London on the said Littlehampton Branch Railway.

2. To authorise the Company on the completion and opening of the said intended railways, Nos. 1 and 2, to abandon and cause to be disused as a portion of their through line of railway, so much of their said main line of railway, between Brighton and Portsmouth, in the said parish of Leominster, as lies between the said point A, hereinbefore described, and a point on the same railway about fourteen hundred yards westward of the said point A, and to authorise the Company to sell and convey, or otherwise dispose of, or to retain and hold for the purposes of their undertaking, other than as part of their through line, all or any of the lands upon which the said portion of railway so to be disused is situate, and all or any lands adjoining, or near thereto, used in connection therewith or for the purposes thereof.

3. To authorise the Company to abandon the construction of the railways authorised by the London, Brighton and South Coast Railway (Capital and Powers) Act, 1866, and described in section 4 of the said Act, and therein called “Ford Junction (No. 1),” and “Ford Junction (No. 2),” and also to abandon the formation of the approach road described in and authorised by the same section of the said Act, and to relieve the Company from any penalty to which they may have become liable by reason of their not having constructed and opened for public traffic the said Ford Junction Railways Nos. 1 and 2.

4. To enable the Company to make and maintain the railway hereinafter mentioned, with all needful works, stations, approaches and conveniences connected therewith (that is to say)—A railway to be wholly situate in the parish of St. Giles, Camberwell, in the county of Surrey, commencing by a junction with the South London line of the Company at or near the signal box on the west side of the Queen's-road Station and terminating by a junction with the Crystal Palace and South London Junction Railway, now belonging to the London Chatham and Dover Railway Company, at or near the north end of the three-arch bridge, carrying that railway over the road known as Evelina-road.

5. To empower the Company on such terms and conditions and on payment of such tolls, rates, and duties as may be agreed upon or as may be provided for by the Bill, to run over, work, and use with engines and carriages, and

with their clerks, officers, and servants, and for the purposes of traffic of every description, so much of the Crystal Palace and South London Junction Railway as lies between the junction therewith of the railway last described and the Crystal Palace, together with the stations watering places, water, booking offices, warehouses, sidings, approaches, works, and conveniences connected therewith, including the station at the Crystal Palace.

6. To enable the Company to construct beneath the public highway, in the parish of Saint Paul, Deptford, in Surrey, known as New Cross-road, which is now carried over the railway of the Company at New Cross, additional arches for the purpose of widening the said railway underneath the said road, and constructing sidings in connection therewith.

7. To enable the Company to construct and maintain, in the parish of Saint George, Hanover-square, in the county of Middlesex, a subway or means of communication between the Victoria Stations respectively of the Company, the London, Chatham, and Dover Railway Company, and the Metropolitan District Railway Company, with all necessary approaches, works, and conveniences connected therewith, such subway commencing in the station of the Company, passing under the yard in front of that station and under the Wilton-road, and terminating in the Victoria Station of the Metropolitan District Railway Company.

8. To enable the Company, the London, Chatham, and Dover Railway Company, and the Metropolitan District Railway Company, to enter into agreements with respect to the construction, maintenance, and use of such intended subway, and to authorise the three companies, or any of them, to apply their existing capital, and any moneys which they may have power to raise, to the purpose of such construction, maintenance, and use.

9. To enable the three companies, or any of them, to enter into contracts and arrangements with respect to the mutual interchange, accommodation, and conveyance of traffic coming from or destined for their respective undertakings, and the fixing, levying, and apportionment of tolls and charges with respect to such traffic, and the use of the booking and other offices and conveniences of the said companies by the clerks and servants of the said companies respectively.

10. To enable the Company to acquire the reversion in fee simple of and in certain lands and property in the parishes of St. Olave and St. Thomas's, Southwark, and county of Surrey, known as the London Bridge Terminus Hotel, and the appurtenances connected therewith, and the house and yard adjoining thereto, all which premises are now held on lease by the Company, and to enable the trustees of St. Thomas's Hospital, or other the reversioners in the said premises, to convey the same to the Company; and the Bill will continue and extend the powers contained in the 8th section of the Company's Act of 1870 with respect to the said matter.

11. To enable the Company to acquire and hold for the purposes of their undertaking the house in Castle-square, in the parish of Brighton, in the county of Sussex, known as the Blue Coach Office, and to confirm any agreement or conveyance which has been made with or to the Company with respect to the said premises, and also to enable the Company to acquire by agreement or compulsorily, and to hold the house adjoining to the said Blue Coach Office, at the back, and on the northern or north west side thereof.

12. To enable the Company to acquire by compulsion or agreement, in addition to the other lands and property which they will by the intended Bill be authorised to acquire, the lands (in which term houses, buildings, and other hereditaments are in this notice included) hereinafter described, or some of them (that is to say):

Certain lands in the parish of Croydon, in the county of Surrey, on the east side and abutting on the main line of the Company at or near the Norwood Junction Station.

Certain lands in the parish of Hove, in the county of Sussex, adjoining the Hove Station of the Company, bounded on the north by the Brighton and Portsmouth Railway of the Company, on the east by a road leading from the Dyke-road to Upper Lansdowne-place, Hove, and on the west by the Hove Station of the Company. Also certain other lands in the same parish bounded on the north by the railway of the Company, and on the east by the Hove Station.

Certain lands in the parish of Preston, in Sussex, bounded on the east by the main line of the Company, on the south by Lover's-walk, and on the north by a public road leading from Preston to the Old Shoreham-road, and to enable the Company to stop up Lover's-walk between the extreme north-westerly spot, at which the said Walk bounds the land of the said Company and the point where Hamilton-road adjoins the said Walk, and to construct in the stead thereof another footpath, commencing at the spot last aforesaid, then running in a northerly and north-western direction to and terminating at the occupation road upon the Stanford estate, in the said parish of Preston, where that occupation road passes under the Company's main line of railway, and to extinguish all rights of way over the portion of footpath so intended to be stopped up, and to vest the site and soil thereof in the Company, and to confer an easement or right of way for foot passengers over the said occupation road between the northern end of the new footpath, and the London road.

Certain lands, in the parish of Preston, adjoining to and on the north and south sides of the Brighton and Hastings branch of the Company, and situated between the eastern end of the Viaduct over the London-road, and the tunnel under the Ditchling-road.

Certain lands, in the parish of Brighton, adjoining to and on the east side of the Company's goods station at Brighton, and abutting on Trafalgar-street and Station-street respectively.

Certain lands, in the parish of St. Bartholomew, in Sussex, on both sides of the Chichester station of the Company, and the Bill will seek power to construct between the said land and the works of the city of Chichester Gas Company, a railway or siding over the public highway, leading from Chichester to Selsea, subject nevertheless to such reasonable regulations and restrictions with respect to the position, construction, and use of such siding, as may be agreed upon between the Company, the said Gas Company, and the road authority, or as the Bill may prescribe.

13. To enable the trustees, acting under the powers of "The Newhaven Harbour and Ouse Lower Navigation Act, 1847" (10 Vic., cap. 9),

to transfer to the Company for such consideration, pecuniary and otherwise, as the Bill shall prescribe, or as may have been or may be agreed upon, and to enable the Company to purchase, acquire, and hold so much of the undertaking, lands and property of the trustees as consists of Newhaven Harbour, in the county of Sussex, and the cuts, wharfs, roads, warehouses, works, and conveniences, and the lands and hereditaments connected with the said harbour, the said harbour for the purposes of the Bill being deemed to include all the said lands and property of the said trustees, south or seaward of the spot where Horse Shoe Sluice discharges itself into the River Ouse, being about 900 yards northward of the New or Lower Bridge over the said river at Newhaven, and all rights, powers, and privileges vested in or exercised by the trustees with respect to the said harbour, and all conveyances, assurances, and agreements made or executed in favour of them or their predecessors in title, together with the power of levying tolls and other charges for the use of the said harbour, and making bye-laws for the government thereof, and of the persons and shipping resorting thereto, and together also with the duties and liabilities of the said trustees with respect to the said harbour and any works connected therewith, and the Bill will for this purpose alter, amend, or extend the provisions of the said Act of 1847 (10 Vic., cap. 9), and the Newhaven Harbour and Ouse Lower Navigation Improvement Act, 1863 (26 and 27 Vic., cap. 184), and will vary the tolls, dues, and charges in respect of the use of the harbour as hereinbefore defined, and will enable the Company to improve the said harbour and the access thereto, and to construct and maintain such new piers, groynes, sluices, wharfs, mooring berths, and other works connected therewith, or near or adjoining thereto, as the Company may from time to time think fit, and to acquire, by agreement, the necessary lands and property for all or any of the said purposes.

14. To vest in the Company the usual powers granted to railway Companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways and works to any extent within the limits of deviation, to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the deposited sections as hereinafter mentioned to any extent which may be defined by the Bill.

15. To authorise the Company to purchase (in addition to the other lands and property which they will by the intended Bill be authorised to acquire as hereinbefore mentioned) lands, houses, and other property, compulsorily or by agreement for any of the purposes of the Bill, and to empower the Company to levy tolls, rates, and charges in respect of the intended railways and works; to alter existing tolls, rates, and charges; to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges; and to exercise other rights and privileges.

16. To enable the Company to apply their existing capital, and any capital which they are at present authorised to raise, to the purposes of the Bill.

17. 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, extend, vary, and, if need be, repeal certain of the powers and provisions of the Act 9 and 10 Vic., cap. 283, and any other Acts relating to the Company; the Act 27 and 28 Vic., cap. 322, and any other Acts relating to the Metropolitan District Railway Company; and the Act 16 and 17 Vic., cap. 132, and any other Acts relating to the London Chatham and Dover Railway Company.

18. 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, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans respectively 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 Sussex, at his office at Lewes; with the clerk of the peace for the county of Surrey, at his office at the Sessions House, Newington-causeway; and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, excepting that in the case of the parish of Saint George, Hanoversquare, the plans and other documents will be deposited with the vestry clerk of that parish, at his office in Mount-street, Grosvenor-square, and in the case of the parish of Camberwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Camberwell, and in the case of the parish of St. Paul, Deptford, with the clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich, 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.

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, 1875.

*Norton, Rose, Norton and Brewer, 6,
Victoria-street, Westminster, Solicitors.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.*

Rochester Bridge.

(Provisions for Conducting Annual Election of Wardens, Assistants, and Auditor of Rochester Bridge; for Definition of Lands Contributory to Repair of the said Bridge; to Amend Various Acts and Documents relating thereto; and for other purposes.)

NOTICE is hereby given, that application is intended to be made in the ensuing Session of Parliament by the Wardens and Commonalty of the New Bridge of Rochester, in the County of Kent, for leave to bring in a Bill for effecting the

purposes or some of the purposes following (that is to say):—

To authorise and empower the wardens and commonalty of the said New Bridge of Rochester, and the wardens and assistants elected by the said wardens and commonalty, one or both of them, as the case may be, to acquire the following powers or some of them, to wit:—

Powers for the better regulating and conducting the annual election of wardens and assistants and auditors of the New Bridge of Rochester aforesaid; to adjourn the annual election of wardens and assistants on demand of a poll; for the better defining the qualification of the commonalty entitled to vote at such election; for taking a poll at Maidstone in the County of Kent, as well as at Rochester, aforesaid; for regulating and defining proceedings thereat and for declaration of the result of the poll; for conducting a scrutiny if demanded; for appointing a commissioner to ascertain and determine the boundaries of the lands, in the said County of Kent, the owners of which are liable to contribute towards the maintenance and repair or support of the said Bridge, and for the publication of his award and for hearing and determining any objections to or appeals against the same; for providing for the costs of all or any of the above proceedings, and for arranging all details for conducting any of the matters above stated.

Powers will be also sought to vary, alter, extend, amend, or repeal to such extent as may be necessary for the above purposes, or any of them, the letters patent, and the Acts enumerated hereunder, that is to say:—

(a) Letters patent granted in the 22nd year of the reign of King Richard the Second, for incorporating the persons, landowners, and owners of manors and lands in Kent, who or whose predecessors or ancestors were bound to contribute to the repair of Rochester Bridge, and for other purposes.

(b) Statute passed in the 9th year of King Henry the Fifth, confirming the last-mentioned letters patent.

(c) An Act passed in the 18th year of Queen Elizabeth, intituled "An Act for the perpetual maintenance of Rochester Bridge."

(d) An Act passed in the 27th year of Queen Elizabeth, intituled "An Act of explanation and addition unto the late statute for the maintenance of Rochester Bridge."

(e) An Act passed in the 1st year of Queen Anne, intituled "An Act to explain and alter the Act made in the two-and-twentieth year of King Henry the Eighth, concerning repairing and amending the Bridges in the highways; and for repealing an Act made in the twenty-third year of Queen Elizabeth for re-edifying of Cardiff Bridge, in the County of Glamorgan: and also for changing the day of election of the wardens of Rochester Bridge."

(f) An Act passed in the 9th year of Her present Majesty, intituled "An Act for building a Bridge across the River Medway, at Rochester, in the County of Kent, with approaches thereto; for taking down the present Bridge, and for amending the Acts relating to the same," and all or any other public or private Acts, or charters, or other documents relating to the said Bridge, which may be in any way varied, altered, extended, amended, or repealed by the proposed Act.

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.

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 9th day of November, 1875.

Essell, Knight, and Arnold, The Precinct,
Rochester, Solicitors for the Bill.
Frederick Gale, 43, Parliament-street,
S.W., Parliamentary Agent.

In Parliament—Session 1876.

Newcastle and Gateshead Water.

(New Reservoirs and Works; Separate System of Mains for Trade Supply; Purchase of Lands Compulsorily and by Agreement; Powers and Regulations as to Foulage and Misuse of Water; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that the Newcastle and Gateshead Water Company (hereinafter referred to as the Company), intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following, among other purposes, that is to say:—

1. To authorise the Company to make and maintain the following works (that is to say):

No. 1. A reservoir ("Upper Swinburn Reservoir") to be situate on the streams called Dryburn and Small Burn, the latter situate between Carrycoats Hall and North Heugh, to be formed by the three following embankments, namely:

A main embankment, about 660 yards in length from north-west to south-east, to be placed across Dryburn, at a point therein 390 yards or thereabouts, measured in a straight line, in a south-westerly direction from the ford crossing Dryburn on the road leading from Little Swinburn by Carrycoats Hall to Watling-street; an embankment about 220 yards in length from east to west, to be placed on the line of the existing road from Thockrington to the junction with the road leading from Little Swinburn by Carrycoats Hall to Watling-street, the westerly end of the embankment being 99 yards or thereabouts east of the said junction; and an embankment about 190 yards in length from north-west to south-east, to be placed across a stream at a point measured 572 yards, or thereabouts, in a straight line in an easterly direction from the ford across Dryburn, on the road leading from Little Swinburn, by Carrycoats Hall to Watling-street. This reservoir will commence at the the said main embankment and terminate at a point in Dryburn 633 yards or thereabouts, measured in a straight line in a westerly direction from the ford where the road from Watling-street by Carrycoats Hall to North Heugh crosses Dryburn, and will be situate in the townships of Thockrington and Carrycoats, in the parish of Thockrington, and in the township of Great Swinburn and Colwell (detached), in the parish of Chollerton, in the county of Northumberland.

No. 2. A reservoir ("Little Swinburn Reservoir") to be wholly situate in the township of Little Swinburn, in the said parish of Chollerton, upon the stream called Dryburn, and to be formed by an embankment about 62 yards in length from north-west to south-east to be placed across that stream at a point thereon 610 yards or thereabouts, measured in a straight line in a south-westerly direction from the south-westerly corner of the most westerly building at

Little Swinburn. This reservoir will commence at the said embankment, and will extend upwards along the said stream, and terminate at a point therein situate about 121 yards or thereabouts measured in a north-westerly direction from the said south-westerly corner.

No. 3. A reservoir ("Lower Swinburn Reservoir") to be situate on the said stream called Dryburn, and to be formed by the two following embankments, namely, a main embankment about 326 yards in length, from south-west to north-east, to be placed across that stream at a point thereon 275 yards or thereabouts measured in a straight line in a northerly direction from the centre of the bridge over the said burn called Woodford Bridge, and an embankment about 323 yards in length from north-west to south-east, to be placed on the site of the road known as Watling-street, the north end of the said embankment being 902 yards or thereabouts, measured in a straight line in a north-westerly direction from the centre of the said bridge. This reservoir will commence at the said main embankment, and will extend upwards along Dryburn to and terminate at the said embankment of the said intended Little Swinburn Reservoir, and will be situate in the townships of Little Swinburn, Gunnerton, Barasford, and Great Swinburn, and Colwell, in the said parish of Chollerton.

No. 4. A reservoir ("West Hallington Reservoir"), to be situate on the stream near Colwell, called Smallburn, to the west of and immediately adjoining the westerly embankment of the existing Hallington Reservoir, and to be formed by the following embankments, namely:—An embankment, about 427 yards in length from north to south, to be placed across that stream at a point 882 yards, or thereabouts, measured in a straight line in a westerly direction from the southerly end of the said westerly embankment of the said existing Hallington Reservoir; an embankment commencing at or near to the westerly end of the main southern embankment of the said existing Hallington Reservoir, thence extending 320 yards or thereabouts in a southerly direction, thence 491 yards or thereabouts in a south-westerly direction, and thence 492 yards or thereabouts in a westerly direction. The intended "West Hallington Reservoir" will be wholly situate in the township of Great Swinburn and Colwell, in the said parish of Chollerton, in the said county of Northumberland.

No. 5. An enlargement and extension of the existing great northern reservoir of the Company by means of an addition to the existing embankment thereof, and by other works upon or near the site of the said reservoir, so as to raise the height of the present top-water level of such reservoir; such works will be situate in the townships of Nesbitt and East Matfen, in the parish of Stamfordham, and in the townships of Harlow-hill and Welton, in the parish of Ovingham, in the said county of Northumberland.

No. 6. A reservoir, to be situate in the north-west corner and on part of the site of the existing reservoir belonging to the Company on Carr-hill, otherwise Carr's-hill, and adjoining Pottery-lane, known as Swan Pond, which said intended reservoir will be wholly

situate in the township of Heworth, in the parish of Jarrow, in the county of Durham.

No. 7. An aqueduct or conduit, to commence in the said township of Carrycoats, at and in the stream called Dryburn, at or near to the said point of termination of the intended "Upper Swinburn Reservoir" firstly herein described, and to terminate in the said township of Great Swinburn and Colwell (detached), in the parish of Chollerton, in that stream, 450 yards or thereabouts, measured in a straight line in a south-westerly direction from the ford crossing that stream on the road leading from Little Swinburn by Carrycoats Hall to Watling-street, which said intended aqueduct or conduit will be situate in the townships of Carrycoats, in the parish of Thockrington, and in the township of Great Swinburn and Colwell (detached), in the said parish of Chollerton.

No. 8. A conduit or line of pipes, to commence in the said township of Thockrington, at a point where an imaginary line, measured 612 yards or thereabouts in a straight line in a north-easterly direction from the ford crossing Dryburn on the road leading from Little Swinburn by Carrycoats Hall to Watling-street, will intersect an imaginary line, measured 878 yards or thereabouts in a straight line in a southerly direction from the south-west corner of the most southerly building of the farm known as Hetchester, and to terminate in the said township of Thockrington in Dryburn, at a point measured 453 yards or thereabouts in a straight line in a south-westerly direction from the same ford, which said intended aqueduct or line of pipes will be situate wholly in the said townships of Thockrington and Great Swinburn and Colwell (detached).

No. 9. An aqueduct, tunnel, or conduit, wholly in the said township of Little Swinburn, in the said parish of Chollerton, to commence in and out of the intended reservoir ("Little Swinburn Reservoir"), secondly herein described, at or near to the easterly end of the embankment thereof, and to terminate by a junction with the intended aqueduct tenthly herein-described at a point therein about 75 yards southward of the south-east corner of the intended Lower Swinburn Reservoir.

No. 10. An aqueduct, tunnel, conduit, or line of pipes, to commence in the said township of Little Swinburn, in and out of the south-easterly corner of the intended reservoir ("Lower Swinburn Reservoir"), and to terminate in the said township of Great Swinburn and Colwell, about 224 yards north-east of the north-west corner of the intended West Hallington Reservoir. This aqueduct will be situate wholly in the said townships of Little Swinburn and Great Swinburn and Colwell.

No. 11. An aqueduct, conduit, or tunnel, in the township of East Matfen, in the parish of Stamfordham, in the county of Northumberland, to commence in and out of the existing Whittle Dean watercourse of the Company, at or near the northerly end of the tunnel on the said watercourse, near to the farm called Ouston Moor, and to terminate in the township of Nesbitt, in the existing great northern reservoir of the Company, on the northerly side thereof, at a point 356 yards or thereabouts, measured in a westerly direction from the north-easterly corner of the boundary fence of the said reservoir,

- which aqueduct, conduit, or tunnel will be situate in the townships of East Matfen, Ouston, and Nesbitt, in the said parish of Stamfordham.
- No. 12. An aqueduct, conduit, or line of pipes to commence in the township of Horsley, in the parish of Ovingham, at the air vessel in the new engine house at the pumping station of the Company, at or near Wylam, and to terminate in the township of Harlow-hill, in the parish of Ovingham, in the existing great southern reservoir of the Company at Whittle Dean, at or near the most easterly corner of that reservoir, which aqueduct, conduit, or line of pipes will be situate in the townships of Horsley, Ovingham, Whittle, Spittal, Harlow-hill, and Welton, in the parish of Ovingham, in the said county of Northumberland.
- No. 13. A diversion of the public carriage road leading from Watling-street by Carrycoats Hall to North Heugh, to commence at a point in the said township of Great Swinburn and Colwell (detached), in the said road, 66 yards or thereabouts south-west of the ford across the said Dryburn, and to terminate in the said township of Thockrington, in the said road, 90 yards or thereabouts, measured in a straight line in a north-easterly direction from the said ford, which intended diversion of road will be situate in the township of Great Swinburn and Colwell (detached), in the parish of Chollerton, and in the township of Thockrington, in the parish of Thockrington, in the said county of Northumberland.
- No. 14. A diversion of the said public carriage road leading from Little Swinburn by Carrycoats Hall to Watling-street, to commence in the said township of Great Swinburn and Colwell (detached), at a point in the said road 480 yards or thereabouts, measured in a straight line in a north-westerly direction from the ford on the said road crossing Dryburn, and to terminate in the said township of Thockrington, at a point in the said road 890 yards or thereabouts, measured in a straight line in a south-easterly direction from the same ford, which intended diversion of road will be situate in the townships of Little Swinburn and Great Swinburn, and Colwell (detached), in the said parish of Chollerton, and in the township of Thockrington, in the said parish of Thockrington.
- No. 15. A diversion, wholly in the said township of Thockrington, of a portion of the road from Thockrington, leading to and joining, at 341 yards or thereabouts south-east from the ford across Dryburn, the road from Little Swinburn by Carrycoats Hall to Watling-street, such diversion to commence at a point in the said road, to be diverted 99 yards, or thereabouts, measured in an easterly direction from the junction of the said roads, and to terminate in the said road, to be diverted 319 yards, or thereabouts, measured in an easterly direction from the said junction.
- No. 16. A diversion, wholly in the said township of Thockrington, of a road to commence at the said junction of the road from Thockrington with the road from Little Swinburn by Carrycoats Hall to Watling-street, and to terminate in an existing road, being the first road north of the building called Short Knowes, leading to the west from the said road from Little Swinburn, by Carrycoats Hall to Watling-street, at a point measured 418 yards or thereabouts in a westerly direction from the junction of the said last-mentioned roads.
- No. 17. A diversion of a portion of the road called Watling-street, to commence in the townships of Great Swinburn and Colwell, in and out of that road at a point measured 75 yards or thereabouts in a north-westerly direction along the said road from the centre of the bridge, called Woodford-bridge, crossing Dryburn, and to terminate in the said township of Gunnerton, in Watling-street aforesaid, at a point measured 902 yards or thereabouts in straight line in a north-westerly direction from the centre of the said Woodford-bridge, which intended diversion of road will be situate in the townships of Gunnerton, Barrasford, Little Swinburn, and Great Swinburn, and Colwell, in the said parish of Chollerton.
- All needful cuts, adits, channels, tunnels, aqueducts, filter beds, sluices, bye-washes, weirs, gauges, tanks, reservoirs, banks, engines, machinery, apparatus, approaches, works, and conveniences in connection with the several intended works.
2. To enable the Company to deviate from the lines and levels of the proposed works, both vertically and horizontally, to the extent prescribed by the Bill.
 3. To empower the Company to lay and maintain throughout the whole or any part or parts of the limits of their Acts a system of main distributing and service pipes, with all necessary machinery and apparatus, for the supply of water for trade and manufacturing purposes (hereinafter called the trade system), separate from the system for the supply of water for domestic use, and to confer upon the Company with respect to the laying and maintaining of the trade system all such and the like rights, powers, and authorities as they at present possess with respect to the laying and maintaining of their system for domestic supply, subject to such variations as the Bill may define.
 4. To exempt the Company with respect to the trade system from the obligation to fix and maintain fire-plugs therein, or to keep the pipes thereof at all times charged with water, or to keep the water therein constantly laid on under pressure.
 5. To enact or enable the Company from time to time to make provisions and regulations to prevent the fouling of waste and misuse of water supplied by them.
 6. To enable the Company to take, use, divert, and appropriate for the purposes of the said proposed new works, and of their undertakings, all such streams and waters as will or may be intercepted by the proposed works, or as may be found under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following streams and waters (that is to say): Dryburn Smallburn (lying between Carrycoats Hall and North Heugh), Reed Sike, Carryburn, and Smallburn (near Colwell), which flow directly or derivatively into Swinburn, Erringburn, the North Tyne, and the River Tyne.
 7. To authorise the Company to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert stop up, and interfere with streets, roads, lanes, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, and telegraph apparatus.
 8. To transfer from the Board of Trade to the

Local Government Board the duty of appointing a person to decide as to the propriety of the user by the Company for domestic use of the water of the River Tyne as provided for by section 58 of the Newcastle and Gateshead Water Works Act, 1863.

9. To confer upon and enable the Company to exercise for the prevention of the pollution of streams, watercourses, and waters over which they have any powers of user, or in which they are for the time being interested, such and the like powers as may be exercised by any sanitary or other authority for the prevention of the pollution of any watercourse or water within their jurisdiction.

10. To enable the Company to acquire compulsorily and by agreement, and to hold lands, easements, water, and property for the purposes of the Bill.

11. To enable the Company on the one hand, and any corporation, local board, sanitary or other local authority, or any water works company or companies, whether within or beyond the limits of the Acts of the Company, on the other hand, to enter into and carry into effect contracts and agreements for the supply by the Company of water in bulk or otherwise to such corporations, local boards, sanitary or other local authorities, or waterworks companies respectively, and to confer upon them respectively all necessary powers for the purposes aforesaid, and to enable such corporations, local boards, sanitary and public authorities to borrow money and to levy rates for those purposes, and to defray the expenses to be incurred by them in respect of such supply out of any rates which they may from time to time be authorised respectively to levy, or any property belonging to them.

12. To enable the Company to apply their existing funds and any moneys which they have still powers to raise to the purposes or any of the purposes of the Bill, and for the same purposes and for the general purposes of their undertaking to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

13. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will amend, enlarge, and repeal the necessary powers and provisions of the Newcastle and Gateshead Water Works Act, 1863; the Newcastle and Gateshead Water Works Act, 1866; the Newcastle and Gateshead Water Works Act, 1870, and any other Act relating directly or indirectly to the Company.

14. The Bill will incorporate with itself, with or without variation, the necessary provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Water Works Clauses Acts, 1847 and 1863; and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

15. 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 county of Northumberland, at his office at Moot Hall, Newcastle-upon-Tyne, and with the clerk of the peace for the county of Durham, at his office in the city of Durham; 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.

16. 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, 1875.

George Armstrong, Solicitor, 3, Royal Arcade, Newcastle-upon-Tyne.

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

By Parliament.—Session 1876.

Brighton Borough Extension of Municipal to Parliamentary Limits.

(Inclusion of Hove and the western part of Preston in the Municipal Borough of Brighton; Consequent arrangements in regard to Wards and Aldermen and Councillors; Provision for Transfer of the Properties of the borough prior to 1873, of the borough after 1873, and of the Hove Commissioners respectively to the extended borough; Rates; extension of certain Jurisdictions in existing Borough to extended Borough; Dissolution of the Hove Commissioners, and transfer of their Property, Powers, and Obligations to the Corporation; Arrangements consequent upon the annexation of West Preston; Dissolution of the Sewers Board and transfer of their Property, Powers, and Obligations, to the Town Council; Bye Laws; Amendment or repeal of Charter and of Acts relating to Brighton, Hove, and Preston, and the Brighton Sewers Board respectively.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Brighton will apply to Parliament in the session of 1876 for an Act to effect the following, or some or one of the following objects (to wit):—

1. To extend the limits of the municipal borough of Brighton, so as to make the same co-extensive with the limits of the Parliamentary borough of Brighton, by adding to the municipal borough the parish of Hove and the portion of the parish of Preston not now within the municipal borough (the parish of Hove and that portion of the parish of Preston are hereafter referred to as the new districts).

2. To provide for the division of the new districts into wards, and (if required by Parliament) for the redistribution or distribution (as the case may be) into wards of the extended borough, either by the proposed Act or by an officer to be appointed by the Local Government Board.

3. To provide for the election of aldermen and councillors for the wards into which the new districts or the extended borough, as the case may be, will be divided, and for the retirement (if need be) of the aldermen and councillors of the existing borough, and for the rotation in

which the first aldermen and councillors of the new wards or of the existing borough shall retire.

4. To provide that the jurisdiction, powers, and privileges of the recorder, stipendiary magistrate, justices of the peace, coroner, and clerk of the peace appointed for the existing borough, and of the court of quarter sessions for the peace for the existing borough, shall be applicable to the extended borough.

5. To apply to the extended borough all or some of the provisions of the charter of incorporation of the existing borough, of the Act for confirming the same, of the Municipal Corporation Acts, of the Brighton Town Act, 1825 (6 George 4th, cap. 179); of the Brighton Pavilion Acts, 1850 and 1867 (13 Vict., cap. 5, and 30 Vict., cap. 22); of the Brighton Commissioners Transfer Act, 1855; of the Brighton Borough Extension Act, 1873; of the Hove Commissioners Act, 1873; of the Public Health Act, 1875; and if so determined by Parliament, of the Brighton Corporation Waterworks Act, 1872; and of all or any other Acts of Parliament now in force relating to the existing borough, or to the parish of Hove, or to the parish of Preston, or any of them; and also all or any of the bye-laws made by virtue of those Acts, and also all or any of the provisions of the Acts commonly called the Consolidation Acts, relating to any of the intended objects of the Bill, all such provisions in this section referred to being intended to be altered, amended, extended, or enlarged, so as to suit the objects and purposes of the intended Act.

6. To apply to the extended borough all or some of the jurisdictions, powers, rights, privileges, and authorities, duties, obligations, and liabilities which the corporation in their municipal capacity, or the town council of the borough, as the urban sanitary authority or otherwise, or either of them separately in their official capacity, and any of the officers of the borough in their or his official capacity, now respectively have, use, enjoy, or exercise, or can or may lawfully exercise within the present borough, and to extend and make applicable within the extended borough all or any of the bye-laws now in force within the present borough, or in Hove, or in Preston, with such exceptions, amendments, or alterations as may be deemed expedient.

7. To authorise the Corporation to levy borough rates, watch rates, district rates, pavilion rates, and if so determined by Parliament the special water rate, authorised by the Brighton Corporation Waterworks Act, 1872, and other rates, duties, and charges within the extended borough or any part thereof, and to alter existing rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, duties, and charges, and to authorise the making in one rate of all or any of the above-mentioned rates, and the collection and levying thereof as one rate or more than one rate.

8. To dissolve the Hove Commissioners, and to transfer to and vest in the Corporation all their estates, lands, property, effects, powers, rights, and privileges, or parts thereof respectively, and to repeal, annul, and make void all or some of their powers, rights, authorities, and privileges, and to transfer to the corporation all or any of the mortgage and other debts, obligations, and liabilities of the said Commissioners, and to provide for the payment and discharge thereof, and for securing the same until payment upon all or any part or parts of the property, rates, duties, and revenue of the corporation, whether situate, or levied, or derived in, upon, or from the ex-

tended borough, or in, upon, or from any particular part or parts of the extended borough.

9. To exclude all jurisdiction of the rural sanitary authority, established within the part of the parish of Preston, proposed to be annexed to the borough, and to provide, if need be, for the apportionment of the debt of that sanitary authority between the corporation and that authority, and for the assumption by the Corporation of the amount assigned to them.

10. To reserve, if need be, for the benefit of the inhabitants of the borough, as constituted by the said charter, the separate property of that borough, and to reserve, if need be, for the benefit of the inhabitants of the borough, as constituted by the Act of 1873, the separate property of that borough, and to preserve, if need be, for the benefit of the Hove district, the separate property of the Hove Commissioners, or, if need be, to transfer all or some part of such separate properties to the extended borough, and to provide for the compensation for such transfer being the assumption by the extended borough of the debts or parts thereof of those boroughs or that district, as the case may be.

11. To authorise the Corporation and the Hove Commissioners, and the Rural Sanitary Authority of Preston respectively to enter into agreements with respect to all or any of the matters hereinbefore mentioned, or other matters incidental to the intended Act, and to confirm and provide for carrying into effect all or any such agreements as may have been entered into prior to the passing of the intended Act.

12. To provide for the substitution of the Town Council of the borough for the Sewers Board appointed under the provisions of the Brighton Intercepting and Outfall Sewers Act, 1870; and for the transfer of all their property, powers, rights, privileges, duties, and obligations to the Town Council, and to provide, if need be, for the dissolution of that Board, and for the repeal of section 91 of that Act, and for charging the expenses of executing that Act, and also the mortgages of the Sewers Board, and the interest and instalments and sinking fund thereof, upon the general district rate of the extended borough.

13. To provide for the repeal of section 24 of the Brighton Borough Extension Act, 1873; and to throw upon the extended borough generally the cost of the repairs of all the highways in the parish of Preston.

14. To provide that, except Parliament shall otherwise enact, the special water rate authorised by the Brighton Waterworks Act, 1872, shall not be leviable upon the inhabitants of the parish of Hove, or the inhabitants of that part of the parish of Preston proposed to be annexed to the borough, and that nothing shall affect sections 16 and 18 of that Act providing for equal water rates and meter rents in Brighton, Hove, and Preston.

15. To make bye-laws for all or any of the purposes of the existing Acts or the intended Act.

16. To authorise the Corporation to pay the costs of the intended Act out of moneys borrowed or to be borrowed, or out of any funds or money at their disposal, and to make provision for all such other matters and things as it may be necessary, proper, or convenient to provide for in the intended Act, and to vary or extinguish all existing rights and privileges which would or might in any way hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges.

17. To repeal, alter, amend, or extend all or some of the provisions of the Charter of Incor-

poration of the borough, and of the several Acts of Parliament following, that is to say: 6th George 4th, cap. 179; 13th Vict., cap. 5; 18th Vict., caps. 6 and 31; 24 and 25 Vict., cap. 39; 30th Vict., cap. 22; the Brighton Intercepting and Outfall Sewers Act, 1870; the Brighton, Hove, and Preston Constant Service Waterworks Acts, 1854, 1857, and 1865; the Brighton Corporation Waterworks Act, 1872; the Brighton Borough Extension Act, 1873; and the Hove Commissioners Act, 1873; and all other Acts (if any) relating to or conferring powers upon the Corporation of Brighton, or the Hove Commissioners.

18. And notice is hereby given, that printed copies of the proposed 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 next.

Dated the 19th day of November, 1875.

James A. Freeman, Town Clerk, Town Hall, Brighton.
John Newall, Parliamentary Agent.

In Parliament—Session 1876.

Scottish Equitable Life Assurance Society.

(Enlargement of powers and Amendment of Society's Act of 1847.)

NOTICE is hereby given, that the Scottish Equitable Life Assurance Society (who are herein referred to as "the Society,") intend to apply to Parliament in the next session thereof for leave to bring in a Bill to effect all or some of the following among other objects, that is to say:—

1. To alter, extend, and enlarge the powers of the Society in respect of the laying out and investment of their funds and property, and to enable them amongst other things to invest in the purchase of freehold and leasehold ground rents, to purchase and sell policies of Assurance effected with any Insurance Office in the United Kingdom; to make and effect Insurances with any other Insurance Company or Office; and to purchase and sell immediate, contingent, and deferred annuities and reversionary interests charged upon or arising from any security or property.

2. To enable the Directors from time to time to make special arrangements with any of the members of the Society as to the period for payment of their premiums and as to the nature and extent of their profits.

3. To alter in certain respects the present management, regulations, rules, and proceedings of the Society, and the powers and proceedings of the Directors.

4. To authorise the Society, with the consent of a Special General Meeting, to acquire the business of any other Life Insurance Company or Association.

5. To make further provision as to actions or suits brought by or against the Society.

6. To alter and repeal some of the powers and provisions of an Act passed in the 10th year of the reign of Her Majesty, intituled "An Act for incorporating the Scottish Equitable Life Assurance Society, for confirming the rules and regulations thereof, for enabling the said Society to sue and be sued, to take and to hold property, and for other purposes relating thereto," and if need be to alter the present Deed of Constitution

and Charters of the Society, and any articles, regulations, bye-laws, or new laws of the Society.

7. To confer upon the Society all such other rights and privileges as may be necessary for carrying into effect the objects of the Bill and of the said Act, and to vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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 12th day of November, 1875.

James Lamond, S.S.C., Edinburgh.
Burton, Yeates, and Hart, 37, Lincoln's-inn-fields, Solicitors.
Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Pegwell Bay Reclamation.

(Extension of time for Purchase of Land, and Completion of Works—Amendment or repeal of certain provisions of "Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1873.")

NOTICE is hereby given, that the Pegwell Bay Reclamation Company (hereafter referred to as "the Company") intend to apply to Parliament in the ensuing session for an Act to extend the time limited by "The Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1873," for the purchase of land, and also for completion of the works by that Act authorised.

The intended Act will also alter or repeal the provisions contained in sections 30 and 32 of the said Act of 1873, and re-enact other provisions in lieu thereof with respect to the sums payable to the Company by the Sandwich Haven Improvement Commissioners.

The intended Act will also alter or repeal the provisions contained in section 47 of the said Act of 1873 with respect to the security for the completion of the works by that Act authorised, and it will provide that the Company may, from time to time invest such sum on or before the commencement of each of the several works authorised by the said Act of 1873, as the Board of Trade may from time to time require as security for the completion of each such work, and it will also provide for the repayment of the sums so invested from time to time as and when the said works are respectively completed, and extend the time for the completion thereof.

And for the aforesaid purposes, and all other purposes incidental thereto, the intended Act will alter, amend, extend, enlarge, or repeal any of the other provisions of the Act of 1873; and it will also, so far as may be necessary for the purposes thereof, alter or vary "The Sandwich Haven Improvement and Regulation Act, 1847."

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 8th day of November, 1875.

Newman, Stretton, and Hilliard, 75, Cornhill, Solicitors.
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Liverpool Tramways.

Power to Liverpool Tramways Company for construction of new Tramways in the Borough of Liverpool and its neighbourhood; Agreements with Local and other authorities; Further Capital, and other provisions; Amendment of Acts.

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

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

The Tramways proposed to be authorised by the intended Act are as follows:—

Tramway No. 1A, wholly in the parish and borough of Liverpool, commencing in St. John's-lane, by a junction with Tramway No. 1, about 2 chains north-west of the end of Roe-street, and passing thence along St. John's-lane into and along the carriageway on the west side of St. George's-place into and along Lime-street into and along Elliott-street into and across Clayton-square, into and along Parker-street, Church-street and Lord-street, and across St. George's-crescent into and terminating in Castle-street by a junction with Tramway No. 1, at or near the south end of that street.

The centre line of Tramway No. 1A will be on the south-westerly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line of St. John's-lane, and the carriageway on the west side of St. George's-place, and on the west side of and at a distance of 13 feet from the imaginary centre line of Lime-street and on the north-westerly side of; and at a distance of 4 feet from, the imaginary centre line of Elliott-street and the carriage way of Clayton-square, and will coincide with the imaginary centre line of Parker-street till it reaches a point one chain from the southern end of that street, whence it will gradually diverge till it reaches at the end of the street a distance of 9 feet from, and on the north-westerly side of, the imaginary centre line. In Church-street, for a length of one chain from the end of Parker-street, the centre line will be on the north side of, and at a distance of 3 feet from, the imaginary centre line, and for the remainder of Church-street it will be on the same side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; and in Lord-street it will be on the same side of, and at a distance of 9 feet from, the imaginary centre line.

Tramway No. 1A is proposed to be so laid in Elliott-street, between Market-street and Clayton-square, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath, on the north-westerly side of the street.

Tramway No. 1B, wholly in the parish and borough of Liverpool, being a short junction curve between Tramway No. 1A, in Elliott-street, and Tramway No. 7, in Lime-street.

Tramway No. 1C, wholly in the parish and borough of Liverpool, being a short connecting line between Tramways Nos. 1A and 7A, in Lime-street, near the end of Elliott-street.

Tramway No. 2, commencing in the parish and borough of Liverpool by a junction with Tramway No. 1 in Dale-street, at or near the end of Moorfields, passing thence into and along Moorfields, and in a north-easterly direction into and along Tithebarn-street into and along Vauxhall-road, Boundary-street, Blackstone-street, Great Howard-street, Victoria-road, Bootle-road, and Derby-road, and terminating in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Derby-road, at or near the junction therewith of Ensor-street.

The centre line of Tramway No. 2 will coincide with the imaginary centre line in Moorfields and Tithebarn-street and in Vauxhall-road to a point 1 chain south of Leeds-street, whence it will diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line and will so continue to its termination, except that in Boundary-street and Blackstone-street the centre line of the Tramway will be on the south side of the imaginary centre line.

Tramway No. 2 is proposed to be so laid in Vauxhall-road, between Tithebarn-street and a point 2 chains or thereabouts north of that street, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the road.

Tramway No. 2A, commencing in the parish and borough of Liverpool, by a junction with Tramway No. 1 in Dale-street, at or near the end of Hatton-garden, passing thence into and along Hatton-garden into and terminating in Vauxhall-road, at the south end thereof, by a junction with Tramway No. 2. The centre line of Tramway No. 2A will coincide with the imaginary centre line of the street.

Tramway No. 2B, commencing in the parish and borough of Liverpool, by a junction with Tramway No. 2 in Vauxhall-road, at a point half a chain or thereabouts south of the end of Leeds-street, and passing in a northerly direction along Vauxhall-road, Boundary-street, and Blackstone-street, into and along Great Howard-street, Victoria-road, Bootle-road, and Derby-road, and terminating in the township of Kirkdale, and parish of Walton-on-the-Hill, in Derby-road, at or near the junction therewith of Ensor-street.

The centre line of Tramway No. 2B will be at its commencement in the centre of the street and will thence gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line and will so continue to its termination, except that in Boundary-street and Blackstone-street the centre line of the Tramway will be on the north side of the imaginary centre line.

Tramway No. 3B, wholly in the township of Kirkdale and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 3 in Kirkdale-road, at or near the end of Great Mersey-street, and passing thence into and

along Smith-street, and terminating on the east side of that street at a point $2\frac{1}{2}$ chains or thereabouts from the Kirkdale-road.

The centre line of Tramway No. 3b will coincide with the imaginary centre line of Smith-street, except for a distance of half a chain from its termination, whence it will pass in a curved line to its termination.

Tramway No. 3c, wholly in the township of Kirkdale and parish of Walton-on-the-Hill, commencing by a junction with Tramway No. 3, in Kirkdale-road, at or near the end of Wittle-street, and passing thence into Wittle-street, and terminating on the south side of that street at a point one chain or thereabouts from the Kirkdale-road.

The centre line of Tramway No. 3c will coincide with the imaginary centre line of Wittle-street, except for a distance of half a chain from its termination, whence it will pass in a curved line to its termination.

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

The centre line of Tramway No. 4 will be as follows, that is to say:—In St. John's-lane, and in the carriage-way on the north side of St. George's-place, on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; in Lime-street, on the western side of and at a distance from the imaginary centre line of $14\frac{1}{2}$ feet at the lamp standard in Lime-street, at the end next St. George's-place, and will gradually decrease from $14\frac{1}{2}$ feet to and will be 11 feet for its whole length between the lamp standards in Lime-street, nearly opposite the end of Lord Nelson-street, and at the end of Lime-street next William Brown-street; in London-road and Prescott-street, on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet.

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

The centre line of Tramway No. 4a will be as follows:—In Lime-street throughout on the eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except along the part of Lime-street opposite St. George's Hall, where the distance from the imaginary centre line will be $3\frac{1}{2}$ feet at the lamp standard at the end next St. George's-place, and will gradually increase from $3\frac{1}{2}$ feet to and will be 11 feet at the lamp standards in Lime-street nearly opposite the end of Lord Nelson-street, and will so continue to the lamp standard at

the end of Lime-street next William Brown-street; in London-road and Prescott-street on the southernly side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except at the lamp standards and safety crossings at the western and eastern ends respectively of London-road, where the distance from the imaginary centre line will be 9 feet.

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

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

Tramway No. 4b is proposed to be so laid in West Derby-road, between Lavan-street and Lynedoch-street, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the north-west side of the street.

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

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

Tramway No. 4d, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by a junction with Tramway No. 4b in Low Hill, opposite the end of Erskine-street.

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

Tramway No. 4e, a passing place, 2 chains in length, wholly in the township of West Derby and parish of Walton-on-the-Hill, commencing and terminating by a junction with Tramway No. 4b in Low Hill, and being at its south end opposite the end of Winter-street.

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

Tramway No. 4e is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the easternly side of the street.

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

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

Tramway No. 4f is proposed to be so laid in West Derby-road between Lavan-street and the easternly end of the churchyard, that a less space than 9 feet 6 inches will intervene between the nearest rail of the

tramway and the outside of the footpath on the south-easternly side of the street.

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

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

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

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

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

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

Tramway No. 6 is proposed to be so laid in Wavertree-road, between Botanic-road and the termination of the tramway, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the northerly side of the street.

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

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

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

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

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

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

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

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

Tramway No. 6D is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the northerly side of the street.

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

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

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

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

Tramway No. 6F is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the northerly side of the street.

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

The centre line of Tramway No. 6G will be at its commencement in the centre of the street, and will thence for a length of 1 chain gradually diverge from the imaginary centre line until it reaches a distance of 4 feet from and on the southerly side of the imaginary centre line, and will so continue to a point distant 2 chains from its termination, from which point the centre line of the tramway will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of 4 feet from and on the northerly side of the imaginary centre line.

Tramway No. 6G is proposed to be so laid in Wavertree-road between Botanic-road and a point distant 2 chains, or thereabouts, from its termination; that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the southerly side of the street.

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

The centre line of Tramway No. 9 will be at its commencement on the southernly side of and at a distance of 4 feet from the imaginary centre line, and will thence gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its commencement, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line till it reaches a distance of 4 feet from and on the northernly side of the imaginary centre line, and will so continue to the end of Alfred-street, and will thence gradually diverge till it reaches a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will so continue to a point $1\frac{1}{2}$ chains west of the end of Picton-street, and will thence for a further length of $1\frac{1}{2}$ chains gradually approach until it reaches the imaginary centre line with which it will coincide to the junction of High-street and Church-road, except that at a point 6 chains west of the end of Rathbone-road the centre line will be at a distance of 4 feet from and on the northernly side of the imaginary centre line. In Church-road, at the north end thereof, the centre line will be at a distance of 12 feet from and on the westernly side of the imaginary centre line, and will thence gradually approach until at a distance of 1 chain from its termination it reaches the imaginary centre line, and thence it will pass in a curved line to its termination.

Tramway No. 9 is proposed to be so laid in Wavertree-road between the points respectively 10 and 3 chains west of Rathbone-road, and between Grove-street and a point 2 chains east of that street, that a less space than 9 feet 6 inches will intervene between the nearest rail of the Tramway and the outside of the footpath on both sides of the street.

Tramway No. 9A, commencing in the township of West Derby, in the parish of Walton-on-the-Hill, in Wavertree-road, by a junction with Tramway No. 6c, at a point thereon 2 chains from the termination thereof hereinbefore described, and passing thence along and terminating in Wavertree-road, in the township of Wavertree and parish of Childwall at or near the end of Picton-street.

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

Tramway No. 9B, a passing place, 2 chains in length, wholly in the township of Wavertree, in the parish of Childwall, commencing and terminating by junctions with Tramway No. 9 in Wavertree-road at points respectively 7 and 5 chains west of the end of Rathbone-road.

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

Tramway No. 9B is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the Tramway and the outside of the footpath on the southernly side of the street.

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

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

Tramway No. 9c is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath, on the southernly side of the street.

Tramway No. 9d, a passing place two chains in length, wholly in the township of Wavertree, in the parish of Childwall, commencing and terminating by junctions with Tramway No. 9 in Wavertree-road, and being opposite to the end of Prince Alfred-road.

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

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

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

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

The centre line of Tramway No. 10 will be at its commencement on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence for a length of 1 chain gradually approach until it intersects the imaginary centre line, and will thence gradually diverge for a further length of 1 chain, where it will be and whence it will continue to be throughout on the northernly side of and as far as the end of Fairfield-street, at a distance of $4\frac{1}{2}$ feet, and between the end of Fairfield-street and its termination, at a distance of 4 feet from the imaginary centre line, except in Prescot-road, at the end of Derby-lane, where the distance will be 3 feet, and except in Broad Green-road, where it will be in the centre of the street up to within half a chain of its ter-

mination, whence it will pass in a curved line to its termination.

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

The centre line of Tramway No. 10A will be throughout on the southernly side of and as far as the end of Fairfield-street at a distance of $4\frac{1}{2}$ feet and thence to its termination at a distance of 4 feet from the imaginary centre line, except in Prescott-road, at the end of Derby-lane, where the distance will be 3 feet, and except in Broad Green-road, where it will be in the centre of the street up to within half a chain of its termination, whence it will pass in a curved line to its termination.

Tramways Nos. 10 and 10A are proposed to be so laid in Broad Green-road that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the street.

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

The centre line of Tramway No. 11 will for a length of 1 chain from its commencement coincide with the imaginary centre line, thence it will gradually diverge till it reaches a distance of 4 feet from and on the north westernly side of the imaginary centre line, and will so continue as far as Martin-street, whence the centre line of the tramway will gradually approach until it reaches the distance of 3 feet from the imaginary centre line, and will so continue to the end of York-street, whence it will gradually diverge until it reaches the distance of 3 feet 9 inches from and on the north-westernly side of the imaginary centre line, and will so continue as far as Lombard-street, and thence to its termination it will be at a distance of $4\frac{1}{2}$ feet from and on the north-westernly side of the imaginary centre line, except that for a length of 1 chain from its termination it will gradually approach until it reaches the imaginary centre line at its termination.

Tramway No. 11 is proposed to be so laid in West Derby-road between Green-lane and a point 2 chains from its termination, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the northern side of the street.

The centre line of Tramway No. 11A will for a length of 1 chain from its commencement coincide with the imaginary centre line,

thence it will gradually diverge until it reaches a distance of 4 feet from and on the south-easternly side of the imaginary centre line, and will so continue as far as Martin-street, whence the centre line of the tramway will gradually approach until it reaches the distance of 3 feet from the imaginary centre line and will so continue to the end of York-street, whence it will gradually diverge until it reaches the distance of 3 feet 9 inches from and on the south-easternly side of the imaginary centre line, and will so continue as far as Lombard-street, and thence to its termination it will be at a distance of $4\frac{1}{2}$ feet from and on the south-easternly side of the imaginary centre line, except that for a length of 1 chain from its termination it will gradually approach until it reaches the imaginary centre line at its termination.

Tramway No. 11A is proposed to be so laid in West Derby-road between Green-lane and a point 2 chains from its termination, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the southern side of the street.

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

The centre line of Tramway No. 12 will from its commencement to a point 1 chain or thereabouts west of the end of Lark Hill-lane coincide with the imaginary centre line, and will thence for a length of 1 chain gradually diverge until it reaches a distance of $4\frac{1}{2}$ feet from and on the north-easternly side of the imaginary centre line, and will so continue to a point 2 chains or thereabouts east of the end of Moss-lane, and will thence for a further length of one chain gradually approach until it reaches the imaginary centre line, with which it will coincide for a further length of 11 chains, and will thence again for a length of 1 chain gradually diverge until it reaches a distance of 4 feet from and on the north-westernly side of the imaginary centre line, and will so continue to its termination, except that between points respectively 3 chains south-west and 2 chains north-east of the end of Back-lane it will coincide with the imaginary centre line.

Tramway No. 12 is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on one or both sides of the street as hereinafter mentioned:—

For 3 chains from its commencement on both sides, between the points distant 11 chains and $12\frac{1}{2}$ chains respectively, from its commencement on the south side between the points 1 chain west and 3 chains south-east of Lark Hill-lane on the north-east side.

Between a point 14 chains north-east of Moss-lane and Crosbie Green and between a point 2 chains north-east of Back-lane, and a point 2 chains from its termination on the north-west side.

Tramway No. 12A, a passing place, 2 chains in length, wholly in the township of West

Derby and parish of Walton-on-the-Hill, commencing and terminating by junctions with Tramway No. 12 in Millbank aforesaid, at points respectively 10 chains and 12 chains east of the end of Bankfield-road. The centre line of Tramway No. 12A will at each end thereof be in the centre of the street, and will at its centre be at a distance of 9 feet from and on the northerly side of the imaginary centre line.

Tramway No. 12A is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the northerly side of the street.

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

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

Tramway No. 12B is proposed to be so laid for a length of 4 chains from its commencement, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the south-western side of the street.

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

The centre line of Tramway No. 12C will be at its commencement in the centre of the street, and will thence for a length of 1 chain gradually diverge until it reaches a distance of 4 feet from and on the eastern side of the imaginary centre line, and will so continue to its termination, except that between points respectively 3 chains south-west and 2 chains north-east of the end of Back-lane, it will coincide with the imaginary centre line, and except that from a point distant 2 chains from its termination, it will gradually approach the imaginary centre line until it intersects it at a point 1 chain from its termination, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of 4 feet from and on the western side of the imaginary centre line.

Tramway No. 12C is proposed to be so laid throughout (except between points respectively 3 chains south-west and 2 chains north-east of the end of Back-lane, and except for a length of 2 chains from its termination) that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the eastern side of the street.

Tramway No. 12D, commencing in the town-

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

The centre line of Tramway No. 12D will be at its commencement in West Derby-road on the north side of and at a distance of 3 feet 9 inches from the imaginary centre line, and will be in Saxon-street on the west side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will cross the centre line of Whitefield-road, and will be in Franklin-place on the eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramway No. 12D is proposed to be so laid throughout its whole length in Saxon-street and Franklin-place, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpaths on the western side of Saxon-street and the eastern side of Franklin-place respectively.

Tramways Nos. 13 and 13A, respectively commencing in the township of Kirkdale and parish of Walton-on-the-Hill, in Derby-road, by junctions with Tramway No. 2B at a point 2 chains from the termination thereof hereinbefore described, and passing thence along Derby-road into and along Derby-road north, Rimrose-road, Crosby-road south, and Crosby-road north, and terminating in the township of Great Crosby, in the parish of Sefton, in Crosby-road north, at the end of Great George's-road.

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

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

Tramways Nos. 13 and 13A are proposed to be so laid throughout their whole length, except in Derby-road, that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the western and eastern sides of the street respectively.

Tramway No. 13B, wholly in the township of Bootle-cum-Linacre and parish of Walton-on-the-Hill, commencing by a junction with

Tramway No. 13A in Derby-road, at or near the end of Balliol-road, passing thence into and along Balliol-road and Canal-street, and terminating on the west side of Canal-street, 6 chains or thereabouts from the corner of Balliol-road.

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

Tramways Nos. 15 and 15A, wholly in the parish and borough of Liverpool, commencing by junctions with Tramways Nos. 1 and 1A respectively in St. George's-crescent, and passing thence into and along the carriage-way of Derby-square, on the north side of St. George's Church, into and along James-street, and over the swing bridge at the south end of George's Dock, and passing thence into and along Mann Island, and round the west and north sides of George's Dock, and terminating 30 yards or thereabouts in a westerly direction from the steps of the foot bridge over the roadway of George's Dock gates.

The centre line of Tramway No. 15 will be as follows (that is to say): In the carriage-way of Derby-square and in James-street, it will be on the southern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except in passing the lamp standards at each end of James-street, where the distance from the imaginary centre line will be 9 feet.

On the swing bridge at the south end of George's Dock, it will be on the south side of, and at a distance of 4 feet from the imaginary centre line.

In Mann Island it will be on the south side of the imaginary centre line, and will gradually diverge from a distance of 15 feet at the east end to a distance of 20 feet at the lamp standard in Mann Island, and will thence gradually approach till it reaches a distance of $4\frac{1}{2}$ feet from the imaginary centre line at the west end of Mann Island.

In passing round the dock, it will be between Mann Island and the northern corner of the baths, on the western side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line (except in passing the lamp standard, where the distance will be 12 feet), thence passing on the west side of the cab-stand to the carriage-way on the northern side of the dock, where it will be on the northern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

The centre line of Tramway No. 15A will be as follows, that is to say:

In the carriage-way of Derby-square and in James-street, it will be on the northern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, except in passing the lamp standards at each end of James-street, where the distance from the imaginary centre line will be 9 feet.

On the swing bridge at the south end of George's Dock, it will be on the north side of and at a distance of 4 feet from the imaginary centre line.

In Mann Island it will be on the south side of the imaginary centre line, and will gradually diverge from a distance of 7 feet at the east end to a distance of 2 feet at the lamp standard in Mann Island, and will thence gradually approach and cross the imaginary centre line till it reaches a distance of $4\frac{1}{2}$

feet from and on the north side of the imaginary centre line at the west end of Mann Island.

In passing round the dock it will, between Mann Island and the northern corner of the baths, be on the eastern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line (except in passing the lamp standard, where the distance will be 6 feet), thence passing on the west side of the cab-stand to the carriage-way on the northern side of the dock, where it will be on the southern side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line.

Tramways Nos. 16 and 16A, wholly in the parish and borough of Liverpool, commencing by junctions with Tramways Nos. 1A and 1 respectively, in Church-street, half a chain or thereabouts west of the end of Parker-street, passing thence in an easterly direction along Church-street, through Waterloo-place, into and along Ranelagh-street, into and terminating in Ranelagh-place, near the lamp standard; as regards No. 16, by junctions with Tramway No. 7; and as regards No. 16A, with No. 7A.

The centre line of Tramway No. 16 will be at its commencement on the north side of and at a distance of 3 feet from the imaginary centre line, and will thence gradually diverge until opposite the end of Parker-street, where the distance will be $4\frac{1}{2}$ feet, and will thence gradually approach till it reaches the imaginary centre line, with which it will coincide, till it reaches Waterloo-place. In Ranelagh-street it will be on the north side of and $4\frac{1}{2}$ feet from the imaginary centre line, except between Dean-street and Great Charlotte-street, where the distance will be $3\frac{3}{4}$ feet.

The centre line of Tramway No. 16A will be at its commencement on the south side of and at a distance of 3 feet from the imaginary centre line, and will so continue to opposite the end of Parker-street, and will thence gradually approach until it reaches the imaginary centre line, with which it will coincide until it reaches Waterloo-place. In Ranelagh-street it will be on the south side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line; except between Dean-street and Great Charlotte-street, where the distance will be $3\frac{3}{4}$ feet.

Tramways Nos. 17 and 17A, wholly in the parish and borough of Liverpool, respectively commencing by junctions with Tramways Nos. 1A and 1, in St. George's-crescent, and passing thence through St. George's-crescent into and along South Castle-street and Canning-place, round the north and east and south sides of the Post-office, into and along Park-lane, St. James-street, and Great George-place, and terminating at or near the south end of that place as regards Tramway No. 17 by a junction with Tramway No. 7, and as regards Tramway No. 17A by a junction with Tramway No. 7A.

The centre line of Tramway No. 17 will be 4 feet from and on the east side of the imaginary centre line of South Castle-street, and will be at a distance of $4\frac{1}{2}$ feet from and on the north side of the imaginary centre line of Canning-place, on the north side of the Post-office, and at a like distance from and on the east side of the imaginary centre line of Canning-place on the east side of the Post-office to a point opposite the centre of the east front of the Post-office, from which point it will gradually diverge to the east-

ward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place opposite the south-west corner of the Sailors' Home, at which point the centre line of the tramway will be 10 feet from and on the east side of the said imaginary centre line, and the centre line of the tramway will be on the east side of, and at the distance of 10 feet from, and afterwards on the south side of, and at the distance of $4\frac{1}{2}$ feet from, the said imaginary centre line throughout the rest of its course in Canning-place to the north end of Park-lane, except in passing the lamp-standard near the end of Park-lane where the distance will be 9 feet. The centre line of the tramway will be 4 feet from and to the east of the imaginary centre line of Park-lane to a point 1 chain north of the public lamp-post in the centre of the carriage way of Park-lane opposite St. Thomas's Church, from which point the centre line of the tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and eastward of the said imaginary centre line, and will thence again gradually approach until in a length of 1 chain it reaches the distance of $4\frac{1}{2}$ feet from and on the east side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the east side of the said imaginary centre line to the end of Sparling-street, and thence for the length of 1 chain will gradually approach until it reaches the imaginary centre line, with which it will coincide until it reaches the end of Kitchen-street, and will thence gradually diverge until it reaches the distance of 4 feet from and on the east side of the imaginary centre line, and will so continue to the end of Hardy-street, and will thence again gradually diverge from the imaginary centre line until in a further length of 1 chain it again attains the distance of $4\frac{1}{2}$ feet from and on the east side of that imaginary centre line, and will so continue to its termination.

The centre line of Tramway No. 17A will be 4 feet from and on the west side of the imaginary centre line of South Castle-street, and at a distance $4\frac{1}{2}$ feet from and on the south side of the imaginary centre line of Canning-place on the north side of the Post-office, and at a like distance from and on the west side of the imaginary centre line of Canning-place on the east side of the Post-office to a point opposite the centre of the east front of the Post-office, from which point it will gradually diverge to the westward of the said imaginary centre line to a point opposite the public lamp-post in the centre of the roadway of Canning-place opposite the south-west corner of the Sailors' Home, at which point the centre line of the tramway will be 10 feet from and on the west side of the said imaginary centre line, and the centre line of the tramway will be on the west side of and at the distance of 10 feet from and afterwards on the north side of and at a distance of $4\frac{1}{2}$ feet from the said imaginary centre line through the rest of its course in Canning-place to the north end of Park-lane, except in passing the lamp-standard near the end of Park-lane, where the distance will be 9 feet. The centre line of the tramway will be 4 feet from and to the west of the imaginary centre line of Park-lane to a

point 1 chain north of the public lamp-post in the centre of the carriage-way of Park-lane, opposite St. Thomas's Church, from which point the centre line of the tramway will gradually diverge from the said imaginary centre line until opposite the last-mentioned lamp-post it reaches the distance of 9 feet from and westward of the said imaginary centre line, and will thence again gradually approach until, in the length of 1 chain, it reaches the distance of $4\frac{1}{2}$ feet from and on the west side of the said imaginary centre line, and thence will continue at the last-mentioned distance from and on the west side of the said imaginary centre line to the end of Sparling-street, and thence for the length of 1 chain will gradually approach until it reaches the imaginary centre line, with which it will coincide, till it reaches the end of Kitchen-street, and will thence gradually diverge until it reaches the distance of 4 feet from and on the west side of the imaginary centre line, and will so continue to the end of Hardy-street, and will thence again gradually diverge from the imaginary centre line until in a further length of 1 chain, it attains the distance of $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line, and will so continue to its termination.

Tramways Nos. 17 and 17A are proposed to be so laid in South Castle-street that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath and the western and eastern sides of the street respectively.

Tramways Nos. 18 and 18A, wholly in the extra-parochial place of Toxteth-park, respectively commencing in St. James-place, as regards No. 18, by a junction with the Tramway No. 7, and as regards No. 18A by a junction with Tramway No. 7A at a point about 1 chain north of the end of Stanhope-street, thence passing along St. James-place and into and along Mill-street, and thence into and along and terminating in Wellington-place at or near its junction with Park Hill-road.

The centre line of Tramway No. 18 will be throughout at a distance of $4\frac{1}{2}$ feet from and on the eastern side of the imaginary centre line.

The centre line of Tramway No. 18A will be throughout at a distance of $4\frac{1}{2}$ feet from and on the western side of the imaginary centre line, except that from a point distant 2 chains from its termination the centre line of Tramway No. 18A will gradually approach the imaginary centre line until it intersects it at a point distant 1 chain from its termination, and thence the centre line of the said tramway will gradually diverge from the imaginary centre line to its termination, where it will be at a distance of $4\frac{1}{2}$ feet from and on the eastern side of the imaginary centre line.

Tramway No. 19, wholly in the extra-parochial place of Toxteth Park, commencing in Mill-street by a junction with Tramway No. 18 opposite the south end of Warwick-street, and thence passing into and eastward along Warwick-street and Upper Warwick-street, and terminating on the northern side of that street 1 chain from the corner of Park-place.

The centre line of Tramway No. 19 will in Mill-street be at the distance of $4\frac{1}{2}$ feet from and on the eastern side of the imaginary

centre line, and in Warwick-street and Upper Warwick-street will be $4\frac{1}{2}$ feet from and on the northerly side of the imaginary centre line, up to within half a-chain from its termination, whence it will pass by a curved line to its termination.

Tramway No. 20, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 4 in Lime-street, passing thence into and along Commutation-row, Islington, Saint Anne-street, Saint Anne-place, Cazneau-street, and Bell-street, into and terminating in Scotland-road by a junction with Tramway No. 3 at or near the end of Belle-street.

The centre line of Tramway No. 20 will coincide with the imaginary centre line in Commutation-row and Islington, and in Saint Anne-street as far as the end of Birkett-street, except opposite the end of Springfield, where it will be $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line in Saint Anne-street, from the end of Birkett-street, and in Saint Anne-place, Cazneau-street, and Bell-street it will be $4\frac{1}{2}$ feet from and on the west side of the imaginary centre line.

Tramway No. 20 is proposed to be so laid in Islington between Camden-street and Frazer-street that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the street.

Tramway No. 20A wholly in the parish and borough of Liverpool, commencing in London-road by a junction with Tramway No. 4A near the end of Saint Vincent-street, and passing thence into and along Norton-street, into and terminating in Saint Anne-street by a junction with Tramway No. 20 at or near the junction of Saint Anne-street with Islington,

The centre line of Tramway No. 20A will coincide with the imaginary centre line of the street.

Tramway No. 20B, a passing place 2 chains in length, wholly in the parish and borough of Liverpool, commencing and terminating by junctions with Tramway No. 20 in Saint Anne-street, opposite the end of Springfield.

The centre line of Tramway No. 20B will at each end thereof be in the centre of the street, and will at its centre be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line.

Tramway No. 20C, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 2 in Saint Anne-street, half a chain south of the end of Birkett-street, passing along Saint Anne-street, Saint Anne-place, Cazneau-street, and Bell-street, into and terminating in Scotland-road by a junction with Tramway No. 3A at or near the end of Bell-street.

The centre line of Tramway No. 20C will be at its commencement in the centre of the street, whence it will gradually diverge till it reaches a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line, and will so continue to its termination.

Tramway No. 21 wholly in the parish and borough of Liverpool, commencing in Boundary-street by a junction with Tramway No. 2B at or near the junction of Vauxhall-road with Boundary-street, passing thence in an easternly direction along Boundary-street into and terminating in New Scotland-

road at or near the end of Boundary-street by a junction with Tramway No. 3A.

The centre line of Tramway No. 21 will be at its commencement on the north side of and at a distance of $4\frac{1}{2}$ feet from the imaginary centre line, and will thence gradually approach until it reaches the imaginary centre line, with which it will coincide throughout the remainder of Boundary-street.

Tramway No. 21A wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 21 in Boundary-street, at or near its intersection by Stanley-street, passing thence in a southerly direction into and along Stanley-street, into and terminating in New Scotland-road at or near the end of Taliesin-street by a junction with Tramway No. 3A.

The centre line of Tramway No. 21A will be at a distance of $4\frac{1}{2}$ feet from and on the east side of the imaginary centre line of Stanley-street.

Tramway No. 21B, wholly in the parish and borough of Liverpool, commencing by a junction with Tramway No. 2, in Vauxhall-road, at or near the end of Athol-street, passing thence in an easternly direction into and along Athol-street and New Scotland-road, and terminating in that road by a junction with Tramway No. 3, at or near the end of Taliesin-street.

The centre line of Tramway No. 21B will coincide with the imaginary centre line in Athol-street.

The said tramways hereinbefore described will pass or be made from, in, through or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Liverpool, Walton-on-the-Hill, Childwall, Sefton, Kirkdale, Bootle-cum-Linacre, Litherland, Great Crosby, West Derby, Everton, Wavertree, and Toxteth Park, all in the county of Lancaster.

Each of the said intended tramways hereinbefore described will occupy throughout a space of 5 feet 1 inch in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means an imaginary line drawn along the centre of the carriage way of the street or road (not being an open space), along which the respective tramway is intended to be made.

Wherever it is stated in or appears from this notice that the centre line of any tramway will be laid partly on and partly at a distance from, or partly at one and partly at another distance from the imaginary centre line, the deviation of the centre line of the tramway from the imaginary centre line to the stated distance, and from any one to any other distance, and vice versa, will (where not otherwise expressly stated) be effected within a length of 1 chain by a gradually increasing or lessening distance from the imaginary centre line as the circumstances require.

To empower the Company to acquire by compulsion or agreement, or to take on lease lands, buildings, and hereditaments, or rights or easements therein, for the purposes of the intended Act, and otherwise for the purposes of their undertaking, and to erect on lands so to be acquired offices, stables, and buildings and other conveniences for the purposes of the intended Act, and of their undertaking, and to dispose by way of sale, letting, or otherwise, of any lands and hereditaments acquired or erected by them.

To authorise the temporary occupation by the Company of lands and buildings for the purposes of the intended Act, and to incorporate all or some of the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company, by compulsion or otherwise, and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, and other thoroughfares, ways, footpaths, water-courses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or of substituting others in their place, or for other purposes of the intended Act.

To provide for the maintenance and repair by the Company of such portions of any streets, roads, or other thoroughfares as may lie between and immediately adjoin any of the said intended tramways, or as may be defined and prescribed in and by the intended Act.

To enable the Company, when, by reason of the execution of any work in, or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Company is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramway, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid parishes, townships, and extra-parochial or other places, and to maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway, so required to be removed or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make and maintain from time to time such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be provided or prescribed by or in the intended Act.

To reserve to and to confer upon the Company exclusive rights to use upon the said intended tramways, all or any of them, carriages with flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways.

To prohibit, except by agreement with the Company, the use of the said intended tramways by persons, companies, or corporations other than the Company, with carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways; and to authorise and give effect to agreements between the Company and any other persons, companies, and corporations for the use of the tramways of the Company by such other persons, companies, and corporations with such carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement or agreements in reference thereto.

To make provision for regulating the passage of traffic along or across streets, roads, and other

thoroughfares through or along which the said intended tramways will be laid, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company, or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations.

To enable the Company on the one hand, and any of the following bodies on the other hand, viz., the Mayor, Aldermen, and Burgesses of the Borough of Liverpool, or the Council of the said Borough, the Mayor, Aldermen, and Burgesses of the Borough of Bootle-cum-Linacre or the Council of the said Borough, the Wavertree Local Board of Health, the West Derby Local Board of Health, the Waterloo-with-Seaforth Local Board of Health, the Mersey Docks and Harbour Board, and any other parties (whether bodies corporate or persons) having the direction of the repair, or having the control or management of any streets, roads, and other thoroughfares in the said borough, or in any of the aforesaid parishes, townships, and extra-parochial places, to enter into agreements with reference to all or any of the purposes of the intended Act, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways, and the rails, plates, sleepers, pavements, and works connected therewith, within their respective districts, and with reference to the acquisition by or transfer to any such parties of the powers of the intended Act relating to any tramway or tramways to be laid down within their respective districts, or of any such tramways when laid down by the Company, and for facilitating the passage of traffic and carriages over or along the same by means of animal power, and to confirm or give effect by the intended Act to any such agreements which may have been or may be made before the passing of the intended Act.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the said intended tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and charges.

To empower the Company to raise further money for the purposes of the intended Act, and for the general purposes of their undertaking by the creation and issue of new shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing on mortgage and bond, or by any or either of those means, and to enable the Company to divide all or some of the shares in their capital into half shares, and to attach to some of such half shares a preference or priority in the payment of dividend or interest, or other special rights or privileges.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of such existing Acts, viz., the Liverpool Tramways Act, 1868; the Liverpool Tramways Act, 1870; the Liver-

pool Tramways Act, 1871; the Liverpool Tramways (Purchase) Act, 1872; and the Liverpool Tramways Act, 1875; and such of the provisions of any other Act in force within the Borough of Liverpool, or in any parish, township, or extra-parochial or other place hereinbefore mentioned, as may interfere or be inconsistent with the objects or provisions of the intended Act.

To incorporate, if thought fit, with the intended Act all or some of the clauses and provisions of the Tramways Act, 1870, and to make such clauses and provisions, with or without alteration or amendment, applicable to the whole or parts of the Company's authorised and proposed undertaking in lieu of all or some of the provisions of their existing Acts.

And notice is hereby further given, that on or before the 30th day of November, 1875, plans and sections of the said intended tramways, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the Borough of Liverpool, at his office at Liverpool, and with the Clerk of the Peace for the County of Lancaster, at his office at Preston; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said intended tramways or any part thereof will pass or be made, with a copy of the said Gazette Notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of the extra-parochial place of Toxteth Park, with the parish clerk of the parish of Liverpool, being a parish immediately adjoining thereto, at his residence. And that printed copies of the intended Act will, on or before the 21st day of December, 1875, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1875.

Garnett, Tarbet, and Tinné, 54, Castle-street, Liverpool, Solicitors for the Bill.

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

In Parliament.—Session 1876.

London, Brighton, and South Coast, and Tunbridge Wells and Eastbourne Railway Companies.

(Transfer to Brighton Company of Powers of Tunbridge Wells and Eastbourne Railways Act, 1873; Deviation of Eastbourne Railway, Short Line at Polegate; Dissolution of Eastbourne Railway Company; Additional Capital of Brighton Company; Amendment of Acts of both Companies; Application of Provisions of Brighton Company's (Tunbridge Wells and Eastbourne Line) Act, 1864.)

APPPLICATION is intended to be made to Parliament, in the next session thereof, by "The London, Brighton, and South Coast Railway Company" (who are hereinafter referred to as the Brighton Company), for leave to bring in a Bill for the following, or some of the following among other purposes:—

1. To transfer to the Brighton Company all or certain of the powers conferred on the Tunbridge Wells and Eastbourne Railways Company (who are hereinafter referred to as the Eastbourne Company), for the construction of their railway and incidental thereto, by the Tunbridge Wells and Eastbourne Railways Act, 1873 (36 and 37 Vict., cap. 226), together with the rights,

privileges, and authorities, and the duties and liabilities conferred or imposed by the same Act upon the Eastbourne Company, with respect to the use, working, and maintenance of their undertaking, and the benefit of all contracts and enactments relating to such construction, use, working, and maintenance, and among them the power of taking land compulsorily, of executing works, and of levying tolls and charges, and to provide for the payment, by the Brighton Company, of such sums of money or other considerations as may be or may have been agreed on, and the Bill will provide for the repayment, to the Eastbourne Company, of the sum of money deposited as mentioned in the 33rd section of the said Act of 1873, and for winding-up their affairs, and will provide for the dissolution of the same Company, and for the release of the shareholders therein from all further calls and liabilities.

2. To authorise the Brighton Company to abandon the construction of the railway first described in the Tunbridge Wells and Eastbourne Railway Act, 1873, as proposed to be made between the junction thereof with the Brighton, Uckfield, and Tunbridge Wells Railway of the Brighton Company, in the parish of Rotherfield, in the county of Sussex, and the termination thereof in the parish of Mayfield, in the same county, and also so much of the railway, secondly described in the same Act, as proposed to be constructed between the commencement thereof in the said parish of Mayfield, and a point in the parish of Hellingly, in the same county, shown on the plans deposited in November, 1872, with the clerk of the peace for Sussex, with relation to the said Act, as the ninth mile first furlong and five chains, or thereabouts, from the commencement of the railway numbered 3 on the said plans, and to enable the Company to construct a new, or substituted line of railway, commencing by a junction with the said Brighton, Uckfield, and Tunbridge Wells Railway, in the parish of Rotherfield, 100 yards, or thereabouts, south of the 25 $\frac{1}{2}$ mile post, measured from Brighton, on that railway, and terminating at the point hereinbefore described, in the parish of Hellingly. The said new or substituted line of railway will pass through or into the following parishes and places, or some of them, that is to say, Rotherfield, Mayfield, Heathfield, Waldron, and Hellingly in the county of Sussex.

3. To extend the time limited by the said Act of 1873 for the compulsory purchase of lands and property required for the purposes of so much of the railways by that Act authorised as is not proposed to be abandoned as aforesaid, and of the works connected therewith, namely, between the spot hereinbefore described in the parish of Hellingly, and the authorised termination of the said railway (called, on the said deposited plans, No. 3) by a junction with the Hailsham branch of the Brighton Company; and also to extend the time limited by the said Act of 1873 for the completion of so much of the said portion of railway and works as is not proposed to be abandoned as aforesaid.

4. To enable the Brighton Company to construct a short junction line of railway entirely in Sussex, commencing by a junction with the said Hailsham branch, near the point where it crosses a public road, about 33 chains north of the Polegate Station, and terminating in the parish of Willingdon by a junction with the Eastbourne branch of the Brighton Railway, at a point about 30 chains south-east of the said station. The said short junction line of railway will pass through Hailsham, Westham, and Willingdon.

5. To enable the Brighton Company, for the purpose of such new and substituted railways and works, to exercise all powers granted by the Railways Clauses Acts, 1845 and 1863, and otherwise, for the construction, maintenance, and use of railways and works, to deviate, laterally and vertically, from the lines and levels shown on the plans and sections, which are to be deposited as hereinafter-mentioned, to the extent shown thereon respectively, or to be defined by the Bill, to purchase lands, houses, and other property compulsorily, to levy tolls, rates, and charges in respect of the railways and works, to assimilate the tolls and charges provided for by the said Act of 1873 to those which the Brighton Company are authorised to demand and receive in respect of their own undertaking, and to exercise other rights and privileges.

6. To authorise the Brighton Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the Bill, and for the same purposes 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.

7. The Bill will extend to the proposed railways and works the provisions in favour of the South Eastern Railway Company contained in sections 18 to 29 both inclusive, of the London, Brighton and South Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864, with respect to the railways authorised by that Act, and will extend and continue to the Brighton Company the provisions contained in the same sections of that Act with respect to the South Eastern Railway Company and its undertaking so far as those provisions in both cases can be made applicable to the undertaking proposed by the Bill, and to the two Companies incidentally to the said undertaking. And the Bill will enable the two Companies to enter into contracts with respect to the subject matter of the Bill or any matters incidental thereto.

8. 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 extend, amend, vary, and enlarge the powers and provisions of the said Tunbridge Wells and Eastbourne Railways Act, 1873, and of any other Acts relating to the Eastbourne Company; also the Act 9 and 10 Vict., cap. 283, and any other Acts relating to the Brighton Company, and also the Act 6 Wm. IV., cap. 75, and any other Acts relating to the South Eastern Railway Company.

9. Duplicate plans and sections describing the lines, situation, and levels of the proposed new 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 Sussex, at his office at Lewes, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each

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.

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

Dated this 12th day of November, 1875.

Norton, Rose, Norton, and Brewer, 6 Victoria-street, S.W., Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, S.W., Parliamentary Agents.

In Parliament—Session 1876.

Sutton Gas.

(Dissolution and Re-incorporation of the Sutton Gas Light and Coke Company, Limited; Maintenance of Existing Works and New Works for Manufacture and Storage of Gas or Inflammable Air from Coal, Peat, Oil, or other Materials; Conversion, &c., of Residual Products; Powers to Purchase Lands, Compulsorily and by Agreement; to agree for Easements; to Hold, &c., Patent Rights; to Deal in Gas or Inflammable Air, Coal, &c.; to Manufacture, Purchase, Hire, &c., Meters, Fittings, and Apparatus; to Enter into Agreements with Local and other Authorities, Bodies, and Persons; Further Money Powers and other Powers; Rates, Rents, and Charges; Sale or Lease of Lands; 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 leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

1. To dissolve the Sutton Gas Light and Coke Company Limited, (hereinafter called "the Limited Company") and to cancel or annul their memorandum and articles of Association, and to provide for the winding up of the Limited Company.

2. To incorporate into a company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, licences and agreements, and benefits of licences and agreements of the Limited Company.

4. To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential, or both) and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

5. To confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects following (that is to say)—

6. To maintain, alter, improve, enlarge, extend, and renew, or discontinue the existing gas and other works of the Limited Company, and to erect, make, and maintain, alter, improve, enlarge, extend, and renew, or discontinue, other works

for the manufacture of gas or inflammable air, from coal, peat, oil, or other materials yielding gas or inflammable air, of what nature soever, and for the conversion or utilization and distribution of materials used in and about the manufacture of gas or inflammable air as aforesaid, and of residual products resulting from such manufacture, upon the following lands and hereditaments, or some of them, or some part or parts thereof, respectively (that is to say)—

1stly. Certain lands in the parish of Sutton, in the county of Surrey (on which the existing works of the Limited Company have been erected), situate near to and on the west side of the High-street of the town of Sutton, and containing 1 acre 2 roods 8 perches or thereabouts, bounded on the north by a piece of glebe land, on the west by a footpath leading from Brickfield-lane to Glensham-lane, on the south by lands belonging or reputed to belong to John Coombs, part of which lands have been agreed to be sold by him to the Limited Company, and on the east partly by lands belonging or reputed to belong to the Trustees of the Stockwell Orphanage, partly by lands belonging or reputed to belong to Ann Martin, the Executrix of John Martin, deceased, and partly by lands belonging to the Limited Company, being the road leading from High-street, Sutton aforesaid, to the Gas Works of the Limited Company.

2ndly. Certain glebe lands in the parish of Sutton aforesaid, situate to the north of and adjoining the lands lastly hereinbefore described, containing 1 acre 3 roods 20 perches or thereabouts, and bounded on the south partly by the before-mentioned lands belonging or reputed to belong to the Trustees of Stockwell Orphanage, and partly by the lands and gas works belonging to the Limited Company, and partly by the aforesaid footpath leading from Brickfield-lane to Glensham-lane, on the west partly by a piece of land belonging to the churchwardens and overseers for the time being of the parish of Sutton, and partly by lands belonging or reputed to belong to Harriet Grace Badley, wife of Henry John Badley, on the north partly by lands formerly belonging or reputed to belong to Edward Harris Rabbits, since deceased, and now forming part of the estate of the said Edward Harris Rabbits, and being the subject of a Chancery suit, partly by lands belonging, or reputed to belong, to Edward Fuller, and known as "The Retreat," partly by lands belonging, or reputed to belong, to Mary Watkins, spinster, and partly by lands belonging, or reputed to belong, to Charlotte Rogers, widow, and relict of the late Moses Rogers, and, on the east, partly by the last-mentioned lands belonging, or reputed to belong, to Charlotte Rogers, partly by lands belonging, or reputed to belong, to Walter Thomas Edmonds, and partly by the road leading from the lands now being described to the High-street, Sutton, aforesaid.

3rdly. Certain other lands in the parish of Sutton aforesaid belonging, or lately belonging, or reputed to belong, to the said John Coombs, but now agreed to be sold by him to the Limited Company, situate to the south of and adjoining the lands of the Limited Company firstly hereinbefore described, containing one rood thirty-one perches, or thereabouts, and bounded on the north by the said lands of the Limited Company, on the west by the said footpath leading from Brickfield-lane

to Glensham-lane, on the south by the said Brickfield-lane, and on the east by other lands belonging or reputed to belong to the said John Coombs.

And upon those lands to manufacture gas and inflammable air, and to manufacture, convert, utilize, and distribute such materials and residual products as aforesaid, and also on those lands to store gas and inflammable air, and erect houses and other buildings.

7. To hold, purchase, take on lease, or otherwise acquire by agreement (and as regards the lands secondly above described by compulsion) the lands, houses, and hereditaments hereinbefore described, and to purchase and take on lease by agreement other lands, houses, and hereditaments in the parishes and places hereinafter mentioned, or any of them, or easements or rights in or over any such lands, houses, and hereditaments.

8. To supply gas or inflammable air for public and private purposes to and within the parishes, townships, extra-parochial, and other places following, that is to say, Sutton, Cheam, and Bantstead, all in the county of Surrey, or some or one of them, or some part or parts thereof, respectively.

9. To maintain, alter, and renew any existing mains, pipes, pillars, and other works within the limits to be supplied with gas or inflammable air, and to lay down, maintain, and renew additional mains, pipes, pillars, and other works in, along, through, over, and under, and for those purposes to open, break up, cross, alter, and divert streets, roads, and other highways, bridges, canals, towing-paths, railways, tramways, open ground, sewers, drains, millstreams, watercourses, passages, and other places within the intended limits of supply.

10. To take hold and use patent rights or licenses, or authorities under letters-patent, for the use of inventions relative to the manufacture, conversion, utilization, or distribution of gas, or inflammable air, and of such materials and residual products as aforesaid.

11. To deal in, sell, and dispose of gas and inflammable air, and also coal, lime, coke, tar, chemicals, and other residual and manufactured products, and other matters and things, and to carry on the business usually carried on by gas companies, or by companies or persons dealing in any of the matters and things aforesaid, and to manufacture, purchase, or hire, and supply gas meters, fittings, and other apparatus.

12. To enter into and carry into effect contracts and arrangements for the supply of gas or inflammable air with any Local Board of Health, urban or rural sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any railway company and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto; and the Bill will confer all necessary powers in that behalf upon all such boards, authorities, trustees, surveyors, companies, bodies, and persons, and will enable them to apply for the purposes of any such contracts or arrangements, any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

13. To enable the Company for all or any of the purposes of the Bill to apply their corporate funds and revenues, and to raise further money by the creation and issue of new shares, stocks, ordinary or preferential, or both, and by borrowing, and to create and issue debenture stock.

14. To demand, take, and recover rates, rents,

and charges for the sale and supply of gas or inflammable air, and the sale and hire of gas meters and fittings, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to confer other rights and privileges.

15. To sell or lease any lands, works, and property from time to time vested in, or purchased by, the Company.

16. And notice is hereby also given that, on or before the 30th day of November, 1875, a plan of the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plan, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in the said county, and that, on or before the same day, a copy of so much of the said plan and book of reference as relates to each parish or extra-parochial place in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto at his residence.

17. 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 9th day of November, 1875.

G. Carter-Morrison, Reigate, Solicitor for Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Queenborough Harbour.

(Powers to Corporation of Queenborough to lay down or erect Buoys and Lights, and to place Moorings; to make Bye-laws for Regulating Use and Navigation of West Swale; Borrowing and Application of Money; Partial Repeal of section 22 of Local Act, 9 Vic., cap. 144; Amendment and Incorporation of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act for effecting the following objects and purposes, or some of them, that is to say:

To empower and enable the mayor, jurats, bailiffs, and burgesses of the borough of Queenborough (otherwise Queenborough), in the county of Kent (hereinafter called "the Corporation"), as the owners of or otherwise entitled to levy and demand tolls, dues, and other payments leviable and payable for ships and vessels, and for goods and merchandise landed or shipped within the harbour or river of West Swale, and the waters thereof, within the boundaries and jurisdiction of the said borough, extending from the King's Ferry to the mouth of the said river called Swale Spitt (hereinafter referred to as "the harbour") from time to time and within such boundaries and jurisdiction as aforesaid, to lay down or erect, alter, and maintain buoys, beacons, lights, and lighthouses for the guidance of vessels and craft navigating or using the harbour, and the creeks, arms, and inlets thereof; and within such limits, and from time to time to place, affix, alter, replace, and maintain moorings and mooring-chains for the mooring of vessels; and to authorise and empower the Corporation from time to time to make and

enforce such bye-laws and regulations as they may deem necessary or expedient, or otherwise to make further or better provision for regulating the use and navigation of the harbour, and for regulating vessels mooring in or using or navigating the same, and to make better provision in the intended Act for protecting the fisheries in the said river and waters.

To amend or repeal so much of section 22 of the Local and Personal Act, 9 Vic. cap. 144, as prohibited the making of bye-laws by the Corporation for the foregoing purposes or any of them, and to amend, alter, or repeal any other provisions of that Act, and the provisions of any other Act relating to the borough of Queenborough and of the Local and Personal Acts, 20 and 21 Vic. cap. 151, 24 and 25 Vic. cap. 127, 29 and 30 Vic. cap. 233, and of any other Act of Parliament so far as the same relate to Queenborough Pier and its undertaking, and of any other Local and Personal Act so far as may be necessary or expedient for effecting the objects and purposes of the intended Act or any of them.

To authorise the Corporation for the purpose of repairing and maintaining their existing sea or river walls, quays, stoneways, hardways, sluices, and drains at Queenborough, and for the purpose of providing and maintaining buoys, beacons, lights, lighthouses, moorings, and mooring-chains and for carrying out the objects and purposes of the intended Act, to apply their borough fund, borough rate, and revenue, and their shipping and other tolls and duties, and any other funds, rates, tolls, duties, customs, imposts, moneys, or revenue belonging to them or under their control, or which they now or hereafter may have power to levy or impose, and for all or any of those purposes or otherwise to raise or borrow money on mortgage, bond, annuity, or otherwise, upon the security of the borough fund, borough rate, and revenue, and of their shipping and other tolls and duties, and any other funds, rates, dues, tolls, customs, imposts, or duties, or revenue belonging to or under their control, or which they now or hereafter may have power to levy or impose, and upon the security of their lands and other corporate property, or by any of those means, and to authorise them to charge upon, and pay out of the borough fund, borough rates and revenue, and any other the funds, tolls, dues, rates, duties, moneys or revenue, as aforesaid, or upon and out of any one or more of such funds, the costs of and incidental to the application, for and obtaining of the intended Act, and to make provision for the repayment of the moneys borrowed by the Corporation, under the intended Act.

To incorporate with the intended Act such of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," or of any other Act as may be deemed necessary or expedient for effecting the foregoing objects and purposes or any of them.

To vary or extinguish all rights, powers, and privileges which would impede or interfere with any of the objects and purposes of the intended Act, and to confer all other powers, rights, privileges, and exemptions necessary or expedient for carrying any of such objects and purposes into effect.

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

Dated this 18th day of November, 1875.

W. J. Harris, Sittingbourne, Town Clerk.
Durnford and Co., 45, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1876.

Southport Tramways Company Limited.

(Application to Board of Trade for Provisional Order to Construct New Tramways; Powers to purchase Lands, to levy Tolls, Rates, and Charges; to abandon certain authorised Tramways; Powers as to repairs of Streets; Arrangements and Agreements with Street and other Authorities; Amendment of the Southport Tramways Order, 1872; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that the Southport Tramways Company, Limited (who are hereafter referred to as "the Company"), are about to apply to the Board of Trade, under "The Tramways Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing session; and that by such Order powers will be sought for making and maintaining the tramways, and abandonment of the tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works connected therewith (and for all or some of the purposes mentioned in this notice), that is to say:—

Tramway No. 1 (Birkdale and Southport).

A Tramway (herein referred to as Tramway No. 1) wholly situate in the township of Birkdale and in the borough of Southport, both in the county of Lancaster, commencing in Birkdale aforesaid, to the junction of Westcliffe-road with Weld-road, and running along Westcliffe-road; in Birkdale aforesaid, and along and terminating in Lord-street West, in the borough of Southport aforesaid, about 11 feet, in a north-easterly direction, from the boundary of Birkdale and the borough of Southport, by a junction with the existing tramway.

The centre line of Tramway No. 1 coincides with the imaginary centre line of Westcliffe-road and Lord-street West respectively.

Tramway No. 2 (Southport).

A tramway (herein referred to as Tramway No. 2) wholly situate in the borough of Southport aforesaid, commencing at the intersection of Lord-street and Duke-street by a junction with the existing main line of tramway in Lord-street passing along Lord-street and terminating in Lord-street by a junction with the existing tramway or passing place, at a point 170 feet south-west of the intersection of Lord-street and Coronation-walk.

The centre line of Tramway No. 2, at its commencement, will coincide with the imaginary centre line of Lord-street, and will proceed in a northerly direction for a distance of 130 feet when it will be on the north-west side of and at a distance of 12 feet from such imaginary centre line, which it will gradually approach until it is at a distance of 9 feet from such imaginary centre line, and will so continue to a point 360 feet south-west from the intersection of Coronation-walk and Lord-street, where it will be on the north-west side of and at a distance of 4 feet 6 inches from such imaginary centre line, and will so continue to its termination.

Tramway No. 3 (Southport).

A tramway (herein referred to as Tramway No. 3) wholly situate in the borough of Southport aforesaid, commencing in Lord-

street by a junction with the existing tramway or passing place at a point 75 feet south-west from the intersection of Lord-street and Coronation-walk, passing along Lord-street, and terminating by a junction with the existing tramway or passing place at a point 180 feet north-east from the intersection of Lord-street and Nevill-street.

The centre line of Tramway No. 3, throughout, will be on the north-west side of and at a distance of 4 feet 6 inches from the imaginary centre line of Lord-street.

Tramway No. 4 (Southport).

A tramway (herein referred to as Tramway No. 4) situate wholly in the borough of Southport aforesaid, commencing in Lord-street by a junction with the existing tramway or passing place at a point 268 feet north-east from the intersection of Lord-street and Nevill-street, passing along Lord-street, and terminating by a junction with the existing main line of tramway at a point 15 feet north-east of the intersection of Lord-street and Bold-street.

The centre line of Tramway No. 4 will at its commencement be on the north-west side of and at a distance of 4 feet 6 inches from the imaginary centre line of Lord-street, and will so continue until it reaches 45 feet south-west from the intersection of Lord-street and Bold-street, when it will gradually approach and at its termination coincide with the imaginary centre line of Lord-street.

Tramway No. 5 (Southport).

A passing place 3 chains in length (herein referred to as Tramway No. 5) situate wholly in the borough of Southport aforesaid, in Lord-street, between Bold-street and Seabank-road, commencing and terminating by junctions with the existing main line of tramway in Lord-street.

The centre line of Tramway No. 5 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 north-west side of such imaginary centre line.

Tramway No. 6 (Southport).

A tramway (herein referred to as Tramway No. 6) situate wholly in the borough of Southport aforesaid, commencing in Lord-street by a junction with the existing main line of tramway at a point 75 feet south-west from the intersection of Lord-street and Leicester-street, and passing thence along Peter-street, Albert-road, Park-crescent, the proposed Cambridge-road, and a proposed road in continuation of Cambridge-road, and terminating in the main street of Churchtown, in the said borough at a point opposite to the entrance of the grounds and premises of the Southport and Churchtown Botanic Gardens and Museum Company Limited.

The centre line of Tramway No. 6 will at its commencement coincide with the imaginary centre line of Lord-street; in Peter-street it will be throughout on the north-west side of the present imaginary centre line of that street, and at the south-west end thereof it will be at a distance of 3 feet 6 inches therefrom, and will then gradually approach until at the north-east end thereof it will be at a distance of 2 feet 6 inches from such

present imaginary centre line; in Albert-road, Park-crescent, the proposed Cambridge-road, and the proposed road in continuation of Cambridge-road to the termination of such proposed road, and to a point opposite the Hesketh Arms Hotel, in Churchtown, the centre line will coincide with the imaginary centre line of such roads respectively, and from that point it will gradually diverge from the imaginary centre line of the main street in Churchtown until at a point 70 feet east from the south corner of the Hesketh Arms Hotel, it will be on the north side of and at a distance of 9 feet from such imaginary centre line, and will so continue to a point 180 feet from its termination when it will gradually diverge until at its termination it will be on the north side of and at a distance of 24 feet from such imaginary centre line.

Tramway No. 7 (Southport).

A passing place 3 chains in length (herein referred to as Tramway No. 7), situate wholly in the borough of Southport aforesaid, in Albert-road, near the entrance to Hesketh Park, commencing and terminating by junctions with Tramway No. 6.

The centre line of Tramway No. 7 will at each end thereof coincide with the imaginary centre line of Albert-road, 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. 8 (Southport).

A passing place 3 chains in length (herein referred to as Tramway No. 8), situate wholly in the proposed Cambridge-road, in the borough of Southport aforesaid, commencing at a point 1 furlong 3 chains from Park-crescent aforesaid, and commencing and terminating by junctions with Tramway No. 6.

The centre line of Tramway No. 8 will at each end thereof coincide with the imaginary centre line of the proposed Cambridge-road, and will at its centre be at a distance of 9 feet from and on the north-west side of such imaginary centre line.

Tramway No. 9 (Southport).

A passing place 3 chains in length (herein referred to as Tramway No. 9), wholly situate in the proposed Cambridge-road, in the borough of Southport aforesaid, commencing 6 furlongs $2\frac{1}{2}$ chains from Park-crescent, and commencing and terminating by junctions with Tramway No. 6.

The centre line of Tramway No. 9 will at each end thereof coincide with the imaginary centre line of the proposed Cambridge-road, and will at its centre be at a distance of 9 feet from and on the north-west of such imaginary centre line.

Tramway No. 10 (Southport).

A tramway (herein referred to as Tramway No. 10), situate wholly in the borough of Southport aforesaid, at the intersection of the proposed Cambridge-road, Marshside-lane, and the proposed road in continuation of the proposed Cambridge-road to Churchtown, commencing in the proposed Cambridge-road by a junction with Tramway No. 6 at a point 90 feet west of the centre of Marshside-lane, and terminating at the side of the said road at a point 120 feet north of the centre line of the West Lancashire Railway.

The centre line of Tramway No. 10 will at its

commencement coincide with the imaginary centre line of the proposed Cambridge-road, and will be a prolongation thereof to its termination.

Tramway No. 11 (Southport).

A tramway (herein referred to as Tramway No. 11) situate wholly in the borough of Southport aforesaid, in the main street in Churchtown, commencing by a junction with the existing main line of tramway in Churchtown at a point 98 feet west of the south corner of the Hesketh Arms Hotel, and terminating opposite the termination of Tramway No. 6.

The centre line of Tramway No. 11 will at its commencement coincide with the imaginary centre line of the main street in Churchtown, and so continue until it reaches a point 2 chains from its termination, when it will gradually diverge therefrom until at its termination it will be on the north side of and at a distance of 13 feet from such imaginary centre line.

Tramway No. 12 (Southport).

A crossing $1\frac{1}{2}$ chains in length (herein referred to as Tramway No. 12) wholly situate in the borough of Southport aforesaid, in the main street in Churchtown, commencing by a junction with Tramway No. 6, at a point 85 feet east of the south corner of the Hesketh Arms Hotel, and terminating by a junction with Tramway No. 11.

The centre line of Tramway No. 12 at its commencement will be on the north side of and at a distance of 9 feet from the imaginary centre line of the main street in Churchtown, and will converge thereto, and at its termination will coincide with the imaginary centre line of the same street.

Tramway No. 13 (Southport).

A crossing $1\frac{1}{2}$ chains in length (herein referred to as Tramway No. 13) wholly situate in the borough of Southport aforesaid, in the main street in Churchtown, commencing by a junction with Tramway No. 11 at a point 185 feet from the termination thereof, and terminating by a junction with Tramway No. 6.

The centre line of Tramway No. 13 at its commencement will coincide with the imaginary centre line of the main street in Churchtown, and will diverge therefrom, and at its termination be on the north side of and at a distance of 9 feet from such imaginary centre line.

Tramway No. 14 (Southport).

A passing place $2\frac{1}{2}$ chains in length (herein referred to as Tramway No. 14), situate wholly in the borough of Southport aforesaid, in the main street in Churchtown, opposite Marshside-lane, commencing and terminating by junctions with the existing main line of tramway in Churchtown.

The centre line of Tramway No. 14 will at each end thereof coincide with the imaginary centre line of the main street in Churchtown, and will at its centre be at a distance of 9 feet from and on the north-west side of such imaginary centre line.

Tramway No. 15 (Southport).

A Tramway (herein referred to as Tramway No. 15), situate wholly in the borough of Southport aforesaid, commencing by a junction with the existing main line of tramway 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 the existing tramway 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. 15 will at its commencement and termination coincide with the imaginary centre lines of Queen's-road and Leyland-road.

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 where less spaces than 9 feet and 6 inches occur between edge of footpath and nearest rail of Tramway, for a distance of 30 feet or upwards.
Borough of Southport aforesaid:		
Lord-street.	2	On the north-west side of the street, and from a point one chain or thereabouts from the centre of Duke street, in a north-easterly direction to a point further distant in the same direction 127 yards or thereabouts.
Lord-street.	5	On the north-west side of the street, and from a point 15 yards or thereabouts from the centre of Seabank-road, in a south-westerly direction to a point further distant in the same direction 50 yards or thereabouts.
Peter-street.	6	On the north-west side of the street from Leicester-street to Saunders-street.
Albert-road.	7	On the south-east side of the street, and from a point 26 yards or thereabouts from the centre of Park-road in a north-easterly direction to a point further distant in the same direction 50 yards or thereabouts.
Proposed Cambridge-road.	8	On the north-west side of the road, and from a point 1 furlong $4\frac{1}{2}$ chains or thereabouts from the centre of Park-crescent in a north easterly direction to a point further distant in the same direction 33 yards or thereabouts.
Proposed Cambridge-road.	9	On the north-west side of the road, and from a point 6 furlongs 4 chains or thereabouts from the centre of Park-crescent in a north-easterly direction to a point further distant in the same direction 33 yards or thereabouts.
Main Street in Churchtown.	6	On the north side of the street from the Hesketh Arms Hotel to the boundary of the grounds of the Southport and Churchtown Botanic Gardens and Museum Company Limited.

The tramways and works proposed to be authorised by the Provisional 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 township of Birkdale and the borough of Southport, both 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, 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 parish 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 take easements over lands and houses, and to erect offices, stables, coach houses, buildings, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or 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 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 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 Provisional Order, 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 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 proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tram-

ways, 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, and to provide for the authentication of such bye-laws.

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 carriages, 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 or other 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.

And by the said Provisional Order it will be sought to give effect to all or any contract or contracts and agreement or agreements already or hereafter to be entered into by the Company with the Mayor, aldermen, and burgesses of the borough of Southport (hereinafter referred to as the Corporation), or any other local authority or authorities relative to the construction, maintenance, use, and working of any tramway or tramways, and the payment of any sum or sums of money or other compensation in respect thereof, or the roads or streets to be taken, broken up, or interfered with by the construction of any tramway or tramways. And to alter, amend, or vary so much of "The Southport Tramways Order,

1872," and the schedule thereto, as enables the Corporation to purchase the undertaking of the Company at the end of twelve years from the confirmation of "The Southport Tramways Order, 1872," and to extend the time for the compulsory sale and purchase of the undertaking by the Company and the Corporation respectively to twelve years from the 12th day of August, 1876.

And by the said Provisional Order it will be sought to revoke, amend, or vary so much and such part of "The Southport Tramways Order, 1872," as authorised the construction of 66 yards in length of Tramway No. 7, in that order mentioned, at its terminus, in the main street in Churchtown, in the borough of Southport aforesaid. And also Tramway No. 7A, also authorised by "The Southport Tramways Order, 1872." And to enable the Company to abandon and take up the said portion of Tramway No. 7, and the said Tramway No. 7A respectively. And by the said Provisional Order it is also proposed to vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and to 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, 1876.

And notice is hereby further given, that proper plans and sections of the proposed tramways and work, 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; and with the parish clerk of the parish of North Meols, at his residence in Marshside, in the borough of Southport aforesaid; 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, 23, King-street, Parliament-street, Westminster, parliamentary agent; and at the office of the said Company, 36, London-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, 1876, and copies of their objections must at the same time be sent to the said Company, at their offices, 36, London-street, in the borough of Southport aforesaid.

Dated this 13th day of November, 1875.

Welsby, Hill, and Smallshaw, Southport,
Solicitors.

S. H. Lewin, 23, King-street, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Stourbridge Western Railway.

(Incorporation of Company; Construction of Railways from Stourbridge to Kingswinford, Cookley and Kinver, with Branches; Working Arrangements with, and powers of subscription, guarantee, and raising and application of Funds to, and compulsory facilities affecting Great Western and London and North Western Railway Companies; Running Powers and facilities over portion of Railways of Great Western Railway Company, at Stourbridge; Confirmation of Agreements; Amendment or Repeal of Acts, and other Powers.)

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

1. To incorporate a Company (hereinafter referred to as "the Company"), and 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, together with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith respectively, or incidental thereto (namely):—

Railway No. 1.

A railway (hereinafter referred to as Railway No. 1), commencing in the township of Upper Swinford, in the parish of Oldswinford, in the county of Worcester, by a junction with the railway of the Great Western Railway Company, authorised by the Great Western Railway Act, 1874, at a point thereon 10 chains, or thereabouts, measured in a south-westerly direction from the south-west corner of the booking office at the Stourbridge passenger station; and terminating in the parish of Kingswinford, in the county of Stafford, at a point 130 yards or thereabouts, measured in a north-easterly direction from the north-east corner of the clock tower of St. Mary's Church, at Kingswinford, which said intended Railway No. 1, will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Oldswinford, Upper Swinford, Stourbridge, St. John the Evangelist, St. Thomas, and Wollaston, all in the county of Worcester; and Oldswinford, Amblecote, Kingswinford, and Wordesley; all in the county of Stafford.

Railway No. 2.

A railway (hereinafter referred to as Railway No. 2), commencing in the township of Wollaston, in the parish of Oldswinford, in the county of Worcester, by a junction with the intended Railway No. 1, at, or near a point thereon, 1½ chains or thereabouts, measured in a westerly direction, from the north-west corner of the house called or known as "Washing Pool cottage," in Bowling Green-lane, in the occupation of Mr. James Page, and terminating in the parish of Wolverley, in the same county, in a field on the north side of the Cookley Iron Works, and called or known as "Pool Meadow," which said intended Railway No. 2, will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Wollaston, Stourbridge, Oldswinford, Cornsall, and Wolverley, all in the county of Worcester; and Kinver, otherwise Kinfare, and Whittington, in the county of Stafford.

Railway No. 3.

A railway (hereinafter referred to as Railway No. 3) to be wholly situate in the parish of

Kinver, otherwise Kinfare, in the county of Stafford, commencing by a junction with the intended Railway No. 2, on the south side of the bridle road leading from the town of Kinver, otherwise Kinfare, to the high road (which bridle road is on the north side of the Whittington Iron Works and joins the said high road near the Whittington Inn), at a point 6½ chains, or thereabouts, measured in a westerly direction, from the bridge which carries such bridle road over the Staffordshire and Worcestershire Canal; and terminating in a field, situate immediately to the southward of the Hyde Iron Works, and adjoining and on the west side of the said canal

Railway No. 4.

A railway (hereinafter referred to as Railway No. 4), commencing in the township of Wollaston, in the parish of Oldswinford, in the county of Worcester, by a junction with the intended Railway No. 1, on the north side of the turnpike road leading from the High-street, Stourbridge, to Enville, and at or near a point in such turnpike road 1½ chains, or thereabouts, measured in a north-westerly direction from the north-west corner of the Golden Lion Inn, and terminating in the township of Stourbridge and the hamlet of Amblecote, in the parish of Oldswinford, in the counties of Worcester and Stafford, or one of them, by a junction with the existing line of railway belonging to the Great Western Railway Company, and William Orme Foster, or one of them, on the bridge which carries that railway over the river Stour, and which bridge is situate on the western side of the High-street at Stourbridge, and is the nearest railway bridge to that street, on the western side thereof, and which said intended Railway No. 4, will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Wollaston, Stourbridge, and Oldswinford, in the county of Worcester; and Amblecote and Oldswinford, in the county of Stafford.

Railway No. 5.

A railway (hereinafter referred to as Railway No. 5), commencing in the township of Upper Swinford, in the parish of Oldswinford, in the county of Worcester, by a junction with the intended Railway No. 1, at its point of commencement, as hereinbefore described, and terminating in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, by a junction with the West Midland Railway of the Great Western Railway Company, at or near the northern end of the booking office of the Stourbridge Station of that railway, and which said intended Railway No. 5 will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places, following, or some of them (that is to say), Upper Swinford, Stourbridge, and Oldswinford, all in the county of Worcester.

2. To purchase and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended railways and works, 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.

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

laterally from the centre line of the railways shown upon the deposited plans, and to deviate vertically from the levels of the railways shown upon the deposited sections, to any extent which may be defined by the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

4. To authorise the Company on the one hand, and the Great Western Railway Company and the London and North Western Railway Company, or either of them, on the other hand, from time to time, to enter into, and carry into effect, contracts, agreements, and arrangements for, or with respect to, the construction, working, use, management, and maintenance by any, or either of the contracting Companies, of the said intended railways and works, or any, 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 purposes of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the 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 or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the 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.

5. To authorise the London and North Western Railway Company and the Great Western Railway Company, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any, or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock, in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, and by borrowing.

6. To empower the Company and all other Companies and persons lawfully using the intended railways, or any or either of them, or any part or parts thereof respectively, to run into, over, and use, with their engines, carriages, waggons, and trucks, and their officers and servants, and for the purposes of traffic of every description, so much of the railways of the Great Western Railway Company as is situate and lies between the junction therewith of the intended Railway No. 1 and the Stourbridge passenger station of the Great Western Railway Company, 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 portions of railways and station respectively, upon such terms and conditions, pecuniary and otherwise, and on

payment of such tolls, rates, and charges as may, from time to time, be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Railway Commissioners, or by Arbitration, or as may be defined by the Bill, and to require and compel the Great Western Railway Company, or other the Company for the time being, owning or working the portions of railways and station so run over and used, 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 and into the before-mentioned portions of railways and station 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 and for the said portions of railways and station respectively, and the works and conveniences connected therewith.

7. To require the Great Western Railway Company and the London and North Western Railway Company, or either of them, to book and invoice through traffic over their railways, or any of them, or any part or parts thereof respectively, to, from, and beyond the railways of the Company, or any of them, and by through rates and fares, and by through waggons, carriages, and trucks, and 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 before-mentioned Companies, and to require those Companies respectively, to provide at their stations and depôts accommodation for the booking and other clerks, and other officers and servants of the Company, and to authorise the Company to appoint and keep clerks, agents, and other officers and servants at all or any of such stations and depôts, and to require the deviation of rates and charges according to the mileage or otherwise, in manner to be defined in or authorised by the Bill, and the settlement of rates and of disputes by arbitration or by the Railway Commissioners, 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-mentioned 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-mentioned Companies respectively, upon terms and under arrangements to be defined in the Bill, or settled by arbitration, or by the Railway Commissioners.

8. To sanction and confirm any contract, agreement, or arrangement between the Company, on the one hand, and the Great Western Railway Company and the London and North Western Railway Company, or either of them, on the other hand, already made or which, prior to the passing of the Bill, may be made, respecting all or any of the matters aforesaid, or other the objects and purposes of the Bill.

9. To confer upon the Company 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 effect any of the objects and purposes of the Bill, and to confer other rights and privileges.

10. 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), 9 and Vic., caps. 204 and 231, relating to the London and North Western Railway Company, and all other Acts relating to or affecting that Company; 5 and 6 Wm. IV., cap. 107; 26 and 27 Vic., caps., 113 and 198; 37 and 38 Vic., cap. 74, relating to the Great Western Railway Company; and all other Acts relating to or affecting that Company, and all other Acts, if any, which may relate to or be affected by the objects of the Bill.

11. And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the said intended railways and works, together with a book of reference to such plans, and 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 be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, in that county; and with the clerk of the peace for the county of Worcester, at his office at Worcester, in that county; and that, on or before the said 30th day of November, a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended railways 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.

12. And notice is hereby also 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 10th day of November, 1875.

Charles W. Collis, Stourbridge; } Solicitors
William Toogood, 16, Parliament- } for
street, Westminster; } the Bill.
Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Glasgow and Kilmarnock Joint Line
and Caledonian Railway.

(Powers to the Caledonian and the Glasgow and South-Western Railway Companies jointly to acquire Lands for Stations and other purposes in the Parishes of Govan and Eastwood, in the counties of Lanark and Renfrew; To make Sidings and a Diversion of Road in connection therewith, and to stop up and appropriate sites of portions of existing Road and Street; Powers to Corporation of Glasgow, and Glasgow Tramway and Omnibus Company, Limited, or either of them, to make Deviations of portions of authorised Tramways in the said parish of Eastwood; Powers to Caledonian Railway Company to acquire Lands for Stations and other purposes in the parish of Govan and counties aforesaid; Additional Share and Loan Capital; Application of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill

No. 24270.

(hereinafter called "the Bill") to effect the objects and purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company and the Glasgow and South-Western Railway Company jointly, (hereinafter called "the two Companies,") to purchase or acquire by compulsion or agreement, and to hold for the purpose of additional stations, siding and other accommodation, and for other purposes connected with their joint undertaking, known as the Glasgow and Kilmarnock Joint Line, and hereinafter called "the Joint Line," the lands hereinafter described, or parts thereof, and all houses, buildings, and other property thereon, and such other lands, houses, buildings, and property as may be required for all or any of the works proposed to be authorised by the Bill, viz:—

(1).—Certain lands in the parish of Govan, city of Glasgow, and county of Lanark, on the south-eastern side of the Joint Line, bounded by a line commencing at the centre of the Joint Line on the north-eastern side of the bridge which carries the Glasgow and Pollokshaws turnpike-road over the Joint Line, and proceeding thence along the centre of the Joint Line to the eastern side of the bridge which carries Victoria-road over the Joint Line, thence south-eastward to a point on the northern side of Butterbiggins-road about 70 yards eastward from the eastern side of Victoria-road at its junction with Butterbiggins-road, thence south-westward in a straight line to a point about 25 yards eastward from the said point of commencement, and thence westward to the said point of commencement; with power to the two Companies to form and maintain sidings from the Joint Line near the said bridge which carries the said turnpike-road over the Joint Line through the said lands to that portion thereof which is situate on the northern side of Butterbiggins-road, with bridges or openings for carrying such sidings under Victoria-road and Butterbiggins-road, or one of them.

(2).—Certain lands in the parish of Govan and counties of Lanark and Renfrew, on the south-eastern side of the Joint Line, bounded by a line commencing at the southern side of the bridge which carries the Glasgow and Pollokshaws turnpike-road over the Joint Line, and proceeding thence southward along the western side of that road to the point where the boundary between the said counties intersects the said road at Strathbungo, thence westward along the said county boundary for about 93 yards, thence southward to the northern side of the old road which crosses the said turnpike-road at Strathbungo, and leads westward to Nithsdale-road, thence westward along the northern side of the said old road to the south-eastern side of the Joint Line, and thence along the south-eastern side of the Joint Line to the said point of commencement; and

(3).—Certain lands in the parish of Eastwood and county of Renfrew, adjoining to and on the south-eastern side of the Joint Line and of the goods station of that line at Pollokshaws, bounded by a line commencing at a point on the western side of the Glasgow and Pollokshaws turnpike-road, about 100 yards northward from the centre of the bridge which carries the said

road over the River White Cart, near the passenger station at Pollokshaws of the Joint Line, and proceeding thence north-eastward along the north-western side of the said road to a point near the entrance to the said goods station, thence southward along the western side of Pollok-street to the north side of Wilson-street, at its junction with Pollok-street, thence westward along the north side of Wilson-street for about 38 yards, thence southward for about 70 yards, thence south-westward, in a straight line, to a point about 45 yards eastward from the said point of commencement, and thence westward to such point of commencement; with power to the two Companies to make a diversion of the said turnpike-road, in the said parish of Eastwood and county of Renfrew, commencing at a point about 100 yards northward from the centre of the said bridge over the River White Cart, and terminating near the junction of Maxwell-street with Pollok-street; and to stop up and appropriate the site of the said existing turnpike-road between the points of commencement and termination of the said diversion, and also the site of Wilson-street, or part thereof, so far as such sites are embraced within the said boundaries.

To empower the Lord Provost, Magistrates, and Council of the city of Glasgow, and the Glasgow Tramway and Omnibus Company, Limited, or either of these bodies, to make and maintain, in the said parish of Eastwood and county of Renfrew, deviations of the two Tramways authorised by The Glasgow-street Tramways Act, 1870, to be laid along the said Glasgow and Pollokshaw turnpike-road, and in that Act called respectively Tramway No. 15 and Tramway No. 15A; and all proper works and conveniences in connection with such deviations; which deviations will commence by junctions with the said authorised Tramways at or near the point hereinbefore described as the point of commencement of the said proposed diversion of road, and will terminate by junctions with the said authorised tramways at or near the point hereinbefore described as the point of termination of that diversion. It is proposed that the centre of the deviation of Tramway No. 15 shall, throughout its entire length, be on the eastern side of, and at a distance of 5 feet from an imaginary line drawn along the centre of the carriage way of the said diversion of road, and that the centre of the deviation of Tramway No. 15A shall, throughout its entire length, be on the western side of, and at a distance of 5 feet from the said imaginary line. The said deviations are proposed to be laid so that at no point shall a less space than 10 feet 6 inches intervene between the outside of the footpath on the western side of the said diversion of road, and the nearest rail of the said deviation of Tramway No. 15A, nor between the eastern side of the said diversion of road and the nearest rail of the said deviation of Tramway No. 15, on which side of the said diversion of road it is not proposed to form any footpath.

To provide for the abandonment of so much of the said authorised tramways as extends along the said existing turnpike-road, between the said points of commencement and termination of the said deviations.

To empower the Caledonian Railway Company (hereinafter called "the Caledonian Company"), to purchase or acquire by compulsion or agree-

ment, and to hold for the purpose of additional stations, siding, and other accommodation, and for other purposes connected with their undertaking, the lands hereinafter described, or part thereof, and all houses, buildings, and other property thereon, viz. :—

Certain lands in the parish of Govan and counties of Lanark and Renfrew, bounded by a line commencing at or near the point where Darnley-street joins Nithsdale-road, and proceeding thence northward along the eastern side of Darnley-street, and of the intended continuation thereof, to the point where it is intersected by the Parliamentary and Municipal boundary of the city of Glasgow, thence southward and south-eastward along that boundary to a point about 65 yards westward from the western side of the Glasgow and Pollokshaws turnpike-road, thence southward parallel or nearly parallel to that road to the north-western corner of the ground attached to St. Ninian's Episcopal Chapel, thence along the western and southern boundaries of that ground to the said turnpike-road, thence along the western side of that road to the southern corner of the bridge by which that road is carried over the Joint Line, thence along the south-western end of that bridge to the north-western side of the Joint Line thence along the north-western side of the Joint Line to the northern corner of the bridge over the Joint Line near the junction of Darnley-street with Nithsdale-road, and thence along the north-eastern side of Nithsdale-road to the said point of commencement.

To empower the two Companies to deviate, in the construction of the works hereinbefore described, 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 on the said plans, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water-pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert, for the purposes of the Bill and the said proposed works; and to vary, for the purposes of the Bill, the provisions of The Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and with respect to alterations of roads, and substitution of roads in lieu of altered roads.

To provide that the said proposed diversion of road shall, for the purposes of tolls, and in all other respects, be held to form part of the said Glasgow and Pollokshaw turnpike-road, and shall be maintained by the trustees of that road, and that the provisions of the Acts relating to that road shall apply thereto; and to provide that the said proposed deviations of Tramways shall, for the purposes of tolls, rates, and charges, and in all other respects, be held to form parts of the said Tramways No. 15 and No. 15A, and that the provisions of the Acts relating to those tramways shall apply to the said deviations thereof.

To empower the Caledonian Company and the Glasgow and South-Western Railway Company respectively, to raise additional capital for the purposes of the Bill, by the creation and issue

of new ordinary and preference shares and stock, or by one or more of those modes, and by borrowing upon mortgage, or by the creation and issue of debenture stock; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the said Companies, and which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water-pipes, telegraphic apparatus, and other property, hereinbefore-mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the two Companies and the Caledonian Company respectively, and all other Companies, corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, so far as may be necessary or desirable for all or any of the purposes aforesaid, The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869, The Caledonian Railway Act, 1845, The Glasgow and South-Western Railway Consolidation Act, 1855, and the several other Acts relating to the Joint Line and to the two Companies, and to the Caledonian Company and the Glasgow and South-Western Railway Company respectively, and to the undertakings belonging to and leased and worked by them respectively; as also the Act 6 George IV., chapter 108, intituled "An Act for amending and continuing several Acts for repairing roads in the county of Renfrew," the Act 1 William IV., chapter 138, intituled "An Act for amending and continuing an Act for repairing roads in the county of Renfrew, and for altering the line of road between Glasgow and Kilmarnock, in the said county;" The Renfrewshire Turnpike Roads Act, 1856, and any other Acts relating to the said Glasgow and Pollokshaws turnpike-road; as also The Glasgow Streets Tramways Act, 1870, The Glasgow Corporation Tramways Act, 1872, The Glasgow Corporation Tramways Act, 1875, and The Vale of Clyde Tramways Act, 1871.

Plans and sections describing the lines, situation, and levels of the several works proposed to be authorised as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and plans of the lands, houses, and other property which may be taken as aforesaid for the other purposes of the Bill, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and 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 Glasgow of the principal Sheriff-Clerk of the county of Lanark, and in the office at Paisley of the principal Sheriff-Clerk of the county of Renfrew; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned, and to the city of Glasgow, with a copy of this notice will, on or before the said 30th day of

November, be deposited for public inspection as follows:—that is to say, so far as respects each such parish, with the Session-Clerk of such parish, and if there be a Schoolmaster of such parish, then also with such Schoolmaster, at the respective residences of such Session-Clerks and Schoolmasters; and so far as respects the said city of Glasgow, with the town-clerk thereof, at his office in Glasgow.

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 12th day of November, 1875.

Morrison and Anderson, 137, St. Vincent-street, Glasgow.

James Kerr, 302, Buchanan-street, Glasgow.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Norfolk Estuary.

(Repeal of existing Act; Amendment and Re-enactment of certain of its Provisions; Re-incorporation or continuance of Company; Extension of Time for Embankment of certain tracts of Land without Reverter to the Crown or former Owner; Provisions for Settlement of Disputes with Guy's Hospital for the formation and use of Roads over lands intervening between existing Public Roads and Lands to be Reclaimed; Amendment of Act of 1857, and enacting fresh Provisions with respect to Contributions by Ouse outfall Commissioners and Corporation of Lynn Tolls, &c., Rights and Privileges; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for an Act to repeal the Norfolk Estuary Act, 1857 (hereinafter called the Act of 1857), without dissolving the Company of Proprietors of the Norfolk Estuary, or otherwise to dissolve the said Company and reincorporate the shareholders therein by the same or another name (such Company whether continued without being dissolved, or being dissolved and reincorporated, being hereinafter referred to as "the Company"), and to re-invest in the Company all lands, tenements, hereditaments and personal estate, whereof they were seised or possessed immediately before the passing of the intended Act, and all rights, powers, authorities, and privileges possessed, used, exercised, or enjoyed by them, subject, nevertheless, to the provisions of the intended Act.

And it is proposed to make provision with respect to the directors, officers, and shareholders and other matters affecting the internal arrangements of the Company, and to reduce and fix the amount of their capital, and to authorise the Company to purchase or accept, surrenders of shares in their undertaking, and to sanction and confirm all past expenditure of the Company and all Acts of the Company and directors with reference to such expenditure and to provide for all moneys coming to the Company from whatever source being brought into a common fund to be applicable in payment of every description of debt, liability, or expenditure of the Company, or in dividends to the shareholders.

And it is proposed to extend the time limited by the 180th section of the Act of 1857, for the completion of the embankment and reclamation of the tracts of land therein referred to, and which are situate within and form part of the great estuary, called the Wash, and the time

within which it was by the same section enacted that the said tracts of land, or certain parts thereof should revert to and become the property of Her Majesty, or other the persons or body corporate, to whom the same would have belonged if that Act and the Acts therein referred to had not been passed, in the event of the said embankment and reclamation not being completed.

And it is proposed to declare the Ouse Outfall Channel to be within and part of the port and harbour of King's Lynn, and subject to all the rights of the Corporation of Lynn, and the Mooring Harbour Commissioners, and rights of navigation and other public rights, but to exempt from tolls, dues and other payments certain vessels and things brought up, beached or landed on the Company's works.

And it is proposed to make provision with respect to the mooring of vessels and the fixing of mooring posts and beacons, and to reserve all or some of the rights, powers and authorities of the Mooring Harbour Commissioners with reference to those matters, and to restrict buildings or erections upon the banks or foreshores of the Channel, and to prohibit the establishment or use of a ferry within one mile of West Lynn Ferry.

And it is proposed to re-enact, with amendments, the 126th section of the Act of 1857 with respect to the Nene channel, and the rights, powers, and authorities of the Corporation of Wisbeach in relation thereto.

And it is proposed to make provision for the settlement of certain disputes which have arisen between the Company and the President and Governors of Guy's Hospital in relation to the right and title to certain lands forming part of the tracts of land to be embanked and reclaimed by the Company, and for restricting certain rights of fishing over land to be reclaimed or in process of reclamation by the Company, or in or upon the Marsh Cut and Vinegar Middle Cut, or any extension thereof, or the banks or foreshores thereof, and for fixing the boundary line between the counties of Norfolk and Lincoln, through the lands to be reclaimed by the Company, and with respect to tithe, rent-charge, rates, and taxes, and for preventing obstructions or injury to the works of the Company, and for the appointment of special constables.

And it is proposed to confer upon the Company full and ample powers for reclaiming, draining, improving, and embanking all or any lands, whether belonging to themselves or other persons or corporations, which the Company were authorised or empowered to reclaim, drain, improve, or embank, under the Act of 1857, or any Act therein referred to, and for that purpose to make any agreements with landowners which they think fit, and to be entitled to compensation for such reclamation, or for any improvement to lands occasioned by their works, and to provide for such compensation being a charge upon the lands, with priority over all other charges, and for securing the same by mortgage or otherwise, and to authorise the Company to purchase any unembanked lands by agreement, and to execute for other persons works for or affecting the drainage of lands, and to enact other provisions and confer other powers upon the Company with respect to providing and maintaining outfalls and other works of drainage, and for providing supplies of fresh water, and with respect to fences and the improvement of lands, and to authorise the erection and maintenance of buildings for public worship, or for schools, farm-houses, cottages, and other purposes.

And it is proposed to confer upon the Company powers for the construction of roads, and to authorise the Company to use any existing road for the time being, or to make and use any new road, or extended road, communicating with a public road, over or through any lands adjoining or near to any lands vested in them, or which they have power to reclaim, or over or through any lands which it may be necessary or convenient to cross in order to effect a communication between any existing public road and any land vested in them, or which they have power to reclaim.

And it is proposed to authorise the Company to borrow money on mortgage, and to sell, let, or exchange, and otherwise deal with any lands, for the time being belonging to them, and to sell any rent-charges, and to provide that lands so sold, leased, or mortgaged, shall be freed and discharged from all obligations and liability of the Company.

And it is proposed to enact that the lands already sold or embanked by the Company shall be, and continue to be, charged with the annual sums to which they were liable before the passing of the intended Act, and that the same shall be payable out of the said lands, and be recoverable by distress and entry.

And it is proposed to enact provisions with respect to all rights, claims, powers, or authorities of, or affecting the Crown and the Board of Trade, and any other department of the Government, and for completing the Vinegar Middle Cut, and for the payment of contributions by the Corporation of Lynn and the Ouse Outfall Board, and to amend the provisions of the Act of 1857, with reference to such contributions, and to provide for raising and levying such contributions, and to confer powers upon the Company for that purpose, and to provide for the investment of the sums contributed, and for the application of the principal and interest of the fund to be so formed, and for the formation of separate funds for the indemnity of the Board of Trade with respect to expenses incurred by them, and for the maintenance of the Ouse Outfall Channel.

And it is proposed to make provision for the indemnity of George William Pierrepont Bentinck, Esquire, against loss or damage through neglect or default of the Company in maintaining or repairing the outer sea banks which protect his lands, in the parish of Clenchwarton, from the sea.

And it is proposed to make provision for arbitration for the general settlement of disputes which may arise between the Company and any other corporations or persons.

And it is proposed to authorise the Company to levy tolls, rates, dues, and charges, to alter existing tolls, rates, dues, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, dues, or charges.

And it is proposed to incorporate all or some of the provisions of The Companies Clauses Acts, 1845 and 1863, The Lands Causes Acts, 1845, 1860 and 1869, the provisions relating to arbitration of The Common Law Procedure Act, 1854, and the 13th section of The Railways' Clauses Act, 1863, relating to protection of navigation, and the provisions of the same Act with respect to the temporary occupation of lands.

And it is proposed to re-enact and amend certain of the provisions of the Act of 1857 with respect to the several matters hereinbefore mentioned, and to repeal without re-enacting all or some of the provisions of the said Act.

And it is proposed to vary or extinguish all

rights and privileges connected with any of the lands in the great estuary of the Wash, or with any of the channels or waterways there, and all other rights or privileges of any description which would in any way prevent, hinder, or impede the accomplishment of any of the objects of the intended Act and to confer other rights and privileges.

And it is proposed to repeal or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say:—35 Geo. III., cap. 77; 36 Geo. III., cap. 33; 45 Geo. III., cap. 72; 56 Geo. III., cap. 38; 58 Geo. III., cap. 48; 59 Geo. III., cap. 79; 1 and 2 Geo. IV. cap. 64; 1 and 2 Will. IV., cap. 73; 23 and 24 Vic., cap. 88—relating to the Eau Brink Drainage and Ouse Outfall, 50 Geo. III., cap. 206; 10 and 11 Vic., cap. 197; and 18 and 19 Vic., cap. 160—relating to the Port and Harbour of Wisbeach, 7 and 8 Geo. IV., cap. 85; 10 Geo. IV., cap. 104; 3 and 4 Will. IV., cap. 72; 6 and 7 Will. IV., cap. 92; 11 and 12 Vic., cap. 143; 15 and 16 Vic., cap. 128; 17 and 18 Vic., cap. 82; 18 and 19 Vic., cap. 160; 20 and 21 Vic., cap. 109; and 25 and 26 Vic., cap. 164—relating to the Nene Outfall Commissioners, and Rivers Nene and Wisbeach, also the following Acts, 13 Geo. III., cap. 30; 4 and 5 Vic., cap. 47; 10 and 11 Vic., cap. 170, and 20 and 21 Vic., cap. 146.

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, 1875.

Dated 9th November, 1875.

Meynell and Pemberton, 20, Whitehall-place, Solicitors.

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

In Parliament—Session 1876.

Northampton and Banbury Junction Railway Company and their Sureties.

(Power to Commissioners of Her Majesty's Treasury to order certain Bonds given by the Company and Messrs. Robinson and Carter to be delivered up to be Cancelled—Other Provisions as to Cancellation of those Bonds, and discharge of Obligations, and their Estates and Effects—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of Joseph Robinson and William Carter, hereinafter mentioned, or one of them, for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

1. To authorise and empower the Commissioners of Her Majesty's Treasury to order and direct that two certain bonds, dated respectively the 25th day of July, 1865, and respectively under the seal of the Northampton and Banbury Junction Railway Company, thereafter called "the Company," and the hands and seals of Joseph Robinson, of Laurence Pountney-hill, in the city of London, gentleman, and William Carter, of Shooter's-hill, in the county of Kent, gentlemen, may be delivered up to be cancelled, or to make other provision with respect to the cancellation of the said bonds, and the release and discharge of the Company, and of the said Joseph Robinson and William Carter, or some or one of them, and their respective estates and effects from liability under or in respect thereof.

2. To provide that the costs, charges, and expenses of, and preparatory and incident to, the

applying for, obtaining, and passing of the intended Act, shall be repaid to the promoters or promoter thereof by the Company.

3. To amend or repeal, so far as may be necessary, the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say, 26 and 27 Vict., cap. 220; 28 and 29 Vict., caps. 361 and 362; 29 and 30 Vict., cap. 310; 33 and 34 Vict., cap. 122, relating to the Company.

4. 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 10th day of November, 1875.

Local Government Board.

The Gas and Water Facilities Act, 1870, and the Gas and Water Facilities Act, 1870, Amendment Act, 1873, the Public Health Act, 1875.

Skelmersdale Local Board.

Application for Order for Powers to Construct Gas Works and Manufacture and Supply Gas, and for Power to Borrow Money for the purposes aforesaid.

NOTICE is hereby given, that in pursuance of the Gas and Water Facilities Act, 1870, the Gas and Water Facilities Act, 1870, Amendment Act, 1873, and the Public Health Act, 1875, the Skelmersdale Local Board intend by memorial under their common seal to apply to the Local Government Board for a Provisional Order authorizing the said Skelmersdale Local Board to construct, maintain, and continue gas works and works connected therewith, and to manufacture and supply gas and residual products arising in the manufacture of gas, and to lay gas mains and pipes in the district of the said Skelmersdale Local Board, and to borrow money for the purposes aforesaid, and for other the general purposes of a gas undertaking.

The said proposed new works will be made in the township of Skelmersdale, in the county of Lancaster, and within the district of the said Skelmersdale Local Board.

On and after the 23rd of December next, printed copies of the proposed draft Provisional Order, and of the Provisional Order when made, will be supplied as required by the said Acts at the office of the surveyor of the Skelmersdale Local Board, situate at Skelmersdale, in the said county of Lancaster, or at the offices of their Solicitors, Messrs. Parr and Sadler, 2, Railway-road, Ormskirk, in the said county, at the price of one shilling each.

All persons desirous of making any representation to the Local Government Board, or of bringing before the Local Government Board any objection respecting the said application, may do so by letter addressed to the Local Government Board, Whitehall, London, S.W., on or before such day (if any) as shall, or may be appointed for that purpose, and must at the same time send copies of their objections to the said Skelmersdale Local Board, or to their solicitors as above.

A copy of this notice, as published by advertisement, and a map showing the land proposed to be used for the manufacture of gas and of residual products arising in the manufacture of gas, and a plan and section of the proposed new works, will, on or before the 30th of November, 1875, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, and with the Local Government Board.

Dated this 11th day of November, 1875.

Wm. Parr, 2, Railway-road, Ormskirk, Clerk to the said Skelmersdale Local Board.

In Parliament.—Session 1876.

Stafford Borough Extension.

(Extension of Borough; Exemption from Highway Rates; Extended Borough to form separate Parish for certain purposes; Extension of Powers of School Board; Increase of Council; Election of Aldermen and Councillors, Auditors, and Assessors; Power to construct Waterworks and supply Water within certain limits; Diversion of Streams, &c.; Regulations for preventing misuse and fouling of Water, &c.; To levy Water Rates and Charges; Power to Corporation to purchase by compulsion or agreement the Undertaking of the Stafford Gas Company, and for that Company to sell their Undertaking; Maintenance of existing Gasworks and Manufacture and Sale of Gas and Residual Products; Dissolution of Gas Company; Provisions as to Sewers and Drains; Widening of Streets; Compulsory purchase of Lands for purposes of Works; For the erection of Butchers' Shambles, and other purposes; Purchase or Appropriation of Stone Flat and Stafford Common, and transfer to Corporation of Contracts by Householdors of Stafford for purchase of Lands near Stone Flat; Purchase of Lands for erection of and regulations as to Slaughter Houses, &c.; To levy Stallage Dues, &c.; Public Baths and Wash-houses; Recreation Grounds, &c.; To improve the River Sow; Purchase by compulsion or agreement, and removal of certain Mills, &c., on banks of River; To enable certain Railway Companies and other parties to contribute towards expense of such purchase and removal; Transfer of power of Stafford Burial Board to the Corporation, and application of powers to extended limits of Borough; To alter Market and other Tolls; Sale or Lease of Corporation Property; Application of Corporate Funds to purposes of Act, and Payment of Costs of opposing Stafford District Water Bill, 1874; Further Borrowing Powers; Amendment, Repeal, Re-enactment, Consolidation, and Incorporation of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the Borough of Stafford, in the county of Stafford (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 alter, amend, extend, and enlarge for all municipal, sanitary, local government, and other purposes, the boundaries of the municipal borough of Stafford, in the county of Stafford (hereinafter referred to as the "Borough"), and to add to, include, and incorporate within the borough, so much, and such portions of the several parishes, townships, and places of Saint Mary Stafford, Castle Church, Hopton and Coton, Marston and Tillington, as adjoin the present boundary of the borough, and are situate and comprised within the Parliamentary boundary line of the borough of Stafford, as defined in and by "the Boundary Act, 1868," and so much and such other portions of the said several parishes, townships, and places as adjoin the Parliamentary boundary line of the said borough of Stafford, and are or will be situate within the following boundaries or limits, that is to say:—

1. A boundary line commencing from and out of the said Parliamentary boundary line of the borough at a point thirty yards or thereabouts to the south-east of the bridge

over the River Sow at the south-eastern extremity of the present municipal borough, and running thence in a north-easterly direction along the fence which divides the fields or estates belonging to or reputed to belong to Lord Stafford, from the fields or estates belonging or reputed to belong to the Earl of Shrewsbury, to the turnpike road from Stafford to Uttoxeter; thence in a westerly direction along the northern fence of the last-mentioned road to a fence dividing land belonging to or reputed to belong to the Earl of Shrewsbury from land belonging or reputed to belong to Coton Hill Institution; thence in a north-westerly direction along the last-mentioned fence to a fence which divides the last-mentioned land belonging or reputed to belong to the Earl of Shrewsbury from the field or land known as Coton Field, running thence along such last-mentioned fence to the turnpike road from Stafford to Sandon; thence crossing the last-mentioned road and running in a north-westerly direction in a straight line to the southern end of a fence dividing property belonging to John Whittingham, called Providence-place, from land belonging to William Lycett, called Portcullis Farm, now in the occupation of Thomas James Clements Deakin, continuing along such fence in a northerly direction to the termination of such fence; and from thence in a straight line to the south-east corner of part of Stafford-common, called or known by the name of Portfields; thence along the boundary fence of Stafford-common until it joins the existing municipal and Parliamentary boundary of the said borough at the western corner of Stafford-common:

2. A boundary line commencing from and out of the existing municipal and Parliamentary boundary line of the borough at a point 170 yards or thereabouts, measured in a north-westerly direction, along that boundary line from the point where the Stafford and Uttoxeter Railway crosses the same between the Stone and Eccleshall turnpike roads respectively; thence running in a straight line in a south-westerly direction to and across the turnpike-road leading from Stafford to Eccleshall; thence along the north-west, west and south-sides of Stafford Cemetery to the boundary point where the said Cemetery adjoins the Stafford and Uttoxeter Railway; thence along the west side of the said railway until it crosses the River Sow, and continuing along the west or right bank of that river until it joins the existing municipal and Parliamentary boundary line of the borough.

3. A boundary line commencing from a point on the Parliamentary boundary line of the borough of Stafford, distant 170 yards or thereabouts measured in a northerly direction along that boundary from the point where that boundary crosses the turnpike road from Stafford to Newport, thence running in a general south-westerly direction along the boundary fences on the north-west side of lands belonging or reputed to belong to Lord Stafford, and now occupied by or leased to Henry Sandy, Nicholas Joyce, Fras. Jones, Fredk. Espley, Wm. Moss, Wm. Hollis, and Fredk. Harris, to the fence or boundary on the north-west side of buildings and land belonging or reputed to belong to William Bowen, and now occupied

by William Buxton; thence running along the north-west and south-west sides of the last-mentioned buildings and land and the south-west side of buildings and land belonging or reputed to belong to William Harper, and occupied by Walter Bird, to the last-mentioned turnpike road; thence continuing along that turnpike road in an easterly direction to the west corner of a field belonging or reputed to belong to William Palmer, and in the occupation of the said William Buxton; running thence along the fence bounding the westerly and southern sides of the last-mentioned field until that fence adjoins the Parliamentary boundary line of the said borough; thence continuing along such Parliamentary boundary line to the western end of an occupation road on the north side of the Rowley Estate, and proceeding south along the west side of the Rowley Estate for the distance of 220 yards or thereabouts; thence running in a straight line in an easterly direction to the iron fence adjoining and running up to the carriage drive of Rowley Hall; thence continuing along the course of such iron fence until it adjoins a house and land belonging or reputed to belong to and occupied by Robert Griffiths, and continuing along the iron fence on the west side of such last-mentioned house and land, and along the fence on the west side of a field belonging or reputed to belong to Lord Stafford, and occupied by James Stubbs, until that fence adjoins a brook, called Rising Brook, near the turnpike road from Stafford to Penkridge; thence along the said brook until it is crossed by the Trent Valley Line of the London and North Western Railway.

To extend and make applicable within the new part of the borough all or some of the clauses and provisions of the following among other Acts of Parliament, viz., the 11 George IV, c. 44, the 16 and 17 Vic., c. 72, the 5 and 6 Wm. IV, c. 76, and the other Acts amending or extending the last-named Act or relating to municipal corporations; and the charters of incorporation of the borough, with such variations, modifications, and exceptions as the Bill may provide; and also to extend and make applicable to the new part of the borough all or some of the jurisdictions, powers, rights, privileges, authorities, duties, obligations, and liabilities which the said Mayor, Aldermen, and Burgesses in their corporate capacity, or as the Council of the borough, or as the Urban Sanitary Authority or otherwise, or each of them separately in his official capacity, and all or any of the officers of the borough, in their or his official capacity, now respectively have, exercise, use, enjoy, or can or may lawfully exercise within the borough as now existing:

To prohibit the taking of turnpike tolls within the extended borough; and to exempt all property within the extended borough from highway rates and debts:

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

To provide that the borough, as proposed to be extended, shall continue to constitute a separate and distinct parish for all civil or secular purposes, and that all existing powers and authorities existing within the extended portions of the borough inconsistent with the provisions of the Bill shall cease and determine:

To provide that the school board for the existing borough shall be the school board for the borough as proposed to be extended, and to make other provisions with respect to the school board for the extended borough:

To divide or to provide for the division of the borough as proposed to be extended into two wards or such other number as may be prescribed by the Bill, and to define the names and boundaries of the wards, or to make provision for the names and boundaries thereof being fixed and determined by the Local Government Board:

To alter and increase the present number of Aldermen and Councillors of the borough, or of Councillors only, and to define the number to be returned by each ward; to fix and determine the wards which the Alderman and Councillors shall represent, and to make provision for the election of Aldermen and Councillors, the order in which the Aldermen and Councillors shall go out of office, the preparation of the burgess list and the revision thereof, the making and completion of the burgess roll, the election of auditors and assessors, and generally to make such other arrangements and provisions as may be necessary or incidental to all or any of the purposes aforesaid:

To authorise the Corporation to make and maintain the following waterworks, or some of them (with all needful works connected therewith), that is to say:—

A well and boring and pumping station, in field or common known as Stafford-common, in the township of Marston, in the parish of St. Mary Stafford, in the county of Stafford, 300 yards or thereabouts south of the northern boundary of the said field or common, and 70 yards or thereabouts west of the old marlpit, in the said field or common:

An aqueduct, conduit, or line of pipes from and commencing at or in the well, boring and pumping station hereinbefore described, and terminating at or in the reservoir next hereinafter described, which said aqueduct, conduit, or line of pipes will run from, through, or into the parishes, townships, and places of Marston, Tillington, and St. Mary Stafford, some or one of them:

A reservoir in a field known as the Banky Field, in the township of Tillington, in the parish of St. Mary Stafford aforesaid, belonging to William Thomas Locker, Esquire, and in the occupation of Richard Sudbury; which said intended reservoir will be situate on or near the site of an old marlpit in the said field, 375 yards, or thereabouts, to the north-west of the northern boundary of Stafford-common aforesaid:

An aqueduct, conduit, or line of pipes, commencing at the well, boring, and pumping station hereinbefore described, and terminating in the Market-square, in the town and borough of Stafford, 20 feet to the east of the entrance to the Guildhall, in that borough, and which aqueduct, conduit, or line of pipes, now in description will run from, through, or into the said parishes, townships, and places of Marston, Tillington, and St. Mary Stafford, or one of them:

The limits within which the Bill will or may give to the Corporation power to supply water will or may comprise the parishes, townships, towns, and places following, or some of them, viz., St. Mary Stafford; St. Chad Stafford; Marston, Tillington, Hopton and Coton, Berkswich, and Castle Church,

To enable the Corporation to construct, maintain, lay down, repair, and renew all pumping stations, dams, sluices, weirs, gauges, wells, drains, cuts, mains, and pipes, and other requisite works within the aforesaid parishes, townships, and places as may be requisite in connection with the works before described, and for distribution of water within the limits which the Corporation may be authorised to supply.

To empower the Corporation to take and divert into the intended waterworks, and to use for their supply the several springs, streams, and waters in the line of, or which will or can be intercepted by the proposed waterworks, or which may be found in, upon, or under any lands to be acquired or held by the Corporation under the powers of the Bill:

To authorise the Corporation in the construction of the several works proposed to be authorised by the intended Act, to deviate from the line and levels thereof respectively, as shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be deemed expedient:

To empower the Corporation to make, and from time to time to amend and repeal, regulations for preventing the misuse, waste, or contamination of water, and for prescribing the character of water-fittings to be used, and for interdicting the use of improper water-fittings, to authorise the Corporation to undertake the examination, testing, and stamping of fittings, and to demand payment for so doing, and to appoint, and from time to time to rescind the appointment of authorized plumbers to execute all works connected with the water supply which are required or intended to be executed by the consumers; to authorise the Corporation to constitute districts and to provide meters for the measuring water consumed in a district, and to provide for the discovery, abatement, and prohibition of nuisances affecting the reservoirs and water of the Corporation, and to authorise the Corporation to enter upon and examine lands, buildings, and other premises, and to execute such works as shall be requisite to prevent the fouling or contamination of the water in the reservoirs and works of the Corporation.

To exempt the Corporation from all liability to make compensation for any damage by fire occasioned by reason of the non-supply of water to their pipes:

To authorise the Corporation to compel the owners and occupiers of any dwelling-house within the borough as proposed to be extended, to obtain a proper supply of water for such dwelling-house, and in default to authorise the Corporation to furnish a supply and to recover the expense of so doing:

To confer powers upon the Corporation to levy and recover rates and charges in respect of such supply of water, and from time to time to alter such rates and charges, and to confer, vary, and extinguish exemptions from the payment of such rates and charges:

To authorise and empower the Corporation to purchase by compulsion or agreement all or any part of the undertaking of the Stafford Gas Company (hereinafter called "the Company,") including all or any part of their gasworks, lands, buildings, property, effects, estates, pipes, works, stock, plant, apparatus, rights, powers, and privileges, and to authorise and empower or require the Company to sell the same to the Corporation upon such terms and conditions, and for such considerations in money, perpetual or redeemable annuities or otherwise, as may be agreed upon between the Corporation and the

Company, or as the Bill may prescribe, or to prescribe the mode of settling by arbitration or otherwise the purchase-money or compensation, and to vest in and transfer to the Corporation the undertaking or the part thereof so to be purchased, and to enable the Corporation to hold, exercise, use, and enjoy all the rights, powers, privileges, and authorities which now are or at any time hereafter may be vested in, used, or enjoyed by the Company in relation to their undertaking or the part thereof so purchased:

To authorise agreements between the Corporation and the Company with reference to the purchase and transfer aforesaid:

To authorise the Corporation on the lands on which the works of the Company are situate, or any part or parts thereof, to manufacture and store gas, and to erect and maintain gasworks, gasometers, retorts, machinery, apparatus, buildings, approaches, works and conveniences, and to manufacture gas and the several matters producible from the residual products arising or resulting from the manufacture of gas, and to maintain the gasworks and other works of the Company to be acquired as aforesaid; and to alter, extend, renew, 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 on behalf of the Company; and to supply gas for public and private purposes, and for lighting the public and other streets, thoroughfares, passages, and places within the limits prescribed in and by "the Stafford Gas Act, 1854:"

To authorise the Corporation to levy, collect, and recover rates, rents, and charges for the lighting of streets and other public places, or any of them, with gas, and for the sale and supply of gas, and for the sale, supply, and use of meters, fittings, and apparatus, and residual products and other things; and from time to time to alter such rates, rents, and charges, and the rates, rents, and charges now leviable for the supply of gas within the limits of "the Stafford Gas Act, 1854;" and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges; and if necessary or expedient, to alter and increase the maximum price to be charged for gas fixed by that Act:

To alter, amend, or repeal all or some of the provisions of "the Stafford Gas Act, 1854," and any other Act relating to the Stafford Gas Company, and if need be to dissolve the Company, and make provisions for the winding-up of the affairs of the Company, and the distribution of their funds and effects among their creditors and shareholders, or for such other disposal of such funds and effects as may be agreed upon or defined by the Bill:

To make provisions for the sewerage and drainage of the borough as extended, and to authorise and empower the Corporation to construct and maintain such new and additional sewers, outfalls, and other works within and without the borough as extended, together with all necessary apparatus 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 the purposes connected with the sewerage of the borough, or with the utilization of the sewage therefrom:

To enlarge, alter, improve, divert, interfere with or discontinue any existing sewers, drains, or watercourses within the borough as extended, particularly the sewers, drains, and watercourses known as the Commission Drains, and to make or compel the making and keeping in repair, of

all house drains and sanitary conveniences, and to charge the expenses of, or occasioned by any such works, upon the owners, leesses, or occupiers thereof affected by such works, and otherwise to provide for the expenses thereof :

To authorise the Corporation to widen and improve the following streets in the parish of St. Mary, in the borough of Stafford, that is to say :—

1. Crabberly-street, on its south side, for its whole length.
2. Chapel-street, on its west side, commencing at Crabberly-street, aforesaid, and terminating at or near St. Mary's Church-yard.
3. Bath-street, on its north side for its whole length.
4. Earl-street and Cherry-street, on the east and south-east sides of those streets respectively, commencing at a house in Earl-street, in the occupation of Henry Lawton, and terminating at a house in Cherry-street, in the occupation of Edward Titley.

To authorise the Corporation, for the purposes of the works authorised by the Bill, to purchase and take by compulsion and agreement, and to take on lease, and to take grants of easements in, over, and under lands, houses, springs, streams, waters, and other hereditaments and property within the borough, and the parishes, townships, and places before mentioned, and to vary and extinguish all rights and privileges connected with any such lands, houses, and other property :

To authorise the Corporation, for the purposes of the works authorised by and for other the purposes of the Bill, to break up, alter, divert, stop up, or pass under or over, or appropriate either temporarily, or permanently, turnpike and other roads, streets, footpaths, ways, aqueducts, bridges, railroads, tramroads, sewers, drains, telegraphs, streams, and watercourses, water pipes, gas pipes, lamp posts, telegraph and other apparatus, within the extended borough, and the several parishes, townships, and places before mentioned :

To authorise the Corporation to purchase by compulsion or agreement, for the purpose of erecting butchers' shambles, slaughter-houses, baths and wash-houses, and other buildings, all or some of the lands, houses, buildings, and hereditaments following, that is to say :—

A house, stables, buildings, warehouse, and yard, called the "Noah's Ark Inn," situate in Crabberly-street aforesaid, in the occupation of Edward Bishop and others :

Three cottages, out-buildings, and yards adjoining, situate in Crabberly-street and Chapel-street aforesaid, in the occupation of Julia Worthington and others :

A piece of land or garden ground, situate in Chapel-street aforesaid, in the occupation of Walter Wright :

A manufactory, building, and yard, and five cottages adjoining, situate in Albion-place, Bath-street, and Earl-street, and in the occupation of Henry Bias Livingstone and others :

Two houses, out-buildings, and yards, situate in Earl-street aforesaid, in the occupation of Thomas Humphries and another :

Six houses, out-buildings, yards, stable, and carriage-house, situate in Cherry-street aforesaid, in the occupation of Matilda Lees and others :

A house, shops, yards, and buildings, in Gaolgate-street and Crabberly-street aforesaid,

occupied by Hannah Dutton, John Sproston, James Murray, and others :

A house, shop, buildings, and yards, in Gaolgate-street and Crabberly-street aforesaid, in the occupation of John Sproston and others :

A garden in Crabberly-street aforesaid, in the rear of a house in Gaolgate-street, in the occupation of Richard Jenkinson :

A warehouse, buildings, yard, and garden, situate in Crabberly-street aforesaid, in the occupation of Thomas Edward Fowke ;

A plot of land, with the stables, warehouses, shops, and buildings erected thereon, situate in Crabberly-street and Stafford-street, in the parish of St. Mary Stafford, in the occupation of James William Bassett and others :

A field, situate in the township of Tillington, in the parish of St. Mary, Stafford, called Bunker's-hill, in the occupation [of Richard Sudbury :

A field, in the township of Tillington aforesaid, called Barn Leasow, in the occupation of Charles Bridgwood :

A public road or highway, in the township of Marston aforesaid, now disused (a new road having been substituted by the Stafford and Uttoxeter Railway Company), belonging to the said Company, or to William Lycett.

To authorise the Corporation to purchase, appropriate, or use for all or any of the purposes of the intended Act, and to extinguish all common and other rights in, over, and upon the allotments or pieces of ground called or known by the names of Stone Flat and Stafford Common, and in and by an award made in pursuance of an Act passed in the 40th year of the reign of King Geo. III, cap. 180, intituled "An Act for dividing, allotting, and enclosing certain common fields and waste lands within or adjoining the parish of Saint Mary, in Stafford, in the county of Stafford," allotted to the householders being parishioners, within the borough of Stafford, and to enter into contracts and agreements with the said householders and others owning or interested in Stafford Common aforesaid for such purpose, and to make provisions for obtaining and testifying the consent of the said householders to the sale and appropriation thereof for all or any of the purposes of the said Bill.

To enable the Corporation to purchase and take upon themselves the benefits and obligations of certain contracts, either in writing or verbal, entered into by the said householders for the purchase of certain pieces of land situate near Stone Flat aforesaid, adjoining the turnpike-road from Stafford to Stone, which contracts have been entered into in anticipation of the payment by the Stafford and Uttoxeter Railway Company of the purchase-money for a portion of the said Stafford Common from the said householders, and to enable the Corporation and the said householders to enter into contracts and agreements with respect thereto, and to provide for the mode in which the said contracts and agreements shall be made, and the consent of the said householders testified and given thereto ; and to enable the Corporation to deal with and dispose of the said land and purchase-money for all or any of the purposes of the said Bill, as may be defined thereby.

To authorise the Corporation to purchase by agreement lands, houses, and tenements, and to erect and construct thereon, or on some part or parts thereof, and to maintain and regulate new and suitable slaughter-houses and other buildings,

sheds, accesses, and appurtenances and conveniences connected with the said slaughter-houses, for slaughtering and dressing of animals, of what kind soever, and buildings and places for the deposit and manufacture of offal, blood, tallow, garbage, and other products:

To authorise the Corporation to purchase by agreement any slaughter-houses now existing within the borough, and to make compensation for damage or injury occasioned by the exercise of the powers to be conferred by the said Bill. To provide for the licensing by the Corporation of slaughter-houses and knackers' yards; the prohibition or restriction of private slaughter-houses and knackers' yards within the extended limits of the borough, and the revoking or suspending of existing or future licences; and the prevention of slaughtering of animals, or the scalding or dressing of any carcase, or the cleaning of entrails and offal of any slaughtered cattle or other animals, or any other similar process within the extended limits and boundaries of the borough, elsewhere than in the slaughter-houses and knackers' yards from time to time provided, or licensed by the Corporation.

To authorise the Corporation to fix, levy, and collect tolls, stallages, rents, rates, and duties in respect of and for the use of the slaughter-houses and other buildings and conveniences connected therewith, to alter existing tolls, stallages, rents, rates, and duties, and to confer exemptions from the payment of tolls, stallages, rates, or duties, and to levy, confer, vary, or extinguish other tolls, stallages, rates, duties, rights, privileges, and exemptions:

To empower the Corporation to purchase or establish, and to maintain and regulate public baths and wash-houses, and public bathing-places and drying-grounds for the use and accommodation of the inhabitants of the borough and others:

To empower the Corporation to provide parks and places of public recreation, and to acquire by purchase, lease, or otherwise lands either within or beyond the limits of the borough for that purpose, and to lay out, fence, drain, and ornament such lands or some parts thereof, and to erect and construct suitable buildings thereon, and to supply water thereto gratuitously or otherwise for ornamental or other purposes:

To enable the Corporation to embank, scour, cleanse, deepen, and otherwise improve the River Sow, within the borough, and to plant and improve the banks or other parts thereof, and to make bye-laws for regulating the fishing therein and the use of boats and other crafts thereon, and for the purposes of such improvement to enable the Corporation to purchase and to remove any mills, weirs, dams, and particularly to purchase, by agreement or compulsion, the mill and other buildings known as Stafford Mill, situate in or near to Water-street and Mill-bank, in the said borough, and in the occupation of John Brookfield and Son, and also the mill and buildings known as St. Thomas's Mill, situate at St. Thomas, near Stafford aforesaid, in the occupation of Joseph Pakeman, and to pull down or otherwise dispose of the said mills and buildings for the purpose of improving the said river:

To empower the London and North-Western Railway Company, the Stafford and Uttoxeter Railway Company, and Lord Stafford, Francis Eld, James Edwards, the Reverend Charles Smith Royds, the trustees of Trinity College, the trustees of Thomas Edward Whitby, the trustees of Serjeant Bellasis, any or either of them, to contribute towards the expense of pur-

chasing and removing the said mills and buildings or any of them, and to apply their or either of their corporate or other funds, or any funds belonging to them or either of them, for that purpose, and to enable any of such parties who may be under disability to contribute as aforesaid, notwithstanding such disability, and to charge their contribution on their estates and property to be benefitted by the removal of the mills and buildings or any of them:

To provide for the transfer to the Corporation of all rights, powers, and privileges, liabilities, and obligations now vested in, imposed on, or incurred by the Stafford Burial Board, and to enable the Corporation to exercise the powers, rights, and privileges of that board within the borough as proposed to be extended by the intended Act; and to enable the Corporation to inspect, regulate, control, and restrict the use of all or any of the existing or future cemeteries or burial grounds within the borough as so extended:

To levy new tolls, rates, stallages, and dues within the borough as extended (and as regards market stallages, rents, and tolls, notwithstanding that no new market may have been opened), to alter and extend those now leviable, and to confer, vary, or extinguish exemptions from the payment thereof:

To authorise the Corporation from time to time to sell, demise, let on building leases, or otherwise dispose of, any lands acquired or to be acquired by them, and subject to such reservations as may be thought fit, and to provide for the disposal and appropriation of the rents and profits to arise thereby:

To authorise the Corporation to pay to and reimburse themselves or the borough fund, the costs, charges, and expenses incurred by the Corporation (as allowed by the Local Government Board) in their opposition to a Bill promoted in the Session of 1874, intituled "An Act for supplying with Water, Stafford and Neighbouring Places," out of the first moneys which shall come to their hands, or be raised by them under the powers of the intended Act, and to extend the borrowing powers of the Corporation so as to raise the amount of such costs, charges, and expenses:

To authorise the Corporation to charge the expenses of or occasioned by any of the proposed works, or by the exercise of any of the powers and authorities of the Bill upon property within the extended borough, 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, for 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 other 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, and property of the Corporation:

To make provision for the payment of the costs, charges, and expenses of and incident to the application for, and the obtaining and passing of the proposed Bill into an Act out of any moneys in the hands of the Corporation, or

under their control, or to be raised or arise under the powers of the Bill :

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, modifications, and exceptions as may be deemed expedient, and to make applicable to the borough as extended under the powers of the Bill, all or some of the provisions of the Charter granted to the Corporation by his Majesty King George IV., and dated the 6th day of September, 1827, and the following amongst other Acts: 11 George IV., cap. 44; 16 and 17 Vict., cap. 72: "the Municipal Corporation Act," 5 and 6 Will. IV., cap. 76, and the other Acts amending or extending the same, or relating to Municipal Corporations; "the Public Health Act, 1875," 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 Gasworks Clauses Act, 1847," and "the Gasworks Clauses Act, 1871," "the Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "the Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands:

To confer upon the Corporation all such powers, rights, authorities, and privileges as 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, a map or plan showing the proposed extension of the borough and plans and sections of the said intended works, and plans of the lands and houses which may be taken for the purposes thereof, and for other the 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 Stafford, at his office at Stafford, 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 or extra-parochial place in or through which any of the works are intended to be made, or in which any lands or houses are 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 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 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 twelfth day of November, 1875.

Hand, Blakiston, and Everett, Stafford,
Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Tipton Local Board Gas.

(Power to the Local Board for the District of Tipton, in the county of Stafford, to Purchase and to Vest in them, pursuant to the Birmingham (Corporation) Gas Act, 1875, or otherwise, so much or some part of the Gas Undertaking of the Corporation of Birmingham, as is contained within the District of the Tipton Local Board, and Power to the Corporation to Sell and Transfer the same, and Powers to both Bodies to make Agreements relating thereto; Powers to the Local Board to maintain such portion of the Undertaking, and to erect and maintain Gasworks; to Purchase Compulsorily and by Agreement, and hold lands, and to use for Gasworks Purposes any Lands belonging to the Local Board, to Manufacture Gas and Residual Products, and to Supply Gas within the District of the Local Board and the Neighbourhood thereof; to Levy Gas Rents, Rates, and Charges; to alter, and if need be, to increase existing Gas Rates, Rents, and Charges; to Levy General and Special District and other Rates and Charges for the Purposes of the Bill; to Apply Moneys; to Borrow Money and to charge the same on the General District and other Rates, and on the Rates, Rents, and Charges to arise under the Bill, and and on the Gas Undertaking and other Property of the Local Board; to Grant Annuities, Issue Debentures, and other Securities; Provisions as to Payment of Costs, &c.; 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 Tipton, in the county of Stafford (hereinafter called "the Local Board") 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 Local Board to purchase by agreement or compulsorily, and either pursuant to the provisions in that behalf contained in the Birmingham (Corporation) Gas Act, 1875 (section 40) or otherwise, and to transfer to and vest in, or provide for the transfer to and vesting in the Local Board of so much of the gas undertaking of the Mayor, Aldermen, and Burgesses of the borough of Birmingham (hereinafter called "the Corporation") now or lately belonging to the Birmingham and Staffordshire Gas Light Company, as is contained within the district of the Local Board, or some part of such portion of the said undertaking as may be provided by the Bill, and to authorise and require the Corporation to sell and transfer to the Local Board such portion of the said undertaking, or some part thereof, and such mains, pipes, and other property, rights, powers, privileges, and interests connected therewith, of, or belonging to, or held and possessed by, or on behalf of, the Corporation or the Birmingham and Staffordshire Gas Company, as are contained in or are exercisable by the Corporation or the said Company, within the said parish of Tipton or the district of the Local Board, and as may be expressed in or provided by the Bill for such price or consideration, and upon and under such terms, conditions, and stipulations, as may be agreed upon, or be settled and determined by arbitration or otherwise, or as may be expressed, and contained in or provided for by the Bill, and to prescribe the mode of settling by arbitration or otherwise the said purchase money or consideration, and the terms, conditions, and stipulations upon and under which the said sale and transfer shall be made.

2. To transfer to, and to authorise and enable the Local Board, subject to the provisions of the Bill, to hold, exercise, use and enjoy all the rights, powers, privileges, and authorities of the Corporation in relation to the said portion of the said undertaking so to be transferred as aforesaid.

3. To authorise agreements between the Local Board and the Corporation, and to sanction and confirm any agreement or agreements already made, or which before the passing of the Bill may be made or entered into with reference to the purchase and transfer aforesaid, or in connection therewith.

4. To enable the Local Board to erect, make, maintain, alter, improve, enlarge, and renew, or discontinue works for the manufacture of gas and chemicals, and for the conversion or utilisation and distribution of materials used in and about the manufacture of gas and residual products resulting from such manufacture, with all buildings, wharves, laybys, cuts, canals, sidings, approaches, tramways, works, and conveniences necessary or convenient for those purposes within the limits and upon the following lands and hereditaments, that is to say:—

I. Lands containing three and a half acres, or thereabouts, situate at Toll End, in the said parish of Tipton, and within the district of the Local Board, and belonging to them, bounded eastwardly by a public road called Bridge-road, and by land of Messrs. Dixon, Amphlett, and Bedford; northwardly, by the towing path of the canal of the Company of Proprietors of the Birmingham Canal Navigation; and south-westwardly, by other land of the Local Board used as a Cemetery.

II. Lands containing five acres or thereabouts, situate at Toll End aforesaid, in the said parish of Tipton, and within the district of the Local Board, and belonging to Messrs. Dixon, Amphlett, and Bedford, bounded eastwardly, by land of the Local Board, used as a Cemetery; southwardly, by a public road called Workhouse-lane; westwardly, by other land of Messrs. Dixon, Amphlett, and Bedford; and northwardly, by the towing path of the canal of the Company of Proprietors of the Birmingham Canal Navigation.

And upon those lands to manufacture gas and chemicals; and to manufacture, convert, utilise, and distribute such materials and residual products as aforesaid, and also on those lands to store gas.

5. To purchase, take on lease, or otherwise acquire compulsorily or by agreement, and hold the lands and hereditaments hereinbefore secondly described, and easements over such lands, and to purchase or take on lease by agreement other lands and hereditaments in the parish hereinbefore mentioned, or easements, or rights in or over any such lands and hereditaments, and to authorise and empower the Local Board to use for gasworks purposes and for the other purposes of the Bill, the lands hereinbefore firstly described, and any other lands now vested in the Local Board for Cemetery or other purposes.

6. To authorise the Local Board to maintain, renew, extend, and carry on the portion of the said undertaking so to be acquired as aforesaid, and for the purposes of the Bill to break up and interfere with streets, roads, bridges, footpaths, towing-paths, canals, railways, tramways, telegraphic apparatus, and other passages, places, and things, and to lay down, maintain, and remove mains, pipes, and other work, and apparatus, and to manufacture, purchase, hire, sell, let, or otherwise deal in and supply meters, fittings, and other apparatus, and to sell and supply gas for public

and private purposes to and within the said parish of Tipton and district of the Local Board, or some part or parts thereof, and to sell, supply, and deal in coal, coke, lime, tar, and other residual and manufactured products.

7. To authorise the Local Board to levy rates, rents, and charges for the sale and supply of gas, gas meters, fittings, and apparatus, and to alter the existing rates, rents, and charges, and, if deemed expedient, to increase the maximum price to be charged for gas fixed by the 35th section of the Birmingham (Corporation) Gas Act, 1875, and for the purposes of the Bill to levy within the district of the Local Board increased general district rates, or a special or other rate or rates, for the purposes of, or in connection with, the objects of the said Bill, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

8. To hold and acquire patents, rights, or licenses to use patent rights in relation to the manufacture and distribution of gas, and the utilisation of residual products, and to exercise all or any of the powers and authorities usually conferred upon Gas Companies, Local Boards, or other local authorities, who supply gas, or which may be necessary or convenient in carrying into execution any of the objects of the Bill.

9. To authorise the Local Board, for the purposes of the Bill, to create, grant, and issue annuities, debentures, debenture stock, rent charges, and securities, and to apply any moneys arising from the rates, or any of the rates, levied or leviable by them under the powers of the intended Act, or otherwise, or any moneys borrowed, or authorised to be borrowed upon the credit of such rates, or any of such rates, and any funds, revenue, property, or money belonging to them or under their control, or which they may acquire under the provisions of the Bill, and any revenue to arise under the Bill, and for the purposes aforesaid, to borrow and from time to time to re-borrow further moneys upon such security as may be defined in the Bill, and to levy additional rates, whether general or special, and to apply the rates, rents, and profits of the gas undertaking to the purposes of the Local Board.

10. To provide for the redemption of annuities, debentures, or other securities, or consideration to be granted or paid in respect of the acquisition of the said portion of the undertaking, and for the repayment of borrowed money, and for the renewal of works, plant, and apparatus, and for these and other purposes to provide a sinking fund or sinking funds, and to fix the amount thereof, and mode of application of the same, and to authorise and empower trustees and other persons under disabilities to lend and advance trust and other moneys on the security of annuities, rent charges, debentures, debenture stock, mortgage, or other securities to be created, issued, and granted by the Local Board under the intended Act.

11. To alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Bill, and to confer upon the Local Board such further and other rights, powers, and privileges as may be necessary or expedient for effecting the several objects of the Bill, or in relation thereto.

12. To provide for the payment by the Local Board of all costs, charges, and expenses of and incident to the preparing, applying for, and passing of the intended Act and in relation thereto, and of and in relation to the acquisition of the said gas undertaking, and of carrying into effect all or any of the objects of the Bill, and to

include in such costs and expenses, or recoup to the Local Board, or otherwise provide for the payment or repayment of the costs, charges, and expenses incurred by the Local Board in opposing or in relation to the Birmingham (Corporation) Gas Act, 1875, the Birmingham and Staffordshire Gas Bill, 1875, the Birmingham Gas Bill, 1875 (No. 1), and the Birmingham Gas Bill, 1875 (No. 2), or any or either of them, and to charge all or some of such costs, charges, and expenses upon the gas undertaking of the Local Board, or otherwise, as may be provided by the said Bill.

13. To incorporate with or apply to the purposes of the Bill all or some of the provisions of the Gas Works Clauses Acts, 1847 and 1871, the Commissioners Clauses Act, 1847, and the Public Health Act, 1875, the Local Loans Act, 1875, and the Public Works Commissioners Loans Act, 1875, or wholly or partially to exempt the Local Board 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.

14. To alter, amend, enlarge, or repeal all or some of the powers and provisions of the several Local and Personal Acts following, that is to say, 8 and 9 Vic., cap. 66, and all other Acts relating to the Birmingham and Staffordshire Gaslight Company and the Birmingham (Corporation) Gas Act, 1875.

15. On or before the 30th day of November, 1875, plans of the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office, at Stafford, and with the parish clerk of Tipton.

16. 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 11th day of November, 1875.

Sanders and Smith, Birmingham, Solicitors for the Bill.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1876.

Gorleston and Southtown Gas.

(Dissolution and Re-Incorporation of the Gorleston and Southtown Gas Light and Coke Company (Limited); Maintenance of existing Works and Erection of Additional Works for Manufacture and Storage of Gas or Inflammable Air from Coal, Peat, Oil, or other Materials on Land belonging to or occupied by the Company; Conversion, &c., of Residual Products; Powers to Purchase Lands by Agreement; to hold, &c., Patent Rights; to deal in Gas or Inflammable Air, Coal, &c.; to Manufacture, Purchase, and Hire, and to Sell and Let, &c., Meters, Fittings, and Apparatus; to enter into Agreements with Local and other Authorities, Bodies, and Persons; to Raise Further Capital; Arrangement of Capital and other Powers; to Levy and Take Rates, Rents, and Charges; to Alter Existing Rights and Privileges, and to Confer other Rights and Privileges; Incorporation 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

effecting the purposes, or some of the purposes, following, that is to say:

1. To dissolve the Gorleston and Southtown Gas Light and Coke Company, Limited (hereinafter called the "Limited Company"), and to cancel or annul their deed of settlement, memorandum, and articles of association, and to provide for their winding up.

2. To incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

3. To vest in the Company all the undertakings, works, lands, buildings, mains, pipes, machinery, property, stock, plant, interests, rights, powers, privileges, easements, licences, contracts, and agreements, and benefits of licences, contracts, and agreements, of the Limited Company.

4. To declare, define, regulate and arrange the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

5. To confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects or some of the objects following, that is to say:

6. To maintain, alter, improve, enlarge, extend, and renew or discontinue the existing gas and other works of the Limited Company upon the piece of land firstly hereinafter described, and to erect, make, and maintain, alter, improve, enlarge, extend, and renew, or discontinue other works for the manufacture of gas or inflammable air from coal, peat, oil, or other materials yielding gas or inflammable air of what nature soever, and for the conversion or utilisation and distribution of materials used in and about the manufacture of gas or inflammable air as aforesaid, and of residual products resulting from such manufacture, and for the manufacture of chemicals upon the piece of land hereinafter secondly described, or some part or parts thereof, that is to say:—

Firstly. A piece of land belonging to the Limited Company, on which the existing gas works and buildings of the Limited Company are situate, and being in the hamlet of Southtown, otherwise Little Yarmouth, in the parish of Gorleston, in the county of Suffolk, bounded on the north by waste land belonging to Richard Henry Reeve, Esq., on the south by the land next hereinafter described, on the east by the embankment or wharf of the river Yare, and on the west by the public highway leading from Yarmouth to Lowestoft.

Secondly. A piece of land belonging to or in the occupation of the Limited Company, situated in the said hamlet of Southtown, otherwise Little Yarmouth, bounded on the north by the piece of land firstly above described, on the south by a public highway known as the back road to Gorleston, on the east by the said embankment or wharf of the river Yare, and on the west by the said public highway leading from Yarmouth to Lowestoft.

And upon those lands respectively to manufacture gas and inflammable air, and to manufacture, convert, utilize, and distribute chemicals and such materials and residual products as aforesaid, and also on those lands to store gas and inflammable air.

7. To purchase by agreement the lands hereinafter secondly described, and to hold the lands

and hereditaments hereinbefore respectively described, and to purchase or take or lease by agreement other lands, houses, and hereditaments in the parishes, hamlet, or places of Gorleston and Southtown, otherwise Little Yarmouth, in the county of Suffolk, or any of them, or easements or rights in or over any such lands and hereditaments.

8. To supply gas or inflammable air for public and private purposes to and within the parishes, hamlets, townships, extra-parochial and other places following—that is to say, Gorleston, Southtown, otherwise Little Yarmouth, Westtown, Cobholme Island, and other the parts of the borough of Great Yarmouth lying on the West side of the River Yare, and situate in the counties of Norfolk and Suffolk, or one of them, or to some of such parishes, hamlets, townships, extra parochial and other places, or some part or parts thereof respectively.

9. To maintain, alter, and renew any existing mains, pipes, pillars, and other works within the limits to be supplied with gas or inflammable air, and to lay down, maintain, and renew additional mains, pipes, pillars, and other works in, along, through, over, and under, and for other purposes to open, break up, cross, alter, and divert streets, roads, and other highways, bridges, canals, towing paths, railways, tramways, open ground, sewers, drains, mill-streams, water-courses, passages, telegraphic apparatus, and other places and things within the intended limits of supply.

10. To take, hold, and use patent rights or licences or authorities under letters patent for the use of inventions relative to the manufacture conversion, utilisation, or distribution of gas or inflammable air, and of such materials and residual products as aforesaid.

11. To deal in, sell, and dispose of gas and inflammable air, and also coal, lime, coke, tar, asphalt, chemicals, and other residual and manufactured products and other matters and things, and to carry on the business usually carried on by gas Companies or by Companies or persons dealing in any of the matters and things aforesaid, and to manufacture, purchase or hire, and supply on sale or hire, gas meters, fittings, and other apparatus.

12. To enter into and carry into effect contracts and arrangements for the supply of gas or inflammable air with any corporation, local board of health, urban or rural sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any railway Company, and any other Companies, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto; and the Bill will confer all necessary powers in that behalf upon all such corporations, boards, authorities, trustees, surveyors, Companies, bodies, and persons, and will enable them to apply for the purposes of any such contract or arrangement any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

13. To demand, take, and recover rates, rents, and charges for the sale and supply of gas or inflammable air, and the sale and hire of gas meters and fittings, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to confer other rights and privileges.

14. To sell or lease any lands, works, and property from time to time vested in or purchased by the Company.

15. To extend to the Company so far as the same are applicable, and except so far as the same may be specially varied by the Bill, all or some of the provisions of the Companies Clauses Consolidation Acts 1845, 1863, and 1869; the Lands Clauses Consolidation Acts 1845, 1860, and 1869; and the Gas Works Clauses Acts 1847 and 1871.

16. The Bill will confer upon the Company all rights and privileges necessary or expedient for carrying into effect the objects of the Bill, and it will vary and extinguish existing rights and privileges, and will amend, alter, enlarge, or repeal the powers and provisions of any Act now in force within the limits of the Bill, so far as may be necessary or expedient for any of the purposes of the Bill.

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

Dated this 15th day of November, 1875.

F. Danby Palmer, Great Yarmouth, Solicitor for the Bill;

R. W. Cooper, 4, Westminster Chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1876.

Clacton-on-Sea Railway.

(Light Railway from Clacton-on-Sea to Tendring Hundred Railway; Tramway at Clacton-on-Sea; Additional Capital; Revival of power as to Railways; Change of name; Powers to Tendring Hundred Railway Company; Traffic agreements and facilities; Sale or lease of Pier; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by the Clacton-on-Sea Pier Company (hereinafter called "the Company"), for an Act to authorise the Company to construct the works, and exercise the powers following (or some of them) viz. :—

To make and maintain the railways and tramway hereinafter described, with all necessary stations, approaches, works, and conveniences connected therewith respectively (that is to say) :—

1. A Railway commencing in the parish of Great Clacton, about 50 yards directly northward of the junction of North Avenue-road, in Clacton-on-Sea, with the public road called Rosemary-lane, and terminating in the parish of Thorpe-le-Soken, by a junction with the Tendring Hundred Railway at a point about 2 furlongs 6 chains, measured along that railway, westward of the public road, called Pork-lane, leading from Thorpe to Great Holland, which intended railway will pass in, from, through, and into the parishes of Great Clacton, Little Clacton, and Thorpe-le-Soken, in the county of Essex.

2. A Railway, all in the said parish of Thorpe-le-soken, commencing by a junction with the intended Railway No. 1, at or near the point marked 5 furlongs on the plans deposited for the purposes of "the Thorpe and Great Clacton Railway Act, 1866," with the Clerk of the Peace for the county of Essex, and therein referred to as Railway No. 1, and terminating by a junction with the said Tendring Hundred Railway, at or near the occupation-road, about $5\frac{1}{2}$ furlongs, measured along that railway, eastward of Thorpe Station Booking Office.

3. A Tramway, all in the said parish of Great Clacton, to extend from the commencement of Railway No. 1 before described, across Rosemary-lane and along North Avenue-road and

Pier-road, and Approach in Clacton-on-Sea, and terminating at or near the south end of the pier there.

To purchase and take by compulsion or otherwise for the purposes aforesaid, or any of them, lands, houses, and other property, to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property to be so purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and tramway, or any of them, and to confer, vary, and extinguish all existing rights and privileges; also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways or other roads, streets, paths, passages, brooks, and watercourses, for the purposes of making and maintaining the said railways and tramway.

To levy tolls, rates, and duties in respect of the said intended railways and tramway, to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To raise additional capital by ordinary or preference shares, and by borrowing, and to apply any unexpended authorised capital of the Company to the purpose of the said railways and tramway.

To revive such of the powers of "the Thorpe and Great Clacton Railway Act, 1866," as may be necessary or expedient, including the use of the Tendring Hundred Railway, and the stations, works, and conveniences connected therewith, between the station at Thorpe, and the station at Walton-on-the-Naze, including those stations.

The intended Act will enable the Tendring Hundred Railway Company to widen their line, and lay down a second line of rails between Thorpe Station and the termination of the intended Railway No. 2, and between the termination of the intended Railway No. 1, and Kirby Station, and onward to the boundary between the parishes of Kirby-le-Soken and Frinton, and for such purpose to acquire by compulsion or agreement, a strip of land on the south-westerly side of their Railway in the parishes of Thorpe-le-Soken, Great Holland, Kirby-le-Soken, and Frinton, in the county of Essex, and to cross the highways between the aforesaid points, and also the highway next adjoining the Gate Lodge, in the parishes of Frinton and Walton-le-Soken, similarly to the present mode of crossing them by the Tendring Hundred Railway.

The intended Act will authorise the Tendring Hundred Railway Company to contribute towards, and to subscribe for, and hold shares in the capital of the Company, and to apply their funds to those purposes, and, if necessary, to raise additional capital by ordinary or preference shares, and by borrowing for the same purposes, and also for the widening of their line, as before mentioned.

The intended Act will enable the Company on the one hand and the Tendring Hundred Railway Company on the other hand, from time to time to enter into arrangements with the respect of the working, use, management, and maintenance of the undertaking of the Company, or any part thereof, and the supply of rolling stock and machinery and of officers and servants, and for the conduct, traffic, the payments, rebates and allowances to be made and allowed, and the conditions to be performed with respect to such working, use, maintenance and management, and the collection, appropriation, apportionment and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

The intended Act will make provision for facilitating the interchange and transmission of all traffic whatsoever to and from the said intended railways and tramway, and for securing through booking to, from, and over the railways of the Tendring Hundred Railway Company, and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates, and charges to be levied and charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and for authorising the Company, and the Tendring Hundred Railway Company, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and the Act will confirm any such agreements as may be entered into for effecting the objects aforesaid.

The intended Act will provide for the capital, expenditure and income of and from their pier being kept separately, and will authorise the Company to sell or lease the pier either before or after the same shall have been extended and improved under the existing powers to any Company, or person or persons willing to purchase or lease the same, and it will provide for the appropriation and distribution of the proceeds to arise from the sale or of the rent to arise under any such lease among the share and debenture holders of the Company or some of them.

The Act will change the name of the Company, and incorporate all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Railways Clauses Consolidation Acts, 1845 and 1863.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said intended Act, to alter, amend, extend, or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following, that is to say, the Tendring Hundred Railway Act, 1874, and of all other Acts relating to the Tendring Railway Company, Thorpe and Great Clacton Railway Act, 1866, and the Clacton-on-Sea Pier Order, 1875.

Duplicate plans and sections showing the line, situation and levels of the said intended railways and tramway, and the land in or through which the same are intended to be made, together with a map with the lines of railways and tramway delineated thereon, and also a plan of the lands to be taken for the widening of the Tendring Hundred 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; and on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish, together with a copy of the said notice, will be deposited for public inspection 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 parish immediately adjoining thereto at his residence.

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

Dated this 15th day of November, 1875.

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

In Parliament.—Session 1876.

Llandudno Improvement.

Repeal, Consolidation, and Amendment of Acts; Extension of Limits of Improvement District, and abandonment of portions of existing District; Power to Llandudno Improvement Commissioners to Purchase by compulsion or agreement, and to the Llandudno Water and Gas Company (Limited), to Sell their Undertaking; Dissolution of that Company; Maintenance of Existing Water and Gas Works; Construction of New Works; Supply of Water in bulk or otherwise; Manufacture of Gas and Residual Products; Purchase of Lands, Easements, and other Property, Compulsorily or by Agreement; Confirmation of Acts of Commissioners as to Roads and Highways; Provisions as to Llandudno Promenade, as to Beach, and Foreshore, as to a Public Band, and as to erection of Buildings; Sale and Exchange of Lands; to Grant Licences and make Charges therefor; to make Bye-Laws and other Regulations for the General Good Government of the Town and District, and Impose Penalties; Confirmation of Agreements; Provisions as to repair of Streets by owners of adjoining property; Borrowing Money; Levying and alteration of Water Rates, Gas Rates, Improvement Rates, and other Rates and Rents; Incorporation and Amendment of Acts, and other purposes.

NOTICE is hereby given, that the Llandudno Improvement Commissioners (who are in this notice referred to as the Commissioners) intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To alter, amend, extend, and if necessary to repeal, wholly or partially, and to re-enact, or to consolidate The Llandudno Improvement Act, 1854, and the several Acts therein recited or referred to so far as is necessary for the purpose of the Bill; and to incorporate with the Bill, either in extenso or by reference, all, or some of the powers and provisions of "The Public Health Act, 1875;" and also to incorporate, and render applicable to the purposes of all or any of the works to be authorised by the said Bill, all, or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof, and to make other provisions in reference thereto, and for obtaining materials for the purposes of the intended works.

To alter and extend the limits of the Llandudno Improvement District as defined by the Llandudno Improvement Act, 1854, and to declare and define other and more extensive limits or less extensive limits (in this notice referred to as "the Limits of the Bill"), so as to include therein all lands, houses, buildings, roads, works, and property which are, or may be comprised within the following boundary, that is to say:

So much of the townships of Trefenglais, Tre Cwm, Tre Ferm, and Tre Bryniau, in the parish of Eglwys Rhos, in the county of Carnarvon, and so much of the upper and lower townships of Llandudno within the parish of Llandudno, in the said county of Carnarvon, as lie within the boundary hereinafter set forth, that is to say:

A boundary line commencing on the shore of the river Conway, at the point on such shore, where the boundary line of the exist-

ing district of the Commissioners commences, and proceeding thence in a straight line, in a southerly direction through the lands numbered respectively 103, 108, 109, 110, 111, 114 on the tithe commutation map of the said parish of Eglwys Rhos; then crossing the Llandudno branch of the London and North Western Railway, and continuing in the same straight line through the enclosed lands numbered 115, 174, 176 on the said map to and terminating at, the summit of the hill near Bryngosol, and within the lands numbered 181 on the said map; thence passing in a straight line on the south side of the farm-house called Bryngosol in a north-easterly direction, through the lands numbered 180 and 178 on the said map, and crossing the private roadway leading from Eglwys Rhos to Deganway, and continuing in the same direction through the lands numbered 169, 168 and 148 on the said map, to a point where it joins the present boundary line of the district of the Commissioners; such point of junction being within the lands numbered 148 on the said map. The proposed new line of boundary proceeds thence in a straight line in a south-easterly direction through the lands numbered 148, 149, 159, 162, 163, 50, 430 and 431 on the said map, and crossing the public highway on the south side of the Mostyn Arms Inn, in the village of Eglwys Rhos, thence proceeding along the south side of the garden of the said Mostyn Arms Inn, such garden being numbered 433 on the said map; and thence proceeding along the southern and eastern boundary of the lands numbered 434 on the said map, thence in a northerly direction, along the eastern boundary of the lands numbered 434 and 437 on the said map; thence in a north-easterly direction along the south side of the lands, numbered 47 and 44 on the said map; thence in a north-easterly direction for a distance of about three chains to the summit of the high ground called Bryn Maelgwyn, thence proceeding in an easterly direction along the northern and western boundaries on Gloddaeth Wood, and numbered 442 on the said map, thence proceeding in a north-easterly direction along the south-east boundary of the lands numbered 480 on the said map, to a point where it joins the parish boundary between the parishes of Eglwys Rhos and Llandudno; thence it continues along the parish boundary between Llandudno and Eglwys Rhos in an easterly direction along the said parish boundary to a point in the highway adjoining the lands numbered 66 in the tithe commutation map of the parish of Llandudno, thence crossing such highway, and continuing along the southern boundary of the lands numbered 69 and 68 on the said last-mentioned map; thence crossing the new road leading from Llandudno to Colwyn to the north-east corner of the said lands numbered 66; thence in a southerly direction along the eastern boundary of the said lands numbered 66 on the said last-mentioned map, to the south-east corner of the said lands numbered 66 on the last-mentioned map; thence in a straight line to the south-east corner of the lands numbered 64 on the said last-mentioned map; thence in a north-easterly direction along the eastern boundary of the lands

numbered 64 on the said last-mentioned map, and through the lands numbered 33 on the said last-mentioned map, to the northern boundary thereof; thence in a south-easterly direction along the northern boundary of the lands numbered 33, 32, and 15 on the said last-mentioned map; thence proceeding in a north-easterly direction, and crossing an occupation road opposite the junction of the north-western boundary of the lands numbered 14 on the said last mentioned map, with such road; thence along the south-eastern boundary of the lands numbered 34, 36, 37, and 38 on the said last-mentioned map, thence in a north-westerly direction along the northern boundary of the lands numbered 38 and 54 on the said last-mentioned map; thence in a north-easterly direction along the south-eastern boundary of the lands numbered 53 on the said last-mentioned map; thence in an easterly direction along the northern boundary of the lands numbered 39 on the last-mentioned map; thence in a straight line in an easterly direction from the junction of the northern and eastern boundaries of the said lands numbered 39 on the said last-mentioned map, to ordinary low-water mark on the foreshore of the Little Ormes Head; thence continuing along ordinary low-water mark on the foreshore, round the Little Ormes Head and Llanduduo Bay, the Great Ormes Head, and the Conway river, to the point of commencement;

and to abandon portions of the existing limits.

To enable the Commissioners to exercise, within the limits of the Bill, as well their existing rights, powers, authorities and privileges, as all rights, powers, authorities, and privileges to be conferred on them by the Bill.

To empower the Commissioners to supply with water, and to supply and light with gas all houses, buildings, and property within the limits of the Bill.

To enable the Commissioners to purchase, by compulsion or agreement, or take on lease of and from the Llandudno Water and Gas Company, Limited (hereinafter called the Company), and to enable the Company to sell, convey, assign, and transfer, or lease to the Commissioners, all the existing waterworks and gas works, reservoirs, tanks, gasholders, aqueducts, mains, pipes, plant, stock, apparatus, lands, property, and effects now belonging to the Company, or which the Company are authorised to purchase, acquire, hold, or construct, or which may be vested in them, under or by virtue of any Act of Parliament, articles of association, or otherwise, and all the powers, rights, privileges, and authorities which now are or at any time hereafter may be vested in, exercised, used, or enjoyed by the Company; and to authorise the Commissioners to hold, exercise, and enjoy the same, both with reference to the construction, maintenance, or renewal of the before-mentioned waterworks and gas works, or any or either of them; and also with reference to the levying, receiving, collecting, and recovering of rents, rates, and duties in respect of such waterworks or gas works, or either of them, or in respect of the supply of water and gas, or either of them, and to alter any existing rates, rents, or duties, and to confer, vary, or extinguish exemptions from payment of rents, rates, or duties.

To enable the Commissioners and the Company to enter into and make all such agreements and arrangements as may be necessary or expedient for carrying into effect such purposes

and objects as last aforesaid, or any or either of them, or any of the purposes and objects of the Bill, and to confirm any agreement already made, or which previously to the passing of the intended Bill may be made, touching any of the matters aforesaid, or any of the objects of the Bill.

To dissolve or provide for the dissolution of the Company, and the winding-up of their affairs.

To authorise the Commissioners to carry on the undertaking of the Company; to maintain, improve, alter, and enlarge the existing waterworks and gas works; to break up streets, roads, highways, and places; to re-lay, take up, repair, and remove reservoirs, conduits, and other works, mains and pipes, and apparatus, and things, from time to time; to construct and maintain new works, to supply water and gas within and throughout the limits of the Bill, or any part or parts thereof; to acquire, hold, and use patent rights and licences thereunder; to purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles, and things used in the sale, supply, or consumption of water and gas, and to have and exercise all or any powers, rights, authorities, and privileges of the Company in as full and ample a manner, in all respects, as the Company could or might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid, as may be necessary, proper, and convenient for the Commissioners to have and exercise, whether the same are or are not usually conferred upon Commissioners empowered to construct and maintain waterworks and gas works, and to supply water and gas, and are or are not necessarily incident to such construction, and the maintenance of waterworks and gas works, and supply of water and gas, but the enactments in force, with reference to the limitation of the profits of the Company, shall not apply after the proposed transfer.

To authorise the Commissioners to levy or impose a water rate, and a gas rate, and new and increased water rents, gas rents, and other rates, rents, duties, and charges; to vary existing rates, rents, duties, and charges, and to confer or extinguish exemptions from the payment of rates, rents, duties, and charges.

To authorise the Commissioners to apply any rates, rents, duties and charges levied by them, or under their control, and to apply any other moneys or property belonging to them, or under their control, for any of the purposes of the Bill, and to grant life, terminable or perpetual annuities, or rent-charges, or other annual sums, or debenture stock, and to borrow money on mortgage or debentures, or debenture stock, and to charge as well the undertaking, rates, revenues, and property which they may acquire under the intended Act, as also the general improvement rate, and any other rate or rates levied within the limits of the Bill; and all the estates, rates, revenues, and property of the Commissioners, or any of them, or any part or parts thereof respectively, with and as security for all or any, or any part of such annuities, rent charges, or annual sums of money, or money to be borrowed on mortgage or debentures, or debenture stock as aforesaid, and to authorise trustees and others to lend on mortgage, debentures, or debenture stock of the Commissioners, and to take and hold annuities of the Commissioners.

To enable the Commissioners to enter into contracts and agreements with any sanitary or other local authority, corporations, bodies, or

persons for the supply of water and gas, or water or gas in bulk, or otherwise.

To confer all necessary powers upon all such sanitary and local authorities, corporations, bodies, and persons, and to enable them to levy rates and to borrow money on the security thereof, and to apply to the purposes of the Bill, and of any such contract, any rates, funds, or moneys levied, borrowed, or otherwise raised, or over which they have control.

To authorise the Commissioners to make and maintain the water works, and other works and conveniences following, or some of them (that is to say) :—

(Llyndulyn Embankment.)—An embankment for the purpose of damming up and impounding the waters of the lake called Llyndulyn, situate wholly in the parish of Caerhun, otherwise Caerhyn, in the county of Carnarvon, to be made across the stream issuing out of the said lake, commencing at a point distant 33 yards or thereabouts in a north-easterly direction from the northern bank of the said stream, where it issues from the said lake and terminating at a point on the southern side of the said last-mentioned stream distant 55 yards or thereabouts south of the said point of commencement.

(2.) (Melynlyn Embankment.)—An embankment for the purpose of damming up and impounding the waters of the lake called Melynlyn, otherwise Mynynlyn, situate wholly in the parish of Caerhun, otherwise Caerhyn, aforesaid, to be made across the natural watercourse issuing out of and from the north-east corner of the said last-mentioned lake, commencing at a point distant 12 yards or thereabouts in a north-easterly direction from the north-east corner of the said last-mentioned lake, and terminating at a point on the southern side of the said last-mentioned natural watercourse distant 66 yards or thereabouts south of the said point of commencement.

(3.) An embankment also for the purpose of damming up and impounding the waters of the said last-mentioned lake situate wholly in the parish of Caerhun, otherwise Caerhyn aforesaid, to be made across the artificial watercourse issuing out of the eastern side of the said last-mentioned lake, commencing at a point distant 12 yards or thereabouts in a north-easterly direction from the sluice gate fixed in the said artificial watercourse near its point of issue from the said lake, and terminating at a point on the southern side of the said artificial watercourse distant 100 yards or thereabouts south of the said point of commencement.

(4.) Conduit No. 1.—A conduit or line of pipes for conveying the water from the lakes Llyndulyn and Melynlyn, otherwise Mynynlyn, to the district of Llandudno, commencing at a point on the said lake Llyndulyn distant 20 yards or thereabouts in a northerly direction from the northern bank of the stream issuing out of the said lake at its point of issue, and terminating at a point in Mostyn-street, Llandudno, where the boundary between the parishes of Llandudno and Eglwys Rhos crosses the said street, which said conduit No. 1 is intended to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say—Caerhun, otherwise Caerhyn,

Llanbedr-y-Cennin, otherwise Llanbeder-y-Cennin, Llangelynin, Gyffin, Conway, Eglwys Rhos, and Llandudno, all in the county of Carnarvon.

(5.) Conduit No. 2.—A conduit or line of pipes to be situate wholly in the parish of Caerhun, otherwise Caerhyn, commencing at the north-east corner of the lake called Melynlyn, otherwise Mynynlyn, and terminating by a junction with the aforesaid conduit No. 1 at a point on the said conduit No. 1 distant 440 yards, or thereabouts, from its commencement.

(6.) Conduit No. 3.—A conduit or line of pipes to be situate wholly in the parish of Eglwys Rhos, commencing by a junction with the aforesaid conduit No. 1 at a point in the road or highway leading from Towyn to Eglwys Rhos, distant 264 yards, or thereabouts, in a north-easterly direction, from the south-western corner of the lands numbered 294 on the tithe commutation map for the parish of Eglwys Rhos, and terminating at or in the south-western side of the intended service reservoir next hereinafter described.

(7.) (Service Reservoir No. 1.)—A service reservoir, to be called service reservoir No. 1, 150 feet square, or thereabouts, to be situate wholly in the parish of Eglwys Rhos in and on the western side of lands numbered 209 on the tithe commutation map of the said parish of Eglwys Rhos.

(8.) Conduit No. 4.—A conduit or line of pipes to be situate wholly in the parish of Eglwys Rhos aforesaid, commencing from and out of the northern side of the said last-mentioned reservoir, and terminating by a junction with the aforesaid conduit No. 1 in the public highway leading from Towyn to Eglwys Rhos, at a point in such highway where the New Deganway-road joins the same.

(9.) (Service Reservoir No. 2.)—A service reservoir to be called service reservoir No. 2, 150 feet square, or thereabouts, to be situate wholly in the parish of Llanbedr-y-Cennin, otherwise Llanbeder-y-Cennin, in and on the northern side of lands numbered 21 on the tithe commutation map of the said parish of Llanbeder-y-Cennin, and which lands adjoin the public highway leading from Llanbedr to Tan-y-gaer.

The whole of the reservoirs, conduits, and other works hereinbefore described will be situate in the county of Carnarvon.

To empower the Commissioners 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 of those works shown upon the sections hereinafter mentioned.

To enable the Commissioners to take, collect, and divert into the Company's existing reservoir, and into the proposed reservoirs and works, and therein impound and thence distribute the waters of the two lakes known as Llyndulyn and Melynlyn, both in the parish of Caerhun, otherwise Caerhyn, in the said county of Carnarvon, or either of them, and also the waters of any brooks, springs, streams, and waters feeding or running into such lakes, or fed thereby, and issuing therefrom, and of any streams on or near the site of any of the intended works.

To authorise the Commissioners to make and maintain in the parishes, townships, townlands, extra-parochial, and other places aforesaid, and every or any of them, in connection with the in-

tended new works hereinbefore described, all necessary and convenient approaches, approach roads, embankments, discharge tunnels, roads, ways, wells, tanks, filtering beds, weirs, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, works, and conveniences for collecting, filtering, storing, discharging, and distributing water.

To make provision with respect to the quantity or amount of compensation water, or otherwise, to be given by the Commissioners in respect to the proposed taking and impounding or diverting of waters under the powers of the Bill for the benefit or protection of the owners, lessees, and occupiers of mills and works, and other persons interested in the waters to be so taken, impounded, or diverted.

To empower the Commissioners upon the lands now belonging to the Company and used by them for the manufacture of gas and residual products, to manufacture and store gas and the several matters producible from the residual products arising or resulting from the manufacture of gas, and to store, sell, and dispose of gas, coke, coal, tar, chemicals, and other residual and manufactured products, matters, and things, and generally to carry on the operations and works which are carried on by improvement commissioners, corporations, and companies who manufacture and supply gas for public and private lighting.

To empower the Commissioners to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways and tramways within all or any of the parishes, townships, and places aforesaid, which it may be necessary or convenient to break up, alter, divert, or stop up for the purposes of the intended works or of the Bill.

To enable the Commissioners to purchase and acquire, compulsorily or otherwise, and hold lands, houses, and other property and hereditaments in the parishes, townships, and places aforesaid, and also to take grants of and acquire easements in, through, or over lands, bridges, and other hereditaments for the purposes of the Bill, and particularly to acquire, compulsorily or otherwise, easements or rights of way or other rights over, under, or affecting the several roads, lanes, railways, bridges, tramways, streams, rivers, and ways in the parishes, townships, and places aforesaid.

To confirm all the acts, deeds, agreements, contracts, and proceedings of the Commissioners in relation to the adoption by them of certain existing roads made in substitution of old highways, and to vest the interest of the Commissioners (if any) in such old highways in the owners of the lands adjoining or heretofore adjoining such old highways.

To constitute and declare the existing Llandudno Promenade a public highway for foot passengers and vehicles drawn by manual power, and to enable the Commissioners to make bye-laws for its use and regulation, and to impose and recover penalties for the breach of such bye-laws or any of them.

To constitute and declare the beach or foreshore within the improvement district of Llandudno a public highway under the control of the Commissioners, and to authorise them to prohibit the placing of bathing machines or other temporary or permanent erections thereon without the previous licence of the Commissioners, and to make bye-laws for its use and regulation, and to impose and recover penalties for the breach of such bye-laws or any of them.

To enable the Commissioners to make bye-laws and to grant licences in relation to bathing machines, hackney carriages, hire of horses, mules or asses, and bath chairs, and to impose and recover penalties for the breach of such bye-laws or any of them.

To authorise and empower the Commissioners to make an annual grant of a sum of money towards the support of a public band for the town of Llandudno, and to make bye-laws in relation to the performances of the said band, and the admission of the public to such performances, and to impose and recover penalties for the breach of such bye-laws or any of them.

To make provisions in relation to the erection of houses or other buildings within the limits of the Bill, and to compel persons intending to erect such buildings to submit to the Commissioners plans in duplicate, and to comply with other regulations, restrictions, and penalties to be specified in the Bill.

To confer upon the Commissioners powers of sale and exchange in relation to any lands now vested or hereafter to be vested in them as recreation grounds or for other public purposes.

To confirm any agreements which may have been already entered into or may be entered into before the passing of the Bill into an Act between the Commissioners and the trustees of the Mostyn Estate relating to lands within the limits of the Bill.

To provide summary procedure for compelling owners or occupiers of property abutting upon any street within the limits of the Bill not being a highway repairable at the expense of the Commissioners and which is in a dangerous, unwholesome, or defective condition to repair and amend the same.

To make bye-laws and other regulations and impose restrictions with penalties attached thereto in relation to the playing of musical instruments in highways or other public places within the limits of the Bill, and in relation to other matters for the general good government of the town of Llandudno and the district to be defined by the Bill.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

Notice is hereby also given, that on or before the 30th day of November, 1875, duplicate plans and sections of the works, proposed to be authorised by the Bill, showing the situation and levels thereof, and the lands, houses, and other property, in, or through which the same will be made, or which may be taken, used, or occupied 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 Carnarvon, at his office in Carnarvon, 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; in, or through which the said works or any part thereof, are, or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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 10th day of November, 1875.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Sutton Bridge Dock.

(Construction of Railway to connect the Sutton Bridge Dock with the Norwich and Spalding Railway at Sutton Bridge; Compulsory Purchase of Lands; Additional Share and Loan Capital; Working and other Arrangements with, and Powers of Subscription, and Guarantee, and Raising and Application of Funds to Great Northern, Midland, Great Eastern, Midland and Eastern, Norwich and Spalding, and Peterborough, Wisbeach, and Sutton Railway Companies; Abandonment of Railway authorised by Sutton Bridge Dock Act, 1875; Release of Deposit; other Powers; Amendment, or Repeal of Acts).

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

1. To authorise the Sutton Bridge Dock Company (hereinafter called "the Company") to make and maintain the railway hereinafter described, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith, or incidental thereto (that is to say):—

A railway, to be wholly situate in the parish of Sutton St. Mary, in the parts of Holland, in the county of Lincoln, to commence by a junction with the Norwich and Spalding Railway, at or near a point thereon 10 yards or thereabouts from and on the south-easterly side of the point at which the said Norwich and Spalding Railway crosses on the level the road called or known as Croots-lane, and terminating on the western side of the Dock authorised by the Sutton Bridge Dock Act, 1875, in a field numbered 1, in the parish of Sutton St. Mary, on the plans deposited for the purposes of that Act with the Clerk of the Peace for the parts of Holland in the county of Lincoln.

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

3. 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.

4. To authorise the Company for the purposes of the Bill and for the general purposes of the Company, 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 on mortgage or bond, and by the creation of debenture stock, or by any of such means, and to apply to such purposes any capital or funds now belonging to them, or which they are authorised to raise.

5. To empower the Company, on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the Great Eastern Railway Company, the Midland and Eastern Railway Company, the Norwich and Spalding Railway Company, the Peterborough, Wisbeach, and Sutton Railway Company, or any or either of those Companies, 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 works of the Company, the supply of plant, stock, and machinery, and of officers and servants for the conduct of the traffic, 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 or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangements 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 such contract or agreement already made or which prior to the passing of the Bill may be made with respect thereto.

6. To authorise the Great Northern Railway Company, the Midland Railway Company, the Great Eastern Railway Company, the Midland and Eastern Railway Company, the Norwich and Spalding Railway Company, the Peterborough, Wisbeach, and Sutton Railway Company, or any or either of those Companies, to subscribe and contribute money towards the making of the authorised and intended works of the Company, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and for such purposes to apply their respective corporate funds, and to raise further money by the creation of new shares and stock in their respective undertakings, either ordinary or preferential, or both; and by borrowing, and by the creation of debenture stock, or by any of such means.

7. To authorise the Company to abandon and relinquish the construction of the railway authorised by the Sutton Bridge Dock Act, 1875, and to repeal all the clauses and provisions of that Act relating thereto, and to provide for the payment out of Court of the moneys now in the High Court of Justice (Chancery Division) as security for the completion of that railway.

8. 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.

9. 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): The Sutton Bridge Dock Act, 1875, 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great

Northern Railway Company; 25 and 26 Vic., cap. 223, and all other Acts relating to or affecting the Great Eastern Railway Company; 29 and 30 Vic., cap. 265, and all other Acts relating to or affecting the Midland and Eastern Railway Company; 16 and 17 Vic., cap. 124, and all other Acts relating to or affecting the Norwich and Spalding Railway Company; 26 and 27 Vic., cap. 222, and all other Acts relating to or affecting the Peterborough, Wisbeach, and Sutton Railway Company; and all other Acts which may relate to or be affected by the Bill.

10. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended railway and works, together with a book of reference to such plans, an 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, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the parts of Holland in the county of Lincoln, at his office at Boston, in the said county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of the said parish of Sutton St. Mary, at his residence.

11. 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 12th day of November, 1875.

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

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

East London Ferry, Roads, and Tramways.

(Incorporation of Company for establishing a Steam Ferry between Poplar and East Greenwich, and the construction of new Roads, Tramways, and other Works in connection therewith; Compulsory Purchase of Lands; To levy Tolls, &c.; Stopping up of Footpath leading from Greenwich along the River Bank to Blackwall Point; Diversion of Road or Street called Blackwall or Blackwall Harbour; Working Agreements with the London Tramways Company (Limited); Amendment and Incorporation 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,") and to enable such Company to establish a steam ferry or floating bridge, or floating bridges, across the River Thames, with all necessary approaches, works, and apparatus between Blackwall Stairs in the parish of All Saints, Poplar, in the county of Middlesex, and the opposite shore at East Greenwich, in the parish of Greenwich, in the county of Kent.

To empower the Company to construct and maintain the works hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:—

1. A floating landing-stage in the River Thames, in front or riverward of vacant ground southwards of and adjoining Blackwall Stairs, in the parish of All Saints Poplar, in the county of Middlesex, extending in length from Blackwall Stairs in a southerly direc-

tion about one hundred feet—the said landing-stage to be connected with the shore by a bridge or gangway, about 75 yards in length, at a point about 20 yards westward of the south-eastern corner of Russell-street, in the said parish of All Saints Poplar, together with guiding piles and dolphins, to be placed or fixed in the bed of the river, at either end of the said landing-stage.

2. A floating landing-stage in the River Thames in front or riverward of land and buildings partly in the occupation of Augustus Robert Edmonds and Co., and partly in the occupation of Joseph Parsons, in the parish of Greenwich, in the county of Kent, the said landing-stage to be about 100 feet in length, and to be connected with the shore by a bridge or gangway about 80 yards in length, at a point in or near the footpath on the river bank about 30 yards southward of the southern boundary wall of land and buildings in the said parish of Greenwich, now in the occupation of the Biphosphated Guano Company Limited, together with guiding piles and dolphins to be fixed in the river at either end of the said landing-stage.

3. A Road or Street No. 1, wholly in the parish of Greenwich, in the county of Kent, commencing at a point about 30 yards southward of the southern boundary wall or fence of the land now in the occupation of the Biphosphated Guano Company Limited, in the same parish, at or near the river bank and the footpath thereon, and terminating by a junction with the road made in continuation of the road called Blackwall-lane, about 30 yards southwards of the south boundary wall or fence of the land before-mentioned as being in the occupation of the Biphosphated Guano Company Limited.

4. A Road or Street No. 2, wholly in the said parish of Greenwich, commencing at a point about 40 yards south of the southern end of the road or street called Sidmouth-place in the same parish, and terminating near the northern extremity of Waldridge-street, at a point about 70 yards to the north of the north-east corner of Derwent-street, in the same parish.

5. The widening and improvement of the road called Blackwall-lane, in the said parish of Greenwich, from the northern extremity thereof to the northern end of Sidmouth-place aforesaid.

6. The widening and improvement of the road or street called Sidmouth-place, and the road in continuation of Sidmouth-place, to a point therein 40 yards or thereabouts south of the southern end of Sidmouth-place, in the said parish of Greenwich.

7. The widening and improvement of the roadway made in continuation of Blackwall-lane, and leading to the works of the Biphosphated Guano Company Limited, in the said parish of Greenwich, at a point near the northern extremity of Blackwall-lane, about 20 yards north of a public-house called the Ordnance Arms, to a point about 30 yards southward of the southern boundary wall or fence of the land before mentioned, as being in the occupation of the Biphosphated Guano Company Limited.

8. A Tramway, No. 1, commencing by a junction with the Tramway of the London Tramways Company (Limited), in the Trafalgar-road, in the said parish of Greenwich, at a point about 50 yards to the west of the west side of Woodland-street

where that street joins the Trafalgar-road aforesaid, and extending thence along Church-street East, and terminating near the northern extremity of Walldridge-street, at a point about 70 yards to the north of the north-east corner of Derwent-street aforesaid.

The centre line of Tramway No. 1 will be laid along the centre of the street, except that for the length of 90 yards or thereabouts, at the commencement of the tramway the centre line of the tramway will gradually approach until at its commencement it reaches and forms a junction with the Tramway of the London Tramways Company (Limited).

9. A Tramway, No. 2, commencing by a junction with Tramway No. 1, at the termination of that tramway, and extending along the proposed new Road No. 2, and terminating at a point about 40 yards south of the southern end of Sidmouth-place, in the parish of Greenwich.

The centre line of Tramway No. 2 will be laid along the centre of the said proposed new Road No. 2.

10. A Tramway, No. 3, commencing by a junction with Tramway No. 2, at the termination of that tramway, and extending along the proposed widening and improvement of the roads or streets called Sidmouth-place and Blackwall-lane, and the roads made in continuation of those roads or streets, all in the said parish of Greenwich, and terminating 30 yards or thereabouts southwards of the south boundary wall or fence of the land before stated to be in the occupation of the Biphosphated Guano Company Limited

The centre line of Tramway No. 3 will be laid along the centre of such proposed widened and improved roads or streets, except that for the length of 35 yards or thereabouts at the termination of the tramway the centre line of the tramway will gradually approach, until at its termination it reaches and forms a junction with Tramway No. 4, hereinafter described.

11. A Tramway No. 4, commencing by a junction with Tramway No. 3, at the termination of that tramway and extending along the proposed Roadway No. 1, in the said parish of Greenwich to the river bank at the north-western end of the proposed Roadway No. 1, 30 yards or thereabouts to the south of the southern boundary wall or fence of the said land in the occupation of the Biphosphated Guano Company Limited.

The centre line of Tramway No. 4 will be laid along the centre of the road except that for the length of 35 yards, or thereabouts, at the commencement of the tramway, the centre line of the tramway will gradually approach until at its commencement it reaches and forms a junction with Tramway No. 3.

And it is not intended in any of the above-mentioned tramways that in or at any part thereof a less space than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the several streets and roads and the nearest rail of the tramway.

All the proposed tramways hereinbefore described will be situate wholly in the parish of Greenwich, in the county of Kent.

To empower the Company to stop up and discontinue the use by the public of a footway leading from Greenwich to Blackwall Point, in the said parish of Greenwich, from a point where that footway joins the Pelton-road to a point 15

yards, or thereabouts, south of the south wall of the Sea Witch public house, and also from a point 37 yards, or thereabouts, north of the south wall of the said Sea Witch public house, measured along the footway to a point on the same footway at Blackwall Point, adjoining lands belonging or reputed to belong to Major Terry, where the same footway is intersected by a road now in course of construction, and to discontinue and extinguish all rights of way in and over the same.

To empower the Company to divert the road or street called Blackwall, or Blackwall Harbour, in the said parish of All Saints, Poplar, which said diversion will commence at a point 27 yards south-west of the point where Blackwall Stairs adjoins Ashton Wharf, and terminate on the south side of Russell-street, at a point 33 yards or thereabouts from the west wall of Ashton Wharf, and to provide for the stopping up and discontinuance as a public highway or street of so much of the said road or street called Blackwall, or Blackwall Harbour, in the said parish of All Saints, Poplar, as lies between the said proposed diversion and Brunswick-street, in the same parish.

To scour, dredge, and deepen the bed, shore and soil of the River Thames at or near the landing stages above described.

To confer on 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 or 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 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, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended works; to deviate laterally and vertically in the construction of the works to such an extent as may be defined in the Bill; to alter, vary, and 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 intended 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 proposed ferry, tramways, and other works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties as may be thought expedient.

To enable the Company and the London Tramways Company (Limited) to enter into contracts and agreements with respect to the working, use, management, construction, and maintenance of all or any of the works of the contracting companies, or either of them, or any part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, 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 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 which may have been or may be made touching any of the matters aforesaid.

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the following local and personal Acts, or some of them, that is to say, "The North London Railway Act, 1865," "The North London Railway Act, 1874," and any other Act or Acts relating to the North London Railway Company; "The London Tramways Company (Limited) (Purchase) Act, 1873;" and any other Act or Acts relating to the London Tramways Company (Limited).

To incorporate with, extend, and apply to the purposes of the Bill, 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 Railways Clauses Acts, 1845 and 1863; and "The Tramways Act, 1870."

And notice is hereby further given, that on or before the 30th day of November, 1875, plans and sections of the proposed works, 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 Middlesex, at his office at Clerkenwell in that county, and with the Clerk of the Peace for the county of Kent at his office at Maidstone in that county, and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in which the proposed works, or any part thereof, will be made or be situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say) in the case of the parish of All Saints, Poplar, with the clerk of the Poplar District Board of Works, at his office, 117, High-street, Poplar, and in the case of the parish of Greenwich, with the clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich.

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 12th day of November, 1875.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Cleveland Waterworks.

(Extension of Limits of Supply; Additional Works; Compulsory Purchase of Lands; Diversion and Appropriation of Water; Power to Break up Roads &c.; To Levy Rates, Rents, and Charges; Increase, &c., of Capital and Borrowing Powers; Creation of Debenture Stock, &c.; Repeal of Sections in Act of 1869; Recovery of Water Rents, &c., from Owners in certain cases; 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 Cleveland Water Company (herein referred to as the Company) for an Act for the following purposes, or some of them (that is to say):—

To alter, amend, extend, and enlarge or repeal

all or some of the provisions of "The Cleveland Waterworks Act, 1869" (herein referred to as the Act of 1869), and "The Cleveland Waterworks Act, 1871" (herein referred to as the Act of 1871), and to confer on the Company some or all of the several powers hereinafter mentioned.

To extend the Company's limits for supplying water so as to include and comprise all or part of the following parishes, townships, and extra-parochial places, that is to say, Easington, Hinderwell, Rousby, Lythe, Newton-Mulgrave, Ellebey and Borrowby, and all extra-parochial detached parts of parishes and other places within the same, all in the North Riding of the county of York.

To extend the time limited by the Act of 1871 for the construction of the works authorized by that Act, and to confer further powers on the Company in reference thereto.

To authorize the Company to construct and maintain the several additional works hereinafter mentioned, or some of them, which will be wholly situate in the North Riding of the county of York (that is to say):—

1. Scaling Dam Reservoir.—A reservoir herein called the Scaling Dam Reservoir, to be situate partly in the parish of Hinderwell and township of Rousby, and partly in the parish and township of Easington, commencing on one side in the parish and township of Easington, at a point on the stream called Boghouse Beck, nine chains or thereabouts south of the farm-house called Boghouse, and on the other side in the parish of Hinderwell and township of Rousby, at or near to the junction of Dawson's Slack with Stotter Beck, and terminating in the same parish and township at an embankment to be formed across the Dam Beck at a point thereon 11 chains or thereabouts north of the road leading from Guisbrough to Whitby.
2. Scaling Filter Beds.—A filter bed, or filter beds, herein called the Scaling Filter Beds, to be wholly situate in the parish of Hinderwell and township of Rousby, in a certain field belonging (or reputed to belong) to Captain Edward Henry Turton, and in the occupation of Thomas Crooks, 14 chains or thereabouts north of the junction of Mars-lane with Gunhill-lane.
3. Haredale Reservoir.—A reservoir, herein called the Haredale Reservoir, to be wholly situate in the parish of Skelton, and the township of Moorsholme, commencing at a point on the Haredale Beck 72 chains or thereabouts, south-west of Oven Close Bridge, on the said road leading from Guisbrough to Whitby, and terminating at an embankment to be formed across the said Haredale Beck, at a point thereon 50 chains or thereabouts south-west of Oven Close Bridge.
4. Haredale Filter Beds.—A filter bed, or filter beds, wholly situate in the parish of Skelton and township of Moorsholme, at a point upon Moorsholme Moor 15 chains or thereabouts north of the embankment of the intended Haredale Reservoir.
5. Goat Scar Service Reservoir.—A reservoir, to be wholly situate in the parish of Skelton, and township of Kilton, in a certain field belonging to John Thomas Wharton, Esquire, and in the occupation of John Porritt, adjoining to and south of a farm-house called Buck Rush.
6. Grinkle Service Reservoir.—A reservoir, herein called the Grinkle Service Reservoir, to be wholly situate in the parish and township of Easington, in two fields belonging to Charles Mark Palmer, Esquire, M.P., one of

- them in the occupation of the said Charles Mark Palmer, and the other of them in the occupation of Thomas Dawson, lying between Lane House and Hill Wood, and 15 chains or thereabouts north-east of Lane House.
7. Easington Service Tank.—A tank, herein called the Easington Service Tank, to be wholly situate in the parish and township of Easington, in a certain field belonging to Charles Mark Palmer, Esquire, M.P., and in the occupation of Addison Andrews, adjoining to and to the west of a farm-house known as Easington Hall.
8. Catchwater No. 1.—A catchwater or conduit, herein called Catchwater No. 1, to be wholly situate in the parish of Hinderwell, and township of Rousby, commencing at a point on a tributary of Sandwath Beck, five chains or thereabouts west of the boundary between the parishes of Hinderwell, and Lythe, and six chains or thereabouts south of the road leading from Guisborough to Whitby, and terminating in the intended Scaling Dam Reservoir, at a point on the south side of such road 20 chains or thereabouts east of Dam Bridge.
9. Catchwater No. 2.—A catchwater or conduit herein called Catchwater No. 2, commencing on Wapley Beck, at a point on the boundary between the parishes of Easington and Lofthouse, 45 chains or thereabouts south-west of Wapley Bridge, and passing thence from, through, or into the parishes, townships, and places following, or some of them, that is to say, Lofthouse and Easington, and terminating in the parish and township of Easington in the intended Scaling Dam Reservoir, four chains or thereabouts north of the farm-house called Boghouse.
10. Line of Pipes No. 1.—A line of pipes, herein called Line of Pipes No. 1, to be wholly situate in the parish of Hinderwell and township of Rousby, commencing at the embankment of the intended Scaling Dam Reservoir, and terminating at the intended Scaling Filter Beds.
11. Line of Pipes No. 2.—A line of pipes, herein called Line of Pipes No. 2, commencing in the parish of Hinderwell and township of Rousby, at the intended Scaling Filter Beds, and passing thence from, through, or into the parishes, townships, and places following, or some of them (that is to say), Hinderwell, Rousby, and Easington, and terminating in the parish and township of Easington, in the intended Grinkle Service Reservoir.
12. Line of Pipes No. 3.—A line of pipes, to be wholly situate in the parish and township of Easington, commencing at the intended Grinkle Service Reservoir, and terminating at the intended Easington Service Tank.
13. Line of Pipes No. 4.—A line of pipes, to be wholly situate in the parish of Skelton and township of Moorsholme, commencing at the embankment of the intended Haredale Reservoir, and terminating at the intended Haredale Filter Beds.
14. Line of Pipes No. 5.—A line of pipes, commencing in the parish of Skelton, in the township of Moorsholme, at the intended Haredale Filter Beds, and passing thence from, through, or into the parishes, townships and places following, or some of them (that is to say), Skelton, Moorsholme, Kilton, and Stanghow, and terminating in the parish of Skelton and township of Stanghow, in or near the village of Lingdale, at a point 12 chains or thereabouts north of the junction

of the road from Guisborough to Stanghow with the road from Skelton to Stanghow.

To construct and maintain all necessary and proper embankments, dams, byewashes, weirs, culverts, cuts, bridges, road diversions, road approaches, and other roads, and communications, sewers, drains, sluices, filtering beds, reservoirs, wells, weirs, engines, engine-houses, pumps, conduits, catchwaters, tanks, mains, pipes, and other apparatus for the effectual construction, maintenance and use of the said intended works, or incidental thereto; for collecting, impounding, conveying, and distributing water in, to, and within the parishes, townships, and places aforesaid, or any of them.

To enable the Company to take, intercept, divert, and collect into or by means of the said reservoirs, catchwaters, conduits, pipes and other works hereinbefore mentioned; or into any other reservoirs, catchwaters, conduits, pipes, or other works of the Company, or some or any of them, and to impound, appropriate, and use for the purposes of the undertaking, and for the supply of water to all places which they are now authorized to supply with water, and to all places which they may by the intended Act be authorized to supply, and for the storing, use, and supplying of water for compensation, as hereinafter mentioned, or in the intended Act provided, and for the supply of water in bulk, and for all or any of the purposes of the intended Act, all, or some, of the waters of the several brooks and streams called Easington Beck, Rousby Beck, Greenhowe Beck, Scaling Beck, Dam Beck, Boghouse Beck, Stotter Beck, Bitchhill (otherwise Birchill) Beck, Sandwath Beck, and Wapley Beck, and the several tributaries thereof, and all brooks, rivulets, streams, watercourses, surface waters, and other waters and springs which flow into or form part of the said streams, or which may or can be intercepted by, or may be diverted into the intended reservoirs and other works, and as may be found in, upon, or under any lands to be acquired by the Company, under the powers of the intended Act, the waters of which said several last-mentioned brooks, streams, and other watercourses now flow or proceed directly or derivatively into or supply the Staithe Beck.

To authorize the Company to take, purchase and acquire, by compulsion or agreement, and to appropriate and use lands, houses, buildings, streams, springs of water, and other waters and hereditaments in or near the several parishes, townships, extra-parochial and other places aforesaid, or some of them, and to take on lease and take grants of easements of, in, on, under, over, or through any lands, houses, springs, streams, brooks, and waters, and other hereditaments as are delineated on the said plans, or as may be required or deemed necessary or desirable for any of the purposes of the intended reservoirs, lines of pipes, and other works, or otherwise for the purposes of the intended Act, and any rights, interests, or easements in, over, or in connection with such lands, houses, buildings, streams, and springs of water, and other property, and to alter, vary, or extinguish all existing rights or privileges connected with such lands, houses, waters, or other property.

To enable the Company to enter upon and to lay and maintain water mains and pipes in or through and upon private lands, in consideration of an annual rent charge, and to enable tenants for life and other persons having a limited interest only in such lands to enter into agreement with the Company as to the use and occupation of such lands and the consideration to be paid for the same.

To authorize the temporary occupation and use

of lands, houses, buildings, easements, and hereditaments, for obtaining materials for the construction of the said intended reservoirs and lines of pipes, or otherwise for the purposes of the intended Act, and to incorporate with such variations and amendments as may be proper or requisite, all or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to roads, and the temporary use and occupation of lands, or to make other provisions with reference thereto.

To authorize deviations and alterations in and from the lines and levels of the reservoirs, lines of pipes, and other works shown on the plans and sections (to be deposited as hereafter mentioned) within the limits of deviation shown on those plans, or as may be prescribed in the intended Act.

To empower the Company within the proposed extended limits of supply, or within such limits as shall be authorized by the intended Act, to make, lay down, complete, and maintain, and from time to time alter, vary, remove, renew, replace, repair, and restore conduits, culverts, pipes, telegraph posts, and wires and appliances, drains, tunnels, and other works for or in connection with the conveyance or distribution of water, and temporarily or permanently to use, cross, remove, alter, divert, stop up, raise, lower, break-up, pass along, through, over, across, or under, or interfere with any turnpike and other roads, highways, footpaths, streets, passages, rivers, streams, bridges, places, railways, or tramways (whether public or private), pipes, conduits, canals, goits, sewers, drains, watercourses, telegraph posts, wires, and appliances, or other work of any description, and in, under, over, or across any of the lands, houses and other property delineated upon the plans to be deposited as hereinafter mentioned, and which it may be necessary or expedient to use, improve, cross, remove, alter, divert, stop up, raise, lower, break up, pass along, or interfere with for carrying into effect any of the objects or purposes of the intended Act, and to vary or extinguish all existing rights and privileges which might in any way prevent, impede, or interfere with the accomplishment or carrying into effect of any of the objects or purposes of the intended Act, and to alter, vary, or extinguish all existing rights and privileges connected with or relating thereto, and to confer other rights and privileges.

To enable the Company to levy and recover rates, rents, and charges, and to alter existing or authorized rates, rents, and charges, for the supply of water for domestic and other purposes within the extended limits; and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, for such supply; and to vary and extinguish all or any existing rights, privileges, and exemptions; and to confer other rights, privileges, and exemptions.

To provide by the intended Act that the term "annual value" in relation to the rates at which water is to be supplied by the Company for domestic purposes shall mean the annual rack rent, or if not let at annual rack rent the full annual value of the dwelling-house or part of a dwelling-house supplied with water.

To make better and more effectual provision for preventing the fouling, waste, abstraction, misuse, or unauthorized or improper use of water supplied by the Company, and all fraudulent or improper practices in reference to the use of the said water, and to confer upon the Company all such other powers, rights, and privileges as may be necessary, proper, or convenient, for enabling them to carry into effect the objects and purposes of the intended Act.

To repeal section 49 of the Act of 1869, relating to the supply of water for domestic purposes to houses in the township of Skelton, and to make other provisions in lieu thereof, and for effecting a more equal and uniform charge for water supplied by the Company within the limits of supply as extended by the intended Act, and to make other and further provision in the intended Act with reference to the recovery of sums due to the Company with reference to water supplied by the Company, and to empower the Company to charge and recover from the owners of houses let out as small tenements and for terms not exceeding three months all sums due in respect of water supplied to such tenements, and to enable the Company to enforce the giving of security in certain cases for the payment of water charges and expenses before giving a supply of water or incurring any expenses in reference thereto.

To augment and to fix and regulate the capital of the Company in shares or stock, and to authorize the Company to raise money by, and to create new, ordinary, guaranteed or preference shares or stock, and by mortgage, debenture stock, or otherwise, and to pay off the existing mortgages and other securities for money borrowed, and to create and issue debenture stock for such purposes, and to apply to all or any of the purposes to be authorized by the intended Act any capital or funds now belonging to the Company or under their control.

To provide and enact by the intended Act that the reservoirs, conduits, or lines of pipes, or other works shall, when constructed, form part of the Waterworks undertaking of the Company, and to enable the Company to exercise and enjoy in respect thereof and of the water to be collected and impounded therein and therefrom, all and the like powers, rights, privileges, and authorities, including the powers to break up streets and highways, and to make, demand, and recover water rates, rents and other charges which the Company now exercise and enjoy with respect to their existing Waterworks Undertaking, under or by virtue of the Act of 1869 and the Act of 1871, and the Acts therein recited or incorporated, and the several Acts subsequently passed amending or extending the same.

To incorporate, extend, and make applicable to the objects and purposes of the intended Act all or some of the powers and provisions of "The Cleveland Waterworks, Act, 1869," "The Cleveland Waterworks Act, 1871," and the Acts incorporated therewith; "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 Waterworks Clauses Acts, 1847, and 1863;" and "The Railways Clauses Consolidation Act, 1845;" as relates to roads and the temporary occupation of lands, and all other Acts amending or extending those Acts or any of the provisions thereof.

To repeal, extinguish, vary, or modify all existing powers, rights, privileges, and exemptions which would or could in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the intended Act, or the execution of any of the powers thereof, and to confer, vary or extinguish other powers, rights, privileges, and exemptions.

And notice is hereby given, that duplicate plans and sections of the several works to be authorized by the intended Act, and of the lands, houses, and other property to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th

day of November instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said North Riding, 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 of the parishes in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken, are situate, and also a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the clerk of each such parish at his place of abode, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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

Dated this 17th day of November, 1875.

Hutchinson and Lucas,

Solicitors,

Darlington.

Durnford and Co., 45, Parliament-street,
Westminster,

Parliamentary Agents.

In Parliament—Session 1876.

Padiham and Hapton Local Board.

(Power to Local Board to acquire undertaking of Padiham Gas Light and Coke Company, and confirmation of agreement with the Company for that purpose; to construct Works for the better supply of Gas and Water within their District and limits, and the more effectual Drainage of the District; to make arrangements with other public bodies and persons for the supply of Gas and Water, for sale of surplus Lands, and for 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 Padiham and Hapton, in the county of Lancaster, for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To sanction and confirm an agreement between the Padiham Gas Light and Coke Company and the Local Board, dated the 15th day of April, 1875, for the acquisition by the Local Board of the Gas Company's undertaking, and by and under such agreement or otherwise, to authorize the purchase and vesting in the Local Board of that undertaking, and all lands, easements, buildings, mains, pipes, plant, machinery, goods and chattels, rights, powers, and privileges, and all other the property and effects (real and personal) of or belonging to the Company, upon such terms and conditions, and for such price, and in consideration of such payments by way of annuity or otherwise, as may be prescribed by the said Bill, and upon such transfer and vesting to authorize the Local Board to maintain, hold, work, and use the said undertaking, and have and exercise and enjoy all the rights, powers, privileges, authorities and obligations of the Company, whether with reference to the construction, renewal and extension of works, the supply of gas, the purchase and sale of lands and other property, the levying of rates and charges, or otherwise, howsoever, and to provide for the dissolution of the Gas Company and the winding up of their affairs.

To make and maintain the works hereinafter described, with all needful embankments, culverts, sluices, wells, pipes, bye-washes, filters, valves, gauges, roads, approaches, and other works and

conveniences connected therewith, that is to say:—

1. To raise or otherwise re-construct and enlarge a certain reservoir now existing situate upon a certain stream called or known as the Castle Clough Brook, and which existing reservoir is formed by means of an embankment across such stream at a point 6 chains or thereabouts, measured in a south-westerly direction from a point in the centre of the highway leading from the village of Hapton to Lane Ends, where such highway crosses the said Castle Clough Brook, the embankment of which said reservoir so to be raised, re-constructed, or enlarged will occupy the same site as the embankment now existing, and which intended reservoir when so raised, re-constructed, or enlarged will extend and dam up the waters of the said brook from such embankment in a south-westerly direction for a distance of 15 chains or thereabouts.

2. A reservoir upon the said Castle Clough Brook, to be formed by an embankment across the said Castle Clough Brook and Valley, the centre line of which embankment will cross the said brook at a point below the aforesaid Reservoir No. 1, and 30 chains or thereabouts (measured in a southerly direction along the line of the said brook) from the centre of the Lancashire and Yorkshire Railway, where such railway crosses the said brook, and which intended reservoir will extend and dam up the water to the southward to and against the embankment of the reservoir firstly herein described, and to the eastward along the stream flowing from and through Houghton Hey Plantation to a distance of 14 chains or thereabouts, measured along such stream from the point where it joins the said Castle Clough Brook.

3. A Conduit or Catchwater Drain, herein called Conduit No. 1, commencing at a point 8 chains or thereabouts south of a certain farmhouse known as Park Gate, and terminating at the said intended reservoir, secondly hereinbefore described, at a point 7 chains or thereabouts south of the farmhouse known as Mill Hill.

4. A Conduit or Catchwater Drain No. 2, commencing at a point on the said Castle Clough Brook, within Cronker Plantation, and 8 chains or thereabouts from the centre of the turnpike road leading from Accrington to Burnley, measured in a southerly direction, and terminating by a junction with Conduit No. 1, at a point 4 chains or thereabouts north of the said turnpike road, and 2 chains or thereabouts westward of Houghton Hey Plantations.

5. A Conduit or Catchwater Drain No. 3, commencing at a point 4 chains or thereabouts, measured in a south-easterly direction from a certain farm house known as "Higher Mist," and terminating by a junction with Conduit No. 2, at a point 1 chain or thereabouts south of the mile stone on the Accrington and Burnley turnpike-road marked 4 miles from Burnley.

6. A conduit or catchwater drain and overflow channel commencing by a junction with the reservoir firstly herein described, at the south-eastern end of the embankment thereof, and terminating by a junction with the said Castle Clough Brook at a point 26 chains or thereabouts measured in a southerly direction along the line of the said brook from the centre of the said Lancashire and Yorkshire Railway where such railway crosses the said brook.

7. A diversion of the public carriage road or highway leading from Huncoat to Lane Ends, commencing at a point in the said road 9 chains or thereabouts to the north-east of the farm house known as "Childer's Green," and ter-

minating at a point in the said road immediately opposite the farm house of Mill Hill Farm.

8. A Line of Pipes commencing by a junction with the pipes now existing under the embankment of the reservoir firstly herein described, and terminating at a point in the said Castle Clough Brook, 27 chains or thereabouts, measured in a southerly direction along the line of the said brook from the centre of the said Lancashire and Yorkshire Railway where such railway crosses the said brook.

9. A Line of Pipes commencing at a point on the inner side of the embankment forming the reservoir secondly hereinbefore described, and terminating by a junction with the existing main pipe of the Waterworks of the Local Board in the township of Padiham at a point in the Burnley-road opposite to Bridge End Mill.

10. A settling tank or tanks, situate in the township of Padiham aforesaid, in a field belonging to Le Gendre Nicholas Starkie, Esq., and in the occupation of Mrs. Sarah Turner, and known as the Shuttleworth Eyes or Heys.

11. A sewer commencing in the township of Padiham aforesaid, in the street or road leading from Padiham to Burnley, known as the Burnley-road; at a point opposite the junction of Mill-street with such road, and terminating in the settling tanks hereinbefore described.

12. A sewer commencing from and out of such settling tanks at the western side thereof, and terminating in the township of Altham, in the river Calder, at a point 1 chain or thereabouts to the westward of the weir known as Altham Weir.

All the several lands and works hereinbefore described are situate in the townships of Padiham, Hapton, Huncoat, and Altham, all in the parish of Whalley and county of Lancaster.

To enable the Local Board for the several purposes of the said intended Act, and for the several other purposes of the Board, to construct, maintain, lay down, and from time to time repair and renew all buildings, drains, mains, pipes, wells, cuts, shafts, adits, culverts, tanks, and other works and conveniences in connection with the Waterworks of the Local Board, and with the works of the said Gas Company so proposed to be acquired by the Local Board, and with the several works so proposed to be authorized by the said Bill.

To take, use, and appropriate the waters of all or any of the springs and streams, and all other waters, which may be intercepted or found in the line or course of any of the conduits hereinbefore described, or which may or can be diverted by the said intended works or any of them, or which may be acquired by the Local Board by agreement or otherwise, and some of which waters now flow into certain streams tributary to the river Calder.

To enable the Local Board for the several purposes of the said intended Act, and for the several other purposes of the said Local Board, from time to time to purchase by compulsion or otherwise, and to take and hold lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with such lands, tenements, and hereditaments, and to take grants of or acquire easements over lands, houses, springs, streams, waters, watercourses, and other hereditaments.

To enable the Local Board to deviate from the Line of Works both vertically and horizontally, and from time to time, as occasion may require, to lay down, cross, break up, open, alter, divert, or stop up, either temporarily or permanently, public and private roads, streets, highways, lanes, foot-

ways, bridges, railways, tramways, canals, towing paths, sewers, and passages, and places, drains, streams, rivers, and watercourses in the townships, parishes, or places aforesaid.

To enable the Local Board to supply gas and water within their said district and the limits defined by the "Padiham Waterworks Act, 1854," for public and private purposes, and to levy gas and water rates and rents for or in respect of such supply; and also to levy tolls, rates, and duties for all other the purposes of the said intended Act, or of the said Local Board, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To apply to all or any of the purposes aforesaid any moneys from time to time belonging to or under the control of the Local Board; and for such purposes and for the several purposes of the said intended Act to raise moneys by borrowing on security of the property of the Local Board, and the rates which the Local Board may from time to time be authorized to make and levy; and (and if deemed necessary) to make and levy new and special rates for these purposes.

To empower the Local Board, and any Corporation, Local Board, Urban or Rural Sanitary Authorities, Highway Board, Railway and other Companies, or other bodies or persons to enter into and carry into effect contracts and arrangements for the supply of gas and water in bulk and by meter or otherwise, for the taking of water and lands for the construction of works and execution of the powers and purposes of the intended Act, and any incidental matters, and to empower all parties to any such contracts or arrangements to apply to the purposes thereof their funds and revenues for the time being, and to raise money on the credit of the said several rates and revenues.

To make special provision for the protection of the several works and property of the Local Board, and for preventing the fouling the water of the Local Board, and for defining and regulating the supply, preventing frauds and abuses of such supply, and the imposing of penalties and making other provisions affecting consumers, and to authorize the Local Board from time to time to make and alter the bye-laws and regulations, and impose penalties for the breach thereof.

To empower the Local Board to sell, lease, or otherwise dispose of, any works, lands, houses, and property, from time to time vested in them, and which they do not require, and subject to such conditions and restrictions as they may think fit.

To amend or repeal all or some of the provisions of the Padiham Waterworks Act, 1854, and the Padiham Water Act, 1874, and to incorporate in the said intended Act all or some of the provisions of the Lands Clauses Acts, 1845, 1860, and 1869; the Waterworks Clauses Act, 1847 and 1863; the Gasworks Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; and so much of the Railway Clauses Act, 1845, as relates to roads and the temporary occupation of lands; and to exempt the Local Board from such of the provisions of "The Waterworks Clauses Act, 1847," as relate to the supply of water to be furnished by the undertakers.

And notice is hereby further given, that duplicate plans and sections showing the line and situation and levels of the intended works and the lands in or through which the same will be made, or which may be taken, with books of reference to the said plans, containing the names of the

owners or reputed owners, lessees or reputed lessees, and occupiers, together with 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, in the said county; and on or before the said 30th day of November, 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 Whalley aforesaid.

And 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 12th day of November, 1875.

John R. Fletcher, Clerk to the Local Board, Padilham, Lancashire,
Solicitor for the Bill.

Robt. J. Pead, 29, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1876.

Upper Mersey Navigation.

(Renewal, alteration or repeal of the powers, rights and privileges of the Upper Mersey Dues Trustees; Appointment of Commissioners; Transfer to them of powers and duties of Trustees; Powers to improve navigation of the Mersey; To purchase lands, &c. by agreement; To levy tolls, rates and duties; To borrow on mortgage of tolls, &c.; To enable certain Companies and Corporate Bodies to contribute towards the expense of the Trustees or Commissioners; Amendment or repeal of Acts; Incorporation of General Acts, and other purposes.)

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

To renew, modify, or enlarge, or to transfer to, and vest in the Upper Mersey Dues Trustees, (hereinafter called "the Trustees"), or in Commissioners to be appointed and incorporated under the powers of the intended Act (hereinafter called "the Commissioners"), all the powers, duties and liabilities now vested in the Trustees as modified or enlarged by the intended Act, or to create and vest in the Trustees or the Commissioners new and further powers, duties and liabilities with respect to the lighting, buoying and otherwise protecting the navigation of all or some part of so much of the River Mersey as is described and called or designated in "The Upper Mersey Dues Act, 1860," as "the Upper Mersey" (in this Notice also called "the Upper Mersey").

To confer upon the Trustees or Commissioners powers to improve the navigation of the Upper Mersey, and also to make bye-laws for the regulation, protection and management of the Upper Mersey; to dredge, protect and otherwise improve the bed, navigable channels and banks of the Upper Mersey and of all parts of the waters and streams connected therewith; to remove all obstructions to the free navigation thereof; to impose penalties on all persons placing or continuing obstructions, or throwing, emptying or depositing ballast therein; to appoint and remove collectors and other officers; to place lighthouses, lightships, buoys, beacons and mooring chains in the Upper Mersey for the safety and convenience of ships, vessels and other craft navigating the same.

To purchase by agreement lands and houses, lighthouses, lightships, private buoys and moorings for all or any of the purposes aforesaid.

To repeal, alter, modify, or transfer to the Trustees or Commissioners and vest in them powers for levying and collecting and varying all town, quay, coal, ballast, anchorage, or other rates and dues levied upon or in respect of ships, vessels, or other craft, or goods, wares, merchandize, ballast, and other commodities entering into or using the said navigation within the limits aforesaid, and all rights and privileges connected therewith; and also to empower the Trustees or Commissioners to levy, collect and vary other tolls, rates, and duties in respect of the navigation of the Upper Mersey and the works connected therewith, and to vary or extinguish all rights and privileges which may in any manner interfere with the improvement of the navigation of the Upper Mersey or with the powers sought to be conferred by the said intended Act, and to compound for and to confer, vary or extinguish exemptions from tolls, rates and duties, and to confer, vary or extinguish other rights and privileges.

To empower the Commissioners to raise money for the purposes of the intended Act, by mortgage of the tolls, rates and duties to be granted or transferred by the said intended Act, and to confer for all other such powers and provisions as may be deemed necessary for carrying into effect the objects and purposes of the intended Act.

To provide for the mode of appointment or election of the Trustees or the Commissioners, and to enable certain Companies, Corporations or parties interested in the Upper Mersey and its tributaries or the navigation thereof, to contribute towards the expense and vote in the election of such Trustees or Commissioners, particularly the following Companies, Corporations or parties or some of them: The Mersey Docks and Harbour Board; The Bridgewater Navigation Company, Limited; The Company of Proprietors of the Mersey and Irwell Navigation; The London and North Western Railway Company; The Shropshire Union Railways and Canal Company; The Mayor, Aldermen and Citizens of the city of Manchester; The Mayor, Aldermen and Burgesses of the borough of Salford; The Widnes Local Board; The Mayor, Aldermen and Burgesses of the Borough of Warrington; The Runcorn Improvement Commissioners; The Trustees of the River Weaver, and the Justices of the Peace for the counties of Lancaster and Chester respectively.

To alter, amend and enlarge or to repeal so far as may be necessary for the purposes aforesaid all or any of the powers and provisions of the several Acts following, namely: The Mersey Docks and Harbour Act, 1857; The Mersey Dock Acts Consolidation Act, 1858, and The Upper Mersey Dues Act, 1860; also all other Acts, charters, grants, customs, rights and privileges relating to the River Mersey which may be inconsistent with the exercise of the powers and provisions of the intended Act.

To incorporate with the intended Act all or some of the provisions of "The Commissioners Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act 1863," "The Harbour, Docks and Piers Clauses Act 1847," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869, and any Acts amending or affecting the same or any of them.

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

Dated this 10th day of November, 1875.

J. R. and R. Lingard, 4, Westminster Chambers, Westminster and Manchester, Solicitors for the Bill

In Parliament.—Session 1876.

Huddersfield Waterworks and Improvement.

(Abandonment of Enlargement of Wessenden Reservoir; new Reservoir in substitution therefor, and other Works and Communication Roads, new Streets and Improvements, purchase of Market Rights and Lands for Markets; establishment of new Markets and Inland Bonding Warehouses; confirmation of purchases of Gas Works and Waterworks; and Dissolution of Huddersfield Gas Company and Moldgreen Gas Light Company, Limited, and Berry Brow Water Supply Company, Limited; extension of Gas Works and additional Lands therefor; alteration of Maximum Prices of Gas; extension of Limits of Gas and Water Supply; construction of Hospitals; compulsory purchase of Lands and Property; further Powers as to Burial Grounds and for Government and Improvement of Borough; Powers as to Licenses; alteration of existing and imposition of New Rates; alteration and extension of Borrowing Powers; new Provisions as to Sinking Fund; Amendment and Repeal of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough Huddersfield, in the West Riding of the county of York (hereinafter referred to as "the Corporation") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following; or some of the following, among other purposes, that is to say:—

1. To authorise the Corporation to abandon the enlargement of the existing Wessenden Reservoir authorised by the Huddersfield Waterworks Act, 1871, and to alter and amend or repeal section 6 of that Act, and all other enactments relating to or connected with such enlargement.

2. To authorise the Corporation, in lieu of and in substitution for the enlargement of the existing Wessenden Reservoir, to construct and maintain the following works, wholly in the West Riding of the county of York, that is to say:—

(a.) A storage reservoir, to be wholly in the township of Marsden-in-Almondbury, in the parish of Almondbury, and to be constructed on waste or unenclosed lands belonging to Sir Joseph Percival Pickford Radcliffe, Baronet, by means of an embankment, to be situate across the Wessenden-brook, about 18 chains, measuring up the said brook course above and to the south-east of the point of junction of the Wessenden-brook with the stream or brook called Shiny-brook.

(b.) A catchwater drain or conduit, to be wholly situate in the said township of Marsden-in-Almondbury, to commence in Shiny-brook aforesaid, about 26 chains (measured along the course of the said brook) above its junction with Wessenden-brook, and to terminate in the said intended storage reservoir at or near the south-west end of the embankment thereof.

(c.) A communication road wholly within the said township of Marsden-in-Almondbury, to commence by a junction with the road now or formerly known as the Meltham and Wessenden Head-road, at the point where the boundary line of the township of Marsden-in-Almondbury crosses that road, at about 12 chains north-east of its junction with the Greenfield and Sheply-lane Head-road, and to terminate at or near the eastern end of the embankment of the said intended storage reservoir.

8. To authorise the Corporation to make and maintain the following communication roads, also wholly in the West Riding of the county of York, that is to say:—

(A) A communication road for the purpose of affording an improved access to the existing Wessenden Reservoir, to be wholly within the said township of Marsden-in-Almondbury, to commence by a junction with the occupation road leading from Binn-lane to the foot of the embankment of the existing Wessenden Reservoir, at a point about 4½ chains eastward, measuring along such occupation road from the culvert which passes the stream called Hey-dike under the same, thence proceeding in an easterly direction for a distance of about 12 chains, and terminating at or near the north end of the embankment of the said existing Wessenden Reservoir.

(B) A communication road for the purpose of affording an improved access to the authorised works of the Corporation at Brow Grains Dike, to be wholly within the township of Meltham, in the parish of Almondbury aforesaid, on land belonging to the trustees of William Leigh Brook, deceased, and in the occupation of Alfred Beaumont, to commence by a junction with the occupation road known as the Black Moor and Deer Hill End-road, at a point about 10 chains north-eastward of the junction of such occupation road with the road of the Corporation leading to the Deer Hill Reservoir, and to terminate by a junction with the occupation road called the Deer Hill Bents-road, at or near the gate across the same leading into the said land belonging to the said trustees.

4. To authorise the Corporation to make and maintain all cuttings, embankments, bridges, dams, sluices, byewashes, weirs, gauges, conduits, adits, tunnels, engines, apparatus, approaches, works, and conveniences in connection with the said intended works, or any of them, or which may be convenient or necessary for collecting, impounding, and delivering such of the streams, springs, and waters now authorised to be collected, impounded, and delivered in and out of the said existing Wessenden Reservoir, as may be collected or impounded in or by means of the works aforesaid, or any of them.

5. To empower the Corporation to divert into and to collect and impound in the said intended storage reservoir, instead of in the said existing Wessenden Reservoir, such of the waters now flowing or proceeding into that reservoir as can be intercepted by the proposed new works.

6. To provide that the intended storage reservoir and works shall be equivalent in its capacity to the enlargement of the said Wessenden Reservoir so proposed to be abandoned, and that it shall for all purposes be in substitution for such enlargement, and to make provision for ascertaining and determining the capacity of the said intended storage reservoir, in accordance with such first-mentioned provision.

7. To extend the limits of the existing water Acts of the Corporation, and to enable them, with and under the powers and provisions of those Acts and of the Bill, to supply with water the several townships, parishes, and places following, or some of them, or some part or parts thereof, respectively, all in the West Riding of the county of York, that is to say:—The township of Lepton, in the parish of Kirkheaton; the township of Kirkburton, in the parish of Kirkburton; the townships of Farnley Tyas and

Honley, in the parish of Almondbury; and so much of the township of Fixby, in the parish of Halifax, as lies to the south-east of a straight line drawn from the extreme north-western boundary of the said borough at Cue-hill (Lindley), to the centre of the bridge, which carries Shepherd Thorn-lane across the stream forming the borough boundary at Throstle Nest (Bradley).

8. To purchase, by compulsion or otherwise, for the purposes of the waterworks undertaking of the Corporation, certain lands situate in the said township of Marsden-in-Almondbury, adjoining the existing Wessenden Reservoir on the west and north sides thereof.

9. To confer on the Corporation the right of using in connection with their waterworks, and in common with the persons in whom the right of user thereof respectively is now vested, the whole or any part or parts respectively of the occupation roads called the Blackmoor and Deer-hill End-road, the Hassocks-road, and the Deer-hill Bents-road, all situate within the said township of Meltham, on condition of the Corporation contributing towards the repair of such roads respectively, such sum as may be from time to time determined by justices, or by a surveyor appointed by justices, or otherwise as the Bill shall prescribe, with power also to the Corporation to do such repairs if, and when needed, upon and subject to the terms and conditions to be specified in the Bill.

10. To authorise the Corporation to construct and maintain the following new streets, roads, and improvements wholly within the borough (that is to say) :—

No. 1. John William-street Improvement.—

The widening and improving of John William-street on the east side thereof, from the north-west corner of the stables and premises known as the George Hotel-stables, belonging to Sir John William Ramsden, baronet, and occupied by the George Hotel Company, Limited, and Maria Pagdin, to its junction with Fountain-street and Viaduct-street, near the viaduct of the London and North Western Railway Company.

No. 2. Lord-street Extension Northwards.—

A new street being a continuation of Lord-street northwards, commencing on the north side of Brook-street, opposite to the north end of Lord-street, and crossing the street called Fountain-street, and terminating by a junction with Fitzwilliam-street, on the south side thereof, at a point about 90 yards westward of its junction with Northgate and Bradford-road.

No. 3. Greenhead-road Improvement.—

The widening and improving of Greenhead-road, on the southern side thereof, commencing at the southern side of the entrance gate to the Vicarage-house and grounds, belonging to and occupied by the Reverend William Bainbridge Calvert, Vicar of Huddersfield, abutting on such road, and terminating at or near the north-west corner of the kitchen garden of and in rear of such vicarage.

Also the widening and improving of Greenhead-road aforesaid, on the northern side thereof, commencing at the south-west corner of the occupation road situate in the rear of and adjoining to property belonging to John Brook and in the occupation of the said John Brook, and others, and terminating in West-parade, at a point about 9 yards eastward of the north-east corner of the dwelling-house occupied by the said John Brook.

No. 4. Back Buxton-road Improvement.—The widening and improving of Back Buxton-road, on the western side thereof, commencing at its junction with Ramsden-street, and terminating at its junction with Princess-street.

No. 5. Claremont-street Improvement.—A new street, being a continuation of Claremont-street northwards in its present line, commencing on the north side of the street called Bath-buildings, opposite to the northern end of Claremont-street, and crossing Brunswick-place, and terminating by a junction with the newly set out street called Cambridge-road.

No. 6. Lord-street Extension Southwards.—A new street, being a continuation of Lord-street southwards, commencing on the south side of Kirkgate, opposite the south end of Lord-street, and terminating by a junction with King-street on the north side thereof, opposite the north end of Zetland-street.

No. 7. Northgate, Kirkgate, Rosemary-lane, and Denton-lane Improvements.—A new street, being a continuation of Northgate southwards, commencing on the south side of Beast-market, opposite the south end of Northgate, and terminating by a junction with Rosemary-lane on the north side thereof, the centre line of the said new street at its termination being 2½ yards or thereabouts westward of the south-west corner of Silk-street, and in connection with this improvement the stopping up and appropriating the site of Silk-street. The widening and improving of Kirkgate on both sides thereof, commencing as to the east side at the south-west corner of Boulder-yard, and terminating on the south side of Rosemary-lane, at a point 64 yards or thereabouts westward of the south-east corner thereof; and commencing as to the western side thereof at the north-east corner of the warehouse belonging to, and in the occupation of Joseph Taylor and Sons, and terminating on the east side of the intended new street in continuation of Lord-street southwards, at a point therein 10 yards or thereabouts southwards of the north-west corner of the carriage warehouse belonging to Sir John William Ramsden, baronet, and occupied by Eleanor Bottomley.

The widening and improving of Rosemary-lane on the north side thereof, commencing at a point 31 yards or thereabouts westward of the north-east corner thereof, and terminating at its junction with the intended new street, in continuation of Northgate southwards.

The widening and improving of Denton-lane on both sides thereof, commencing as to the north side, at a point 25 yards or thereabouts westward of the north-east corner thereof, and terminating at its junction with the said proposed widening of Kirkgate on the east side thereof, and commencing, as to the south side, at a point 44 yards or thereabouts westward of the south-east corner thereof, and terminating at its junction with the said proposed widening of Kirkgate on the east side thereof.

No. 8. New Street at Highfields.—A new street, commencing by a junction with Cemetery-road at the east corner of the Huddersfield Cemetery, and terminating by a junction with Blacker-lane, at the north corner of the said cemetery.

No. 9. Saint John's Road Extension and Bay

Hall Lane Improvement.—A new street, being a continuation of Saint John's-road, in a north-westerly direction, commencing at the junction of Saint John's-road, with Willow-lane, near Saint John's Church, and terminating by a junction with Bay Hall-lane, at a point about 5 chains south-eastward of its junction with Blacker-lane.

Also the widening and improving of Bay Hall-lane on the south-west side thereof, from the junction of the said last-mentioned intended new street, with Bay Hall-lane to Blacker-lane.

No. 10. School Lane (Paddock) Improvement.—The widening and improving of School-lane (Paddock) on the west side thereof, commencing at its junction with Market-street, and terminating at its junction with New-street.

A new street in continuation of School-lane as so widened, to commence at its junction with New-street, and to terminate by a junction with a newly set out street in continuation westerly of Allen-row.

No. 11. Allen-row (Paddock) Improvement.—The widening and improving of Allen-row (Paddock) on the north-east side thereof, commencing at its junction with East-street and terminating at a point 8 yards or thereabouts westward of the south-western angle of the westernmost house in Allen-row.

The foregoing new streets, street improvements, and works, numbered 1 to 11 (both inclusive), will be wholly within the township and parish of Huddersfield.

No. 12. Westgate (Lindley) Improvement.—The widening and improving of Westgate (Lindley) on the south side thereof, commencing at its junction with Lidget-lane, and thence extending for a distance of 145 yards or thereabouts in a westerly direction towards Cowrakes.

This work will be wholly within the township of Lindley-cum-Quarby, in the said parish of Huddersfield.

No. 13. New Hey Road (Marsh) Improvement.—The widening and improving of New Hey-road, and its junction with Gledholt-lane, commencing on the east side of Gledholt-lane at a point about 10 yards westward of the north corner of the Junction Inn, and terminating in New-Hey-road, at the north-west corner of Pitt's Wood.

The widening and improving of New Hey-road on the north side thereof, commencing at its junction with Blacker-lane, and extending in a westerly direction for a distance of 14 yards or thereabouts.

These works will be wholly within the township and parish of Huddersfield.

No. 14. Park-road West (Lockwood) Improvement.—The widening and improving of a road now called Park-road West, but formerly known as Far Moor, on the south-west side thereof, commencing at the north-east corner of the fore court or yard of the Wesleyan Methodist Chapel, and terminating at the north-west boundary of the property belonging to Mr. William Senior, and now in the occupation of Joseph Hepworth.

This work will be wholly within the township of Lockwood in the parish of Almondbury.

No. 15. King's Mill-lane Improvement.—The widening and improving of King's Mill-lane on the east side thereof, commencing at its junction with Wakefield-road, and terminating at a point 30 yards or thereabouts south of such junction.

No. 16. Berry Brow Improvement.—The widening and improving of Waingate, Berry Brow, on both sides thereof, commencing at a point about 30 yards from its junction with the Huddersfield and Woodhead turnpike road, and terminating at its junction with Town Gate and Rock Chapel-road respectively.

Also the widening and improving of the said street called Town Gate, on both sides thereof, commencing at its junction with Waingate aforesaid, and terminating at the western boundary of the land of the Lancashire and Yorkshire Railway Company.

The foregoing street improvements and works numbered 15 and 16 will be wholly within the township and parish of Almondbury.

No. 17. Saint Thomas's-road (Deadwaters) Improvement and Extension.—The widening and improving, on both sides thereof, of the existing street called Saint Thomas's-road, commencing at a point about 32 yards westward of its junction with Folly Hall, and terminating at its junction with Hope-street.

A new street, being a continuation of Saint Thomas's-road, commencing at its aforesaid junction with Hope-street, thence passing through lands of Sir John William Ramsden, Baronet, called Deadwaters, and terminating by a junction with the Wakefield and Ansterlands turnpike road at the southern end of Longroyd-bridge.

In connection with such last-mentioned new street, the widening and improving of Longroyd-bridge, and its southern approach on the east side thereof respectively, from the centre of such bridge to the junction of the said intended new street with the said turnpike road.

These works will be partly within the township and parish of Huddersfield, and partly in the township of Lockwood, in the parish of Almondbury.

All necessary approaches, retaining walls, piers, abutments, embankments, arches, goits, culverts, conveniences, and works in connection with the foregoing works, or any of them.

11. To authorise the Corporation to deviate in the construction of the several new works to be authorised by the said intended Act, both vertically and laterally, to the extent to be prescribed by the Bill.

12. To authorise the Corporation to purchase by agreement, and, in the event of such purchase, to provide for the transferring to and vesting in the Corporation all fairs and markets now held, or authorised to be held, by charter, prescription, or otherwise within the borough, together with all lands, properties, tolls, rents, stallages, rights, and privileges connected with any such market or fair, and to confirm, with or without alteration, any agreement or agreements for or with respect to any such purchase, transfer, or vesting either already entered into or which may be entered into before the passing of the said intended Act.

13. To authorise the Corporation, in the event of such purchase, to abolish the existing and authorised markets and fairs, and to establish and hold other markets and fairs within the borough, and to appoint times for the holding thereof, and to erect stalls, sheds, and other buildings and conveniences in connection therewith, and to take tolls, rates, and rents in respect of such markets, fairs, stalls, sheds, buildings, and conveniences, and to alter the

tolls now taken or authorised to be taken in respect of any market or fair within the borough, and to vary and extinguish the franchises, rights, and privileges relating to the existing and authorised markets and fairs, and to determine any existing lease thereof, and of the tolls and profits arising therefrom.

14. To authorise the Corporation, in the event of such purchase, to provide, construct, maintain, and regulate a covered market or covered markets with approaches thereto, within the township and parish of Huddersfield, upon the following sites, or one of them, or some part or parts thereof respectively, namely: upon the land or ground now known and used as the lower market and shambles, and bounded northward by King-street, southward by Victoria-street, eastward by Shambles-lane, and westward by Victoria-lane; also upon or over the street called Shambles-lane from its junction with Victoria-street for about 70 yards in length towards King-street; also upon the land or ground situate to the east of and adjoining to Shambles-lane, from its junction with Victoria-street for the said distance of 70 yards or thereabouts towards King-street, and for a distance eastwards of Shambles-lane towards Queen-street of 18 yards or thereabouts throughout the said length; also upon such other land or ground as the Corporation may have or acquire by agreement for such purpose.

15. To authorise the Corporation, in the event of such purchase, to provide, construct, maintain, and regulate a cattle market and fair ground, with all necessary buildings, works, conveniences, and approaches, and also a slaughter-house or slaughter-houses, upon the land or ground or upon some part or parts thereof next hereinafter described, namely:—

Upon the closes of land belonging to Sir John William Ramsden, Baronet, situate within the township and parish of Huddersfield, and bounded northwardly in part by the Hebble Beck or stream, and in other part by Hillhouse-lane, eastwardly in part by the Huddersfield Canal, in other part by the property of William Learoyd, and in other part by land belonging to the said Sir John William Ramsden, Baronet, southwardly in part by the property of the said William Learoyd, in other part by land belonging to Sir John William Ramsden, Baronet, and in other part by Beaumont-street; and westwardly in part by land belonging to Sir John William Ramsden, Baronet, set out and intended for a street to be called Great Northern-street, and in other part by property belonging to Sir John William Ramsden, Baronet, in lease to William Waite, and in the occupation of Francis Senior and others.

With power also to use as roads or approaches for or in connection with the said cattle market and fair ground, Beaumont-street and the said newly set out or intended street called Great Northern-street.

16. To authorise the Corporation to prohibit, restrict, licence, and regulate the use of existing slaughter-houses and knackers' yards, and to prevent the slaughter of animals elsewhere than in public or licensed slaughter-houses or knackers' yards, and to enable the Corporation to take tolls and charges in respect of such public slaughter-houses and knackers' yards.

17. To prohibit the holding of any market or fair, and the exposing or offering for sale within the borough of animals or goods elsewhere than in shops or dwelling-houses and in any market place or fair authorised by the Corporation.

18. To let the fairs and markets, market places, and buildings, stands, stalls, and shops, weighing machines, slaughter-houses, and knackers' yards.

19. To enable the Corporation to purchase by agreement and, in the event of such purchase, to provide for the transfer to the Corporation of or the cesser and extinguishment of all manorial and other rights and jurisdictions over or with respect to the adjustment and inspection of weights and measures within the borough, which are not now vested in the Corporation, and to make further provision with respect to the weighing and measuring of coals, goods, and commodities in the borough.

20. To enable the Corporation to erect, provide, and maintain buildings; or to hire, purchase, and adapt existing buildings for inland bonding warehouses, and to let and regulate the use of such warehouses.

21. To confirm the deed of transfer, dated the 1st day of March, 1872, of the undertaking, lands, and property of the Huddersfield Gas Company to the Corporation, also the deed of transfer, dated the 13th day of March, 1874, of the undertaking, lands, and property of the Moldgreen Gas Light Company, Limited, to the Corporation; and also the deed of transfer, dated the 1st day of April, 1875, of the undertaking, lands, and property of the Berry Brow Water Supply Company, Limited, to the Corporation, and to dissolve those companies respectively.

22. To extend the limits of the Huddersfield Gas Act, 1861, and to enable the Corporation with and under the powers and provisions of that Act and of the Bill, to supply with gas so much of the hamlet of Bradley, in the said township and parish of Huddersfield, as lies beyond three miles from the Market Cross in the borough, and also so much of the township of Fixby, in the parish of Halifax, in the said West Riding of the county of York, as lies to the south-east of a straight line drawn from the extreme north-western boundary of the borough at Cue Hill (Lindley), to the centre of the bridge which carries Shepherd Thorn Lane across the stream forming the borough boundary at Throstle Nest (Bradley).

23. To enable the Corporation on the following land now in lease to them, and in the occupation of Herbert Dyson, and William Henry Taylor, and others, that is to say, a triangular piece of land situate in the township and parish of Huddersfield, and bounded on the north-west by other land now held on lease by the Corporation, on the east by land of Sir John William Ramsden, Baronet, set out for an intended new street from Aspley to Leeds-road, and on the south by other land of Sir John William Ramsden, Baronet, in the occupation of the said Herbert Dyson, and William Henry Taylor, and others, and also upon the lands hereinafter described as to be taken for that purpose, to extend their existing, or to erect, construct, and maintain new or additional works for the manufacture and storage of gas, and the manufacture and conversion of the residual products arising from, or in the manufacture of gas, with all necessary approaches, works, apparatus, machinery, appliances, and conveniences.

24. To alter the maximum prices of gas prescribed by section 43 of the Huddersfield Gas Act, 1861, namely four shillings per thousand cubic feet within a radius of one mile from the Market Cross, and within the limits of the Moldgreen Local Board, and five shillings per thousand cubic feet beyond such radius and limits, and instead thereof to fix a uniform maximum of

four shillings and sixpence per thousand cubic feet throughout the borough.

25. To empower the Corporation, on the lands hereinafter mentioned to be taken for that purpose, to construct, fit up, furnish, and maintain, hospitals with all necessary approaches, works, appliances, and conveniences.

26. To enable the Corporation to purchase, and take by compulsion, and to take leases or grants of or easements in, under, or over, all lands, houses, buildings, and hereditaments required, for all or any of the purposes of the Bill, and particularly the following lands, houses, buildings, and property for the following purposes, namely:—

For Gas Works.

Certain land situate in the said township and parish of Huddersfield, bounded on the west by land of Sir John William Ramsden, Baronet, set out for the said intended new street from Aspley to Leeds-road, and buildings thereon in the occupation of John Douglas Close and John Terrington Gibson, on the north in part by other land of Sir John William Ramsden, Baronet, set out for an intended street in continuation of gas-works-street, and in other part by the boundary line of the township of Dalton, in the said parish of Kirkheaton, on the east by the River Colne, and on the south in part by the boundary line of the said township of Dalton, and in other part by other land of Sir John William Ramsden, Baronet, in the occupation of the said William Henry Taylor and others.

For Hospitals.

(a) A plot of ground with buildings thereon, known as the Old Workhouse, situate in Blacker-lane, Birkby, in the township and parish of Huddersfield, belonging to the Overseers of the Poor for the township of Huddersfield, bounded on the north by Blacker-lane, on the east by land belonging to Sir John William Ramsden, Baronet, and in the occupation of John Stead and George Kaye, on the south by land belonging to the trustees of Arnytage's Charity, in the occupation of James Warnes and Benjamin Crampton, and on the west partly by vacant land of the said Overseers, and partly by other land of the said trustees, also in the occupation of the said James Warnes, which said premises or part thereof were formerly occupied by the said overseers as a workhouse but are now disused for that purpose, and in the occupation of the Corporation and used as a hospital.

(b) A plot of land containing 1 acre 1 rood and 38 perches or thereabouts, belonging to the trustees of Wormald's Charity, and in the occupation of Edward Dyson, situate at Benholmley, in the township and parish of Almondbury, bounded on the north by Benholmley-lane, on the east partly by land belonging to the said trustees, and partly by an occupation road leading thereto, and on the south and west sides by other land of the said trustees.

27. To stop up, alter, divert, and interfere with, either temporarily or permanently (and, if permanently, to appropriate the site of, and extinguish all rights of way over), and to cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water pipes,

and telegraph apparatus, as it may be necessary or convenient to stop up, alter, divert, interfere with, or cross, for any of the purposes of the Bill, and to extinguish all rights of way, manorial, commonable, and other rights, in, over, or upon any lands to be acquired under the powers of the Bill: and particularly to stop up and appropriate the site of, and extinguish, all rights of way over so much of the footpaths leading from Turnbridge to Bradley-mills as pass through the said lands proposed to be used for gas purposes; and also so much of the occupation road in the said township of Marsden-in-Almondbury leading from Binn-lane to the foot of the embankment of the existing Wessenden reservoir as is situate to the east of the point of commencement of the said intended communication road to that reservoir, being work A hereinbefore described.

28. To extend, with or without alteration, to the lands, or some of the lands, which the Corporation may acquire under the powers of the Bill, all or some of the powers and provisions contained in the Huddersfield Improvement Act, 1871, with reference to the sale, lease, and disposition of lands.

29. To exempt the Corporation from the provisions of the section 92 of "The Lands Clauses Consolidation Act, 1845," in respect of all or some of the properties to be acquired by the Corporation under the powers of the Bill.

30. To extend to the whole borough, and with or without alteration, all or some of the provisions of the Huddersfield Burial Ground Act, 1852, as amended by the Local and Personal Act, 18 and 19 Vict., cap. 89, now in force in the said township of Huddersfield only, and to confer further powers on the Corporation with respect to burial grounds in the borough, and to provide for the transfer to the Corporation, by agreement, of the powers, lands, rights, and property of the several Burial Boards now existing in the borough, and in such case to provide for the discharge of their respective debts and obligations.

31. To confer upon the Corporation further powers for the improving and good government of the borough and the prevention of obstructions, nuisances, and offences therein, and especially with respect to the following, among other matters, that is to say:—Repair of footpaths and occupation roads, regulation of street traffic, numbering of houses, approval and disapproval of building plans and setting back of buildings, inspection, examination, pulling down, and alteration of buildings, drainage of houses and excavations, cellar dwellings, privies, ashpits, and depositories for faecal matters and refuse, altering, covering, and improving of foul and offensive watercourses and recovery of expenses thereof, security of balconies and of temporary platforms and erections, traction engines and persons employed in connection therewith, wheels and breaks of vehicles, places of public entertainment, loading and unloading of goods and use of cranes over or across footways, unwholesome food, apportionment, collection, and recovery of new street expenses, gas accounts, water rents, rates, and other moneys due to the Corporation, licensing and regulation of shoeblocks, news-vendors, messengers, or commissionaires, hawkers, and costermongers, removal of infected persons to hospitals, expenses of fire engines and fire brigade, drinking fountains and statues in streets, declaration of highways, form, service, and publication of notices and orders, imposing, enforcing, and application of penalties.

32. To prohibit the altering and enlarging of licensed premises, except with consent of the

Corporation or borough justices, and to make provisions with respect to the mode of applying for such consent.

33. To alter the majority required by section 339 of the Huddersfield Improvement Act, 1871, for the equalising of rates in the various districts of the borough, and to make further provision with respect thereto.

34. To alter any existing tolls, rates, and charges now authorised to be levied within the borough or any part thereof, and the form of assessments and receipts for the same, and to authorise the Corporation 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 Bill, and to confer vary and extinguish exemptions from the payment of any existing or future tolls, rates, and charges.

35. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply the corporate funds and any moneys which they are already authorised to borrow to the purposes of the Bill, and to borrow moneys by mortgage, debenture stock, or annuities, and to charge the moneys borrowed or to be borrowed by the Corporation or owing by them upon the borough fund, borough rate, lands, tenements, hereditaments, undertakings, and property, rates, rents, tolls, and revenue of the Corporation in any capacity (and upon the said market undertakings, lands, and property in the event of the purchase thereof by the Corporation), and to alter the present mode of charging moneys borrowed, and to alter the provisions now in force as to the repayment of moneys borrowed, and as to the sinking funds to be set apart for paying off moneys borrowed.

36. To alter the dates for the making up of the accounts of the Corporation.

37. To enable the Corporation to exercise all or any of the powers of the Public Health Act, 1875, with or without modifications, as though they were powers of the Bill, and to carry the provisions of the Bill into effect with the powers of the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce all such bye-laws, regulations, and penalties as may be necessary for all or any of the purposes of the Bill.

38. The Bill will amend, vary, and extend, or repeal, alter, and consolidate, the necessary provisions of, among other local and personal Acts, the following, viz.:—The Huddersfield Burial Ground Acts, 1852, and the Act 18 and 19 Victoria, cap. 89, amending the same, the Huddersfield Gas Act, 1861; the Huddersfield Water Act, 1869; the Huddersfield Improvement Act, 1871; the Huddersfield Waterworks Act, 1871; and all other Acts directly or indirectly relating to the Corporation. And the Bill will incorporate with itself—and with or without variation—such provisions as may be thought fit of the following or some of the following Acts, namely:—“The Lands Clauses Consolidation Acts, 1845, 1860, and 1869,” “The Railways Clauses Consolidation Act, 1845,” “The Waterworks Clauses Acts, 1847 and 1868,” “The Gasworks Clauses Act, 1847,” “The Gas Works Clauses Act, 1871,” “The Markets and Fairs Clauses Act, 1847.” And the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects and confer other rights and privileges.

Duplicate plans and sections showing the lines or situations and levels of the intended works, streets, and improvements, and the lands, houses,

or other property in or through which they will be made, and the springs and streams intended to be taken and diverted, and plans showing the lands sought to be acquired by compulsion, with books of reference to the plans, 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 also a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection at the office of the clerk of the peace for the West Riding of the county of York, at Wakefield, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works will be made or be situate, or in which any lands or houses intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence.

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 13th day of November, 1875.

Joseph Bailey, Town Clerk, Huddersfield.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Alexandra Palace Railway.

(Incorporation of Company; Construction of Railways from the Tottenham and Hampstead Junction Railway to the Alexandra Palace; Running Powers over that Railway; Incorporation of Acts; Amendment of Acts; and other purposes.)

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 all or some of the following among other objects, powers, and purposes (that is to say)—

1. To incorporate a Company (hereinafter referred to as “The Company”) and to enable them to make and maintain the railways and works hereinafter described, or some or one of them or some part or parts thereof respectively, with all needful works, stations, approaches, sidings, and conveniences connected therewith respectively (that is to say)—

No. 1. A Railway, No. 1, commencing in the parish of St. Mary, Islington, by a junction with the Tottenham and Hampstead Junction Railway, at a point on that railway 130 yards or thereabouts measured in a south-westerly direction along that railway from the south-western end of the Crouch-hill Station of that railway, thence passing through or into the parishes of St. Mary, Islington, and St. Mary, Hornsey, and terminating in the said parish of St. Mary, Hornsey, in a field called the Nine Acres field, belonging to Joseph Lucas, and in the occupation of Charles Turner, and which field is indicated as No. 592 on the $\frac{1}{2500}$ scale Ordnance Map of London sheet No. 4 published January, 1872, at a point in that field $13\frac{1}{2}$ chains or thereabouts, measuring in a straight line in a northerly direction from the bridge

carrying the Edgware, Highgate, and London Railway over the Tottenham and Hampstead Junction Railway.

No. 2. A Railway, No. 2, commencing in the parish of St. Mary, Hornsey, at the point hereinbefore described as the point of the termination of Railway No. 1 hereinbefore described, passing thence through or into the parishes of St. Mary, Hornsey, St. James, Clerkenwell (detached), and Tottenham, or some or one of them, and terminating in the said parish of Tottenham, at or near the north-eastern end of the Alexandra Palace Railway Station.

No. 3. A Railway, No. 3, wholly situate in the parish of St. Mary Hornsey, commencing by a junction with the Tottenham and Hampstead Junction Railway at or near the western side of the bridge carrying the main line of the Great Northern Railway over the Tottenham and Hampstead Junction Railway, and terminating at the point hereinbefore described as the point of the termination of the Railway No. 1 hereinbefore described.

All the said Railways and works will be in the county of Middlesex.

2. To empower the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, turnpike-roads, streets, highways, roads, railways, tramways, bridges, drains, sewers, streams, and watercourses, gas, water, and other pipes, telegraphs, and telegraph apparatus in the parishes and places hereinbefore mentioned, 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 authorised by the Bill.

3. To purchase by compulsion, or otherwise, lands, houses, and other property for the purposes of the said intended railways and works, and of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and property which would interfere with or prevent the carrying into execution of any of the purposes of the Bill, and to exercise other rights and privileges.

4. To empower the Company to purchase so much of any property as they may require for the purposes of the Bill without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

5. To levy tolls, rates, and charges in respect of the intended railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

6. 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 for all other purposes, 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 Tottenham and

Hampstead Junction Railway, 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.

7. The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would interfere with 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 Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Regulation of Railways Act, 1868."

8. The Bill will, so far as may be necessary or expedient, repeal, alter, extend, or amend the provisions, or some of the provisions of the local and personal Acts following, or some of them (that is to say) Acts relating to the Tottenham and Hampstead Junction Railway Company and their undertaking, videlicet, 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; and 33 and 34 Vict., cap. 109; and any other Act or Acts relating to or affecting the Tottenham and Hampstead Junction Railway Company.

9. Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and 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 and lessees, or reputed owners and lessees and of the 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 directions, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited for public inspection as regards the parishes of St. Mary Hornsey, and Tottenham, with the Parish Clerk of each of such parishes, at his residence; as regards the parish of St. Mary Islington, with the Vestry Clerk of that parish, at his office, Upper-street, Islington; and as regards the parish of St. James Clerkenwell (detached), with the Vestry Clerk of the parishes of St. James and St. John, Clerkenwell, at his office, Upper Rosoman-street, Clerkenwell.

10. 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, 1875.

A. W. Rixon, 10, Austinfriars, Solicitor for the Bill.

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

In Parliament—Session 1876.

Manchester, Sheffield, and Lincolnshire Railway
(Additional Powers.)

(Construction of new Railways in the counties of York, Lancaster, and Chester; consequential Powers as to compulsory purchase of Lands, Tolls, &c.; purchase of additional Lands in the counties of York and Lincoln by compulsion and agreement; purchase by Company and the Trent, Ancholme, and Grimsby Railway Company of Lands in the county of Lincoln; Widening of Bridge over Douglas-road, Sheffield; alteration of Road in the parish of Wath-upon-Deerne, in the West Riding of the county of York; Running powers over portion of Railways authorised by Manchester South District Railway Act, 1873; for running Workmen's Trains and limiting liability in cases of accident thereto; extension of Time for taking Lands and construction of Railways authorised by the Manchester, Sheffield, and Lincolnshire Railway Company Act, 1873, and by the Manchester, Sheffield, and Lincolnshire Railway Act, 1874; Powers to Company and London and North Western Railway Company to issue Debentures or Debenture Stock in lieu of Mortgages and Debentures of the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company; repeal of the Borrowing Powers of that Company; Power to Company to subscribe further Capital to the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company, and to the Cheshire Lines Committee; to enable the Company to pay interest on Capital, Debentures, &c., during construction of Works, and charge same against Capital; and to raise Money by Debenture Stock to pay off original Shareholders in the South Yorkshire Railway and River Dun Company; application of Funds and Additional Capital 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 and to pass an Act for all or some of the following purposes, viz.:—

To authorise the Manchester, Sheffield and Lincolnshire Railway Company (in this notice called "the Company") to make and maintain the railways following, or some or one of them, or some part or parts thereof respectively, with all proper stations, works, and conveniences connected therewith (that is to say):

A Railway No. 1 wholly in the parish of Silkstone, in the West Riding of the county of York, commencing by a junction with the Penistone and Barnsley Branch Railway of the Company at a point on that railway distant 40 chains or thereabouts, measured in an easterly direction along that railway from the easterly end or face of the Oxspring Tunnel on that railway, and terminating by a junction with the Worsborough Branch Railway of the Company at a point on that railway distant 5 yards or thereabouts, measured in an easterly direction along that railway from the centre of a certain level crossing over that railway, near to and on the westerly side of the colliery known by the name of the Sovereign Colliery, belonging to Messrs. Clarke and Company.

A Railway No. 2, wholly in the parish of Darfield, in the West Riding of the county of York, commencing by a junction with the Barnsley and Doncaster Branch (formerly South Yorkshire Main Line) of the railway of the Company distant 53 chains, or thereabouts, measured in a north-easterly direction along that railway from

the centre of the bridge carrying that railway over the River Dove and terminating by a junction with the Sheffield Branch of the South Yorkshire Section of the railway of the Company at a point on the last-mentioned railway distant 780 yards or thereabouts, measured in a south-westerly direction along that railway from the centre of the bridge carrying that railway over the Dearne and Dove Canal.

A Railway (No. 3) wholly in the township of Stretford in the parish of Manchester, in the county of Lancaster, commencing by a junction with the railway of the Cheshire Lines Committee, authorised by the Cheshire Lines Act, 1872, and now in course of construction, at a point 7 chains and 80 links or thereabouts, from the commencement of that railway, and terminating by a junction with the Manchester South Junction and Altrincham Railway, at a point on that railway distant 29 chains and 22 links or thereabouts, measured in a south-westerly direction along that railway from the centre of the bridge carrying that railway over Cornbrook-road.

A Railway (No. 4) wholly in the township of Stretford in the parish of Manchester aforesaid, commencing by a junction with the said railway of the Cheshire Lines Committee, at a point 8 chains and 40 links or thereabouts from the commencement of that railway, and terminating by a junction with the Manchester South Junction and Altrincham Railway at a point on that railway distant 2 chains and 60 links or thereabouts, measured in a south-westerly direction from the centre of the said bridge carrying that railway over Cornbrook Road.

A Railway No. 5 commencing in the township of Stretford, in the parish of Manchester, aforesaid by a junction with the Manchester South Junction and Altrincham Railway at a point on that railway distant 33 yards or thereabouts measured in a southerly direction from the south face of the bridge carrying a certain road or highway called Edge Lane over that railway, and terminating in the township and parish of Northen, otherwise Northenden, in the county of Chester, by a junction with the Railway No. 1 authorised by the Manchester South District Railway Act, 1873, at a point in a field numbered 22 in that township and parish on the plans of that railway deposited with the clerk of the peace for the county of Chester in the month of November, 1872, and which point is distant 5 miles $1\frac{1}{2}$ furlongs or thereabouts from the commencement of that railway as shown on those plans, and which said Railway No. 5 will pass over, through, from, or into the parishes, townships, or places following, or some of them, namely, Manchester, Stretford, Choriton-cum-Hardy, and Didsbury, all in the county of Lancaster, Sale, Baguley, Northen, otherwise Northenden, Etchells, Bowdon, Ashton-upon-Mersey and Stockport, all in the county of Chester.

To authorise the Company for the purposes of their undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract or agreement entered into by the Company for the purchase or acquisition of the following properties, viz.:

Certain lands and buildings situate in the parish of Ecclesfield, in the West Riding of the county of York, belonging or reputed to belong to the Duke of Norfolk and others, adjoining and on the north and south sides of the main line of the railway of the Company there, and adjoining to the east end of the Wadsley Bridge Station on that railway.

Certain other lands and buildings situate in the parish of Sheffield, in the said West Riding of the county of York, adjoining and abutting upon the north side of the main line of railway of the Company, bounded on the east end thereof by Douglas-road, and the west end thereof by a certain bridge carrying a certain road or highway called the Park Wood-road over the same railway.

Certain other lands and buildings situate in the parish of Sheffield aforesaid, belonging or reputed to belong to the Duke of Norfolk and others, lying and abutting upon the north and south sides of the main line of the railway of the Company, extending from the Midland Railway on the west to a certain road called Woodburne-road, near to the Woodburne Junction of the railway of the Company.

Certain other lands and buildings situate in the parish of Sheffield aforesaid, and belonging or reputed to belong to the Twelve Capital Burgesses and Commonalty of the town and parish of Sheffield, in the county of York, and others, lying and abutting upon the south side of the main line of the railway of the Company near to the Darnall Junction on that railway.

Certain other lands and buildings situate in the parish of Silkstone aforesaid, belonging or reputed to belong to the trustees of the late Robert Condlwell Clarke and others, and adjoining and lying on the south-east side of the said Penistone and Barnsley Branch of the railway of the Company, and adjoining the north-east end of the Silkstone Station on that railway.

Certain other lands and buildings situate in the parishes of Silkstone and Darfield, both in the said West Riding of the county of York, belonging or reputed to belong to John Tyas and Richard Micklethwait, adjoining and lying on the south side of the Barnsley and Doncaster Branch Railway of the Company and near to the branch or siding leading from that railway to the Pinder Oaks Colliery.

Certain other lands and buildings situate in the parish of Wath-upon-Dearne, in the West Riding of the county of York, belonging or reputed to belong to Earl Fitzwilliam, Margaret Cadman, and others, adjoining and lying on the north and south sides of the said Barnsley and Doncaster Branch Railway and on the east and west sides of the road or highway leading from Wath-upon-Dearne to Bolton-upon-Dearne, in the said West Riding of the county of York.

Certain other lands and buildings, situate in the parishes of Great Grimsby and Great Coates, both in the county of Lincoln, lying between the River Humber and certain lands lately purchased or contracted to be purchased by the Company from the mayor, aldermen, and burgesses of the borough of Great Grimsby.

To enable the Company to widen and improve the existing bridge carrying the main line of the railway of the Company over Douglas-road, in the parish of Sheffield, in the West Riding of the county of York.

To empower the Company to make an alteration or diversion of the line and levels of so much of the road or highway, in the parish of Wath-upon-Dearne, in the West Riding of the county of York, leading from Wath-upon-Dearne to Bolton-upon-Dearne, in the same county, and crossing on the level the branch railway of the Company between Barnsley and Doncaster, near to the Wath Station, on that branch railway, as extends from a point thereon 4 chains and 14 yards or thereabouts, south of the said level crossing to another point on the said highway 5 chains or thereabouts north of the said level

crossing, which said alteration will be wholly in the parish of Wath-upon-Dearne aforesaid.

To authorise the Company and the Trent, Ancholme, and Grimsby Railway Company, or either of them, for the purposes of their respective undertakings, to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company or the Trent, Ancholme, and Grimsby Company, or either of them, or any contract or agreement entered into by either of those Companies for the purchase or acquisition of certain lands and buildings in the parishes of Frodingham and Appleby, both in the county of Lincoln, belonging or reputed to belong to Rowland Winn and others, lying and abutting upon the south side of the Trent, Ancholme, and Grimsby Railway, and near to the Frodingham Station on that railway.

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 railways authorised by the Manchester South District Railway Act, 1873, as lies between the point of junction therewith of the line of railway fifthly hereinbefore described, and the point of junction of the railways so authorised as last aforesaid, with the Stockport, Timperley, and Altrincham branch of the railway of the Cheshire Lines Committee, together with the stations, watering-places, booking-offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

To require the Manchester South District Railway Company or other companies or persons owning or working the said portion of 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 or persons may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To make provision for the running of trains known as "workmen's trains," and for limiting the liability of the Company or of the Company and any other Company, jointly working those trains with them, to an amount not exceeding a sum to be specified in the Bill in cases of accidents to those trains on the railway of the Company, or on lines leased, worked, or run over by them, or jointly by them and any other Company, and to provide for ascertaining the amount of compensation in such cases.

And it is also proposed by the said intended Act to confer on 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 or other roads and highways, railways, tramways, telegraph apparatus, 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 railways and works, or any of them, or for carry-

ing into effect the objects and purposes of the said Bill.

To purchase by compulsion or otherwise all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter-mentioned, and any other lands and houses which may be required for the purposes of the said intended railways and works, to deviate the intended railways and works laterally and vertically to such an extent as may be defined in the Bill; to alter, vary, and 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 intended railways 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 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.

To extend the time limited by The Manchester, Sheffield, and Lincolnshire Railway Company Act, 1873, and by the Manchester, Sheffield, and Lincolnshire Railway Act, 1874, respectively, for the compulsory purchase of lands and completion of the railways by those Acts respectively authorised.

To empower the Company and the London and North Western Railway Company to exercise in their own names respectively the powers of raising money by mortgage or bond, conferred upon the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company, and to divide and apportion between and amongst them in equal proportions the amount of the mortgage and Bond debt of that Company, or any part thereof, and to make and carry into effect agreements in relation thereto, and to empower each of the said two Companies to create and issue debenture stock in their undertakings respectively, for or in lieu of the amount of the mortgage or bond debt so apportioned to them, and if necessary, to repeal the borrowing powers of the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company.

To authorise the Company to raise and to contribute a further sum or sums of money towards the funds and capital of the Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company, for the general purposes of the undertaking of that Company, and for that purpose to mortgage all or any part of their undertaking, to increase their capital by the creation of new and additional shares and stock, with or without preference or priority in the payment of dividends; or by such other ways and means and upon such conditions as may be prescribed in the Bill.

To authorise the Company to raise money by the issue of debenture stock for the purpose of redeeming the seven per cent. South Yorkshire rent-charge stock, into which the ordinary stock of the South Yorkshire Railway and River Dun Company was converted by the South Yorkshire Railway and River Dun Company's Vesting Act, 1874, and so far as may be necessary for that purpose to alter or vary that Act.

To empower the Company to pay interest or dividend on the capital of the Company employed or to be employed in the construction of works already authorised, or to be authorised by the

intended Act, and on the debentures or debenture stock issued by the Company in respect of such works during the time such works shall be in course of construction, and until opened for public traffic, and to charge the same against the capital of the Company.

To enable the Company to apply, for the purposes of the intended Act and for the general purposes of their undertaking, any capital or funds now belonging to them, or which may hereafter belong to them, or be or come under their control or the control of their directors, and to raise other moneys by mortgage of all or any part of their undertaking, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means, and upon such terms and conditions as may be prescribed in the Bill.

To authorise the Company to subscribe and contribute further money towards the undertaking vested in the Cheshire Lines Committee, and for the purpose of such subscription to apply any capital or funds now belonging to them or under their control, and to raise other moneys by mortgage of all or any part of their undertaking, and to increase their capital by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the Bill.

To alter, amend, extend, and enlarge, and if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal), that is to say:—12 & 13 Vic. cap. 81; 13 & 14 Vic. cap. 94; 14 & 15 Vic. cap. 114; 15 & 16 Vic. caps. 83 and 144; 16 & 17 Vic. caps. 52 and 145; 18 & 19 Vic. caps. 91 and 129; 21 & 22 Vic. caps. 75 and 113; 22 & 23 Vic. cap. 5; 23 & 24 Vic. cap. 15; 24 & 25 Vic. caps. 66, 86, 113, and 156; 25 & 26 Vic. caps. 91, 98, 112, and 129; 27 and 28 Vic. caps. 7, 78, and 320; 28 & 29 Vic. caps. 248, 327, and 378; 29 & 30 Vic. caps. 158, 162, 191, and 294; 30 & 31 Vic. cap. 4; 32 & 33 Vic. caps. 25 and 26; 34 & 35 Vic. caps. 38 and 39; 35 & 36 Vic. cap. 178; 36 & 37 Vic. cap. 77; 37 & 38 Vic. caps. 131 and 132; 38 & 39 Vic. cap. 64, and all other Acts relating to the Company; 9 & 10 Vic. cap. 204, and all other Acts relating to the London and North Western Railway Company; 20 & 21 Vic. cap. 137, and 25 & 26 Vic. cap. 98, and all other Acts relating to the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company; 30 & 31 Vic. cap. 207; and all other Acts relating to the Cheshire Lines Committee; 24 & 25 Vic. cap. 156; and all other Acts relating to the Trent, Ancholme, and Grimsby Railway Company; 36 & 37 Vic. cap. 222; and all other Acts relating to the Manchester South District Railway Company.

And notice is hereby further given, that duplicate plans and sections of the proposed railways and other works, and the lands and houses proposed to be taken for the purposes thereof, and plans of the other lands proposed to be taken compulsorily, 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 whereon will be delineated the general course and direction of each of the proposed railways, and a copy of this notice as published in the London Gazette will be deposited on or before the 30th day of November instant for public inspection as follows, that is to say, with the clerk of the peace for the County Palatine of Lancaster, at his office at

Preston; with the clerk of the peace for the county of Chester, at his office at Chester; with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield; with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby; 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 proposed railways and works are intended to be made, or within which the lands, houses, and property proposed to be taken are situate, and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant 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, 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, 1875.

J. R. and E. Lingard, 4, Westminster Chambers, Westminster, and Manchester, Solicitors for the Bill.

In Parliament.—Session 1876.

London Chatham and Dover Railway.

(Construction of Junction Railway at Sittingbourne; Widening of Viaduct over Denmark Road; Substitution of an Underway for level crossing at Sittingbourne; Diversion of Footpath at Bromley; Powers in regard to Lapwell Bank and erection of Beacon at the Spit Buoy, in the River Medway; Additional Lands; Additional Capital; Extension of Time for the Sale of Superfluous Lands; Provisions for barring Claims against, and complete dissolution of, the Crystal Palace and South London Junction Railway Company; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for all or some of the following among other purposes:—

To authorise the London Chatham and Dover Railway Company (hereinafter called "the Company") to make and maintain the railway and other works hereinafter described, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

A railway, commencing by a junction with the siding at the north side of the down platform of the Sittingbourne station, on the main line of the railway of the Company, at a point 35 yards or thereabouts, measuring in an easterly direction from the west end of that platform, and terminating by a junction with the Sittingbourne and Sheerness Branch of the London Chatham and Dover Railway, at a point 170 yards or thereabouts, measuring in a north-westerly direction, from the signal box at the eastern junction of the said branch railway with the main line of the railway of the Company, and which intended railway will pass from, in, through, or into, or be situate within the parishes of Sittingbourne and Milton, or one of them, in the county of Kent.

To empower the Company to widen on its western side the viaduct which carries their railway over Denmark-road, in the parish of

St. Giles, Camberwell, in the county of Surrey, and to alter the inclination of the said road for a distance of thirty-five yards or thereabouts, from the western side of the said viaduct, where the same crosses the said road:

To authorise and empower the Company to stop up and discontinue so much of the public footpath in the parish of Sittingbourne, as now crosses the Company's main line of railway on the level, at a point thereon 228 yards or thereabouts, measuring in an easterly direction along the railway, from the eastern end of the Company's Sittingbourne station, and to carry the said footpath under the railway, at or near such point, and to extinguish all rights of way over or across the said level crossing, upon the completion and opening of the said intended footpath under the railway:

To empower the Company to stop up and discontinue so much of the public footpath leading from Mason's Hill across the Company's railway and station ground at Bromley to Lovelane, in the parish of Bromley, as crosses the Company's railway and station ground at Bromley, and in lieu of the footpath so to be stopped up, to make and maintain a public footpath, commencing by a junction with the said existing footpath at a point seventy-five yards or thereabouts, measuring in a northerly direction from the point where that footpath joins the public road at Mason's Hill, and terminating by a junction with such existing footpath, at a point where the same enters the Company's said station ground at the northern side thereof, and to extinguish all rights of way over and along the portion of the public footpath so to be stopped up and discontinued, and which new or diverted footpath will be wholly situate in the parish of Bromley, in the county of Kent:

To authorise and empower the Company, by dredging or by such other means as may be provided in the intended Act, to remove in whole or in part the shoal or bank called or known as the Lapwell Bank, at, near and opposite to the mouth of the West Swale, in the River Medway, to such extent below low water mark, and within such limits, as shall be defined in the intended Act; and also to empower the Company to erect and maintain at or near to the site of the buoy known as the Queenborough Spit Buoy, a beacon with lights, and which intended works will be situate within the borough of Rochester, and the parishes or places of Minster Queenborough, and Isle of Grain, or some or one of them, all in the county of Kent:

To purchase by compulsion or agreement lands and buildings for the purposes of the intended Act, and to alter, vary and extinguish all existing rights and privileges connected therewith, which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary or extinguish other rights and privileges:

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act:

To levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, and to alter existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively:

To enable the Company to purchase by com-

pulsion or agreement, and to hold for the purposes of station, siding, and other accommodation, and for other purposes connected with their undertaking, the lands, buildings, and other property shown on the plans hereinafter mentioned, and situate as follows, that is to say:— Certain lands in the parishes or places of St. Giles, Camberwell; Streatham; St. Mary, Lambeth; St. Paul, Deptford; Sevenoaks, Sittingbourne and Bromley, and the hamlet of Dulwich, or some or one of them, in the counties of Surrey and Kent, or one of them:

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their control; and, if they shall think fit, to raise additional moneys for such purposes, and also for the general purposes of the Company's undertaking, by the creation of new shares or stock, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct:

To extend the time for the sale of all or any lands acquired by the Company which have not been, are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company in relation thereto, and to alter and amend, so far as may be necessary for the purposes aforesaid, the provisions of "the Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands, and also the provisions with reference to the sale of the Company's superfluous lands of the first award by the Arbitrators under "the London Chatham and Dover Railway (Arbitration) Act, 1869," and of the certificate extending the time for such sale, dated the first day of May, 1873, granted by the Board of Trade:

To provide for the complete dissolution for all purposes of the Crystal Palace and South London Junction Railway Company, and for the protection and indemnity of the directors and officers of the said Company, and of the moneys and assets of the said Company, from all debts, liabilities, and engagements of the said Company after such dissolution, and for the purposes aforesaid to authorise the said Company to fix and give notice, by advertisement or otherwise, of a day, on or before which all claims against the said Company must be sent in to their secretary or other officer appointed for the purpose, and after which all debts and liabilities of the said Company, in respect of which no claim shall have been so sent in, shall be barred and extinguished for all intents and purposes:

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts; local and personal (that is to say): 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 28 and 29 Vict., cap. 268; 30 and 31 Vict., cap. 209; 32 and 33 Vict., cap. 116; 34 and 35 Vict., cap. 131; 36 and 37 Vict., cap. 14; 37 and 38 Vict., caps. 52 and 114; 38 and 39 Vict., cap. 139; and all other Acts relating to or affecting the Company:

Maps, plans, and sections relating to the objects of the intended Act, with books of reference to such plans and a copy of this notice, will be deposited as follows:—that is to say, as regards the works and lands in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone; as regards the works and lands in the county of Surrey, with the Clerk of the Peace for that county, at

his office in North-street, Lambeth; and a copy of so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place, together with a copy of this notice, will be deposited for public inspection as follows, that is to say; as regards the parish of Saint Giles, Camberwell, with the vestry clerk of that parish, at the Vestry Hall, Camberwell; as regards the parish of Saint Mary, Lambeth, with the vestry clerk of that parish, at the Vestry Hall, Kennington; as regards the parish of Streatham, with the Clerk of the Wandsworth Board of Works, at his office at Battersea Rise; as regards the parish of Saint Paul, Deptford, with the Clerk of the Board of Works for the Greenwich District, at his office at Church-street, Greenwich; and in the case of each other parish with the parish clerk of such parish at his residence; and in the case of an extra-parochial place, with the parish clerk of some adjoining parish at his residence; and all such deposits will be made on or before the 30th day of November instant.

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 18th day of November, 1875.

John White, Victoria Station, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1875–6.

Gorsedda Junction and Portmadoc Railways.

(Increase of Capital—Borrowing Powers—Power to maintain existing railways in the parishes of Ynyscynhaiarn and Llanfihangel-y-Pennant and county of Carnarvon, and to relinquish a portion of railway in the last-mentioned parish—Power to lay down a line of rails for a siding or sidings in the first-mentioned parish—Compulsory purchase of lands, tolls, traffic, and other arrangements with and running powers over the railway of the Festiniog Railway Company—Power to increase the number of Directors—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 Gorsedda Junction and Portmadoc Railways Company for leave to bring in a Bill and to pass an Act to enable the Gorsedda Junction and Portmadoc Railways Company (hereinafter called "the Company,") to raise additional capital by the issue of new shares or new stock, either ordinary, guaranteed, or preferential, and on mortgage or bond, and to issue debenture stock in lieu of the capital raised or already authorised or to be authorised by the intended Act to be raised on mortgage or bond, and to apply as well for the purposes of the Bill, as for those of the Gorsedda Junction and Portmadoc Railways Act, 1872 (hereinafter called "the Act of 1872,") any capital or funds now or hereafter belonging to the Company.

And also to enable the Company to maintain two existing railways, namely:—

1. A railway nine chains and four yards or thereabouts in length, wholly in the parish of Ynyscynhaiarn, and county of Carnarvon, commencing at a junction with the Croesor and Portmadoc Railway, opposite or near the gasworks at Portmadoc, in the said county of Carnarvon, and terminating at a point on the line of the railway late of the Bangor and

Portmadoc Slate and Slate Slab Company Limited, by the Act of 1872, authorised to be taken and maintained by the Company, nine chains and four yards or thereabouts, measured along the centre line of the railway, now in description, distant from the aforesaid junction, and ten chains and fourteen yards or thereabouts, measured along the centre line of the said railway, late of the Bangor and Portmadoc Slate and Slate Slab Company Limited, distant from the level crossing of such last-mentioned railway, over the Cambrian Railway at or near Portmadoc aforesaid :

2. A railway twelve chains eleven yards and one foot or thereabouts in length, wholly in the parish of Llanfihangel-y-Pennant and county of Carnarvon, commencing in Braichybib at a junction with the said railway, late of the Bangor and Portmadoc Slate and Slate Slab Company Limited, and terminating in Braichybib aforesaid at a point on the line of the new railway authorised by the Act of 1872, twelve chains eleven yards and one foot or thereabouts measured along the centre line of the railway now in description distant from the said junction ;

Together with the stations, approaches, bridges, sidings, roads, yards, works, and conveniences belonging to the said existing railways respectively. And to enable the Company to relinquish such portion of the said new railway authorised by the Act of 1872, as was intended to lie between the last-mentioned point and the junction at another point in Braichybib aforesaid with the said railway, late of the said Bangor and Portmadoc Slate and Slate Slab Company Limited, for which portion of railway so to be relinquished, the existing railway secondly above-mentioned has been substituted, and which portion of railway to be relinquished was intended to lie wholly in the said parish of Llanfihangel-y-Pennant, in the said county of Carnarvon.

And also to enable the Company for the purposes of a siding, or sidings, from the said railway late of the Bangor and Portmadoc Slate and Slate Slab Company Limited, to lay down, maintain, and use a line of rails wholly in the parish of Ynyscynhaiarn, and county of Carnarvon, commencing at a point on the last-mentioned railway distant ninety-five links or thereabouts, measured along the centre line of such railway in a north-westerly direction from the said crossing over the Cambrian Railway, and terminating at the abutments of the bridge of the Cambrian Railways Company on the south-eastern side of the gate and stile on the north-western side of the said crossing.

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

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, footways, rivers, streams, and watercourses as it may be necessary to cross, stop up, alter, or divert, by reason or for the purpose of the maintenance of the said existing railways or the laying down and maintenance of the said line of rails, or any of the works connected therewith respectively :

To purchase and take, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said existing railways and the said line of rails, and the works thereof respectively, and all legal and equi-

table estates, reversions, remainders, and interests of any persons in such lands, houses, and property, and to alter, vary, or extinguish all existing rights and privileges connected with the said lands, houses, and property, or which would in any manner interfere with or impede the maintenance and use of the said existing railways and works, or any of them, or the laying down and maintenance of the said line of rails, and to confer other rights and privileges ;

To levy tolls, rates, and duties for or in respect of the use of the said existing railways and the said line of rails and works, to alter existing tolls, rates, and duties, 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 Festiniog Railway, or part thereof, 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 Festiniog Railway, and to 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 Festiniog Railway Company to enter into agreements for the management, use, working, and maintenance of the railways and works of the Company (including the railways and works by the intended Act, to be authorised, to be maintained and used), 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 said railways and works of the Company, 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 railway of the Festiniog Railway Company, or any railway, wharf, or yard belonging or leased to or worked by them, and the fixing and the division between such 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 enable the Company from time to time to increase the number of its Directors ;

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Act relating to the Company, that is to say, Local and Personal Act, 35 and 36 Victoria, chapter 155, and any other Acts relating to the Company, and also the following Acts relating to the Festiniog Railway Company, that is to say, Local and Personal Acts, 2nd William IV, chapter 48, 1st and 2nd Victoria, chapter 80, and 32 and 33 Victoria, chapter 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 privi-

leges 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 given, that duplicate plans and sections of the said two existing railways, and of the said line of rails and works, and of the lands, houses, and other property proposed to be taken for the purposes thereof respectively, together with books of reference to such respective plans, containing the names of the owners or the reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, together with the ordnance map with the lines of the said existing railways and of the said proposed line of rails 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 said existing railways lie, or in or through which the said line of rails is to be laid, 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 notice is hereby 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 10th day of November, 1875.

J. T. Davies, 38, Moorgate-street, in the city of London, Solicitor for the Bill.

Cruse and Sandes, 23, Parliament-street, S.W., Parliamentary Agents.

In Parliament.—Session 1876.

Stafford Corporation Water.

(Powers to the Mayor, Aldermen, and Burgesses of Stafford, to Supply Stafford and Neighbouring Places with Water; Construction of Waterworks; Compulsory Purchase and Temporary Occupation of Land; Levying Rates, &c.; Payment of Cost of Opposing Stafford District Water Bill in Session 1874; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Stafford (herein called 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 purposes).

(1.) To enable the Corporation 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 Stafford and the neighbourhood thereof with water, that is to say:

A well and boring and pumping station in a portion of a field or common, known as Stafford Common, in the township of Marston, in the parish of St. Mary, Stafford, in the county of Stafford, 300 yards or thereabouts south of the northern boundary of the said field or common, and 70 yards or thereabouts west of the Old Marl Pit in the said field or common:

An aqueduct, conduit, or line of pipes from and commencing at or in the well, boring and pumping station hereinbefore described, and terminating at or in the reservoir next

hereinafter described, which said aqueduct, conduit, or line of pipes will run from, through, or into the parishes, townships, and places of Marston, Tillington, and St. Mary Stafford, some or one of them:

A reservoir in a field known as the Banky Field, in the township of Tillington, in the parish of St. Mary, Stafford aforesaid, belonging to William Thomas Locker, Esq., and in the occupation of Richard Sudbury, which said intended reservoir will be situate on or near the site of an old marl pit in the said field, 375 yards or thereabouts to the north-west of the northern boundary of Stafford Common aforesaid.

An aqueduct, conduit, or line of pipes commencing at the well, boring and pumping station hereinbefore described, and terminating in the Market-square, in the town and borough of Stafford, 20 feet to the east of the entrance to the Guildhall in that borough, and which aqueduct, conduit, or line of pipes now in description will run from, through, or into the said parishes, townships, and places of Marston, Tillington, and St. Mary, Stafford, or one of them:

(2.) The limits within which the Bill, will or may give to the Corporation power to supply water, will or may comprise the parishes, townships, towns, and places following, or some of them, that is to say; St. Mary, Stafford, St. Chad Stafford, Marston, Tillington, Hopton and Coton, Berkswich, and Castlechurch:

(3.) To enable the Corporation to construct, maintain, lay down, repair, and renew pumping stations, dams, sluices, weirs, gauges, wells, drains, cuts, mains, and pipes, and other requisite works within the aforesaid parishes, townships, and places, and for the purposes of the intended Bill to divert, alter, stop up temporarily, or permanently, break up and lay down pipes and other works in, under, or over any roadways, streets, bridges, public places, railways, canals, towing paths, sewers, drains, watercourses, in or near to the parishes, townships, and places aforesaid:

(4.) To enable the Corporation to purchase and hold compulsorily, or by agreement, lands, houses, waters, and other property for the purposes of the intended Act, and also to take and acquire easements in and over the same; and to vary and extinguish all rights and privileges connected with any such lands, houses, waters, and hereditaments:

(5.) To authorise the temporary occupation and use of lands, houses, buildings, easements, streams, and springs of water, and hereditaments for obtaining materials for the construction of the said intended works, and to incorporate, with such variations and amendments as may be proper or requisite, all or some of the provisions of "the Railways Clauses Consolidation Act, 1845," with respect to the temporary use and occupation of lands, or to make other provisions in respect thereof:

(6.) To empower the Corporation to take and divert into the intended waterworks, and to use for their supply the several springs, streams, and waters in the line of, or which will or can be intercepted by the proposed waterworks, or which may be found in, upon, or under any lands to be acquired or held by the Corporation under the powers of the Bill.

- (7.) To enable the Corporation in constructing the said works to deviate from the lines thereof as laid down on the deposited plans, to any extent which may be shown on the said plans or defined by the Bill; and to deviate from the levels shown on the deposited sections to any extent which may be defined by the Bill :
- (8.) To authorise the Corporation to supply water for domestic, trading, public, sanitary, and other purposes; and to demand, levy, recover, and take rates, rents, and charges in respect of such supply; and for the use of meters; and to confer, vary, or extinguish exemptions from the payment of all such rates, rents, and charges; and to exercise, vary, or extinguish all or any of all such powers, rights, and privileges as may be necessary or expedient for carrying into execution any of the objects of the Bill.
- (9.) To confer upon the Corporation powers for preventing the pollution, waste, illegal use, abstraction, misuse, or wrongful use of the water to be supplied by the Corporation; and to adopt proper and needful regulations in reference thereto; and as to water fittings, and for preventing any improper or unauthorised interference with their water or waterworks; and to enable the Corporation to make bye-laws for the foregoing purposes, and to enforce the said bye-laws by penalties :
- (10.) To authorise the Corporation to pay to and reimburse themselves, or the Borough Fund, the costs, charges, and expenses incurred by the Corporation (as allowed by the Local Government Board) in their opposition to a Bill promoted in the session of 1874, intituled "An Act for supplying with Water Stafford and neighbouring places," out of the first moneys which shall come to their hands, or be raised by them under the powers of the intended Act, and to extend the borrowing powers of the Corporation so as to raise the amount of such costs, charges, and expenses :
- (11.) The Bill will incorporate, vary, or make applicable all or some of the provisions of "the Waterworks Clauses Acts, 1847 and 1863;" "the Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and it will, or may, amend, vary, or extend, so far as may be necessary, for the purposes aforesaid, the Act of 11 Geo. IV., cap. 44, 16 and 17 Vic., cap. 72, and any other Act or Acts, Charter or Charters, relating to the borough of Stafford :
- (12.) 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 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 said works are

intended to 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.

- (13.) 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 twelfth day of November, 1875.

Hand, Blakiston, and Everett, Stafford,
Solicitors to the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Llynvi and Ogmere and Cardiff and Ogmere Valley Railway Companies.

(Amalgamation; Arrangements as to Capital and amongst Shareholders; Agreements between the Llynvi and Ogmere, Cardiff and Ogmere Valley, and Great Western Railway Companies; Provision as to Surperfluous Lands; 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 leave to introduce a Bill, hereinafter called the Bill, 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 Bill, the Llynvi and Ogmere Railway Company and the Cardiff and Ogmere Valley Railway Company, and the respective undertakings of the said Companies into one united and consolidated Company (hereinafter called the "Amalgamated Company"), either by dissolving the said two Companies and incorporating the shareholders in the two Companies into one Company, or by dissolving one of the said Companies and constituting the shareholders of the dissolved Company shareholders in the other Company under such corporate name or style as may be provided by the Bill, and to vest in the amalgamated 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 or any future session of Parliament, and whether with reference to the separate undertakings, works, or property of the said two Companies respectively, or to any undertakings, 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 the purchase of lands, houses, and buildings, the construction and maintenance of

works, the acquiring, subscribing to, or nominating directors or representatives in other undertakings, the conveyance, transmission, forwarding and delivery of traffic, the levying, demanding and recovery of tolls, rates, and charges or otherwise, vested in, belonging to, or exercisable 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 amalgamated 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 amalgamated Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders as members of the amalgamated Company, and to make other provisions for regulating the management and proceedings of the amalgamated Company, and of the directors and shareholders thereof.

To regulate, fix, and determine the capital, stock, and borrowing powers of the amalgamated Company, and the rights, privileges, preferences, and priorities of the several classes of shareholders in the two Companies respectively, or either of them, and for the re-arrangement of the capitals of the two Companies respectively, and the rate of dividend or interest from time to time payable in respect of the capitals of the two Companies respectively, and of the amalgamated Company, 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 make further provision with reference to the transfer and registration of stocks of any denomination of either of the two Companies, and of the amalgamated Company.

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, vary, extend, and make applicable (so far as may be necessary) to the amalgamated Company the provisions of the two following agreements, or one of them:—

1. An agreement bearing date the 16th day of May, 1873, and made between the Llynvi and Ogmere Railway Company of the one part, and the Great Western Railway Company of the other part, contained and set forth in the Schedule to "The Llynvi and Ogmere Railway Act, 1873."

2. An agreement bearing date the 16th day of June, 1875, and made between the Great Western Railway Company of the first part, the Llynvi and Ogmere Railway Company of the second part, and the Cardiff and Ogmere Valley Railway Company of the third part, contained and set forth in Schedule D to "The Great Western Railway Act, 1875."

And if need be to alter, amend, or repeal so much of "The Llynvi and Ogmere Railway Act, 1873," and so much of "The Great Western Railway Act, 1875," as respectively provide for the confirmation of the said agreements respectively.

To authorise and empower the amalgamated Company and the Great Western Railway Com-

pany (in addition to or in substitution for the said Agreements of the 16th day of May, 1873, and the 16th day of June, 1875, or either of them) to enter into and carry into effect contracts and arrangements for the working, use, and maintenance of the railways, works, and conveniences of the amalgamated Company, and with respect to the regulation, management, and transmission of traffic on or beyond the railways of the amalgamated Company and the railways of the Great Western Railway Company respectively, and the levying, collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising in respect of any such traffic, and, if need be, to confirm any contracts and arrangements for any of the above purposes which may have been entered into between the amalgamated Company and the Great Western Railway Company.

To extend the time for the sale and disposition by either of the two Companies, or by the amalgamated Company, of any lands acquired or held by them, or either of them, which are not or eventually may not be required for the purposes of their undertaking or undertakings, and to confer further powers on the two Companies, or either of them, and the amalgamated Company, in relation to the said lands, and to enable the two Companies, or either of them, and the amalgamated Company, to sell the lands which have been acquired by them respectively, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise, and to alter, vary, and extend the provisions contained in "The Llynvi Valley Railway Act, 1855," with reference to the disposal and sale of certain lands therein specified, and (if need be) to repeal and re-enact clauses 71 and 72 of that Act, and all other clauses contained in that or any other Act of Parliament with reference to the sale and disposal by the Llynvi Valley Railway Company, or the two Companies respectively, of any lands belonging to them, or either of them.

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

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the Bill, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal in giving effect to the objects and provisions of the Bill, or any of them, and especially of the Acts following, or some of them, that is say:—18 and 19 Vict., cap. 50; 25 and 26 Vict., cap. 115; 26 and 27 Vict., caps. 139 and 199, 27 and 28 Vict., cap. 48; 28 and 29 Vict., cap. 205; 29 and 30 Vict., caps. 117, 120, and 252; 30 and 31 Vict., cap. 115; 32 and 33 Vict., cap. 61; 36 and 37 Vict., cap. 177; and any other Act or Acts relating to the Llynvi and Ogmere Railway Company; 36 and 37 Vict., cap. 167; and any other Act or Acts relating to the Cardiff and Ogmere Valley Railway Company; and 38 and 39 Vict., cap. 124; and any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby further given that, on or before the 21st day of December in the present year, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.—Dated this 10th day of November, 1875.

Talourdins and Hargreaves, 1, Victoria-street, S.W.

In Parliament—Session 1876.

Llandudno Water and Gas.

(Dissolution of Llandudno Water and Gas Company, Limited; Incorporation of New Company, and vesting in them Undertaking of Dissolved Company; Provisions with reference to, and powers to raise Additional Share and Loan Capital; Powers to supply Water and Gas in the parishes of Llandudno, Eglwys Rhos, Llangwsteyn, Caerhun, Dolgarrog, Llanbedr-y-Cenin in Carnarvon—Llansantffraid-Glan-Conway, Eglwys Fach, in Denbigh; Maintenance of existing and Construction of New Waterworks and Gasworks; Manufacture and Storage of Gas and Residual Products; Imponing and Diversion of Waters; Purchase of Lands and Water Rights, and Outstanding Interests in Lands, and Water Rights, by Compulsion and Agreement; Powers to hold Patent Rights and Licences; Manufacture and Deal in Meters, Fittings, and Apparatus; Levy Rates and Charges; Agreements with Llandudno Improvement Commissioners, Local, and other Authorities, Bodies, and Persons; Provisions with reference to the Sale to and Vesting of Undertaking in Llandudno Improvement Commissioners, and Powers to those Commissioners to carry on the Undertaking, and to supply Water and Gas within the Company's limits; to levy Rates, Rents, and Charges; to enter into Agreements with other Local Authorities; to apply Funds, Grant Annuities, and borrow further Moneys; Dissolution of Company; Amendment or Repeal of Acts; other Powers.)

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

1. To dissolve the Llandudno Water and Gas Company, Limited (hereinafter referred to as the Dissolved Company), and to annul and cancel their Memorandum and Articles of Association, and to incorporate the shareholders, or some of the shareholders therein, together with such other persons and corporations as may become shareholders in the undertaking, into a new Company (hereinafter referred to as the Company), and to vest in the Company all the undertaking, waterworks, leats, streams, water-rights, reservoirs, tanks, conduits, wells, engines, pumps, mains and pipes, gas works, retorts, gasometers, lands, buildings, estate (real and personal), stock, plant, rights, powers, privileges, easements, licences, leases, agreements, and property, of what nature or kind soever, now vested in or belonging to, or leased, or occupied, or enjoyed by the Dissolved Company, and to authorise and require the Company to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, authorities, obligations, claims, and demands of the Dissolved Company, whether with reference to the purchase and sale of lands and other property, the execution and user of works, the levying of rates and charges, the raising of money, or otherwise.

2. To declare, define, and regulate the undertaking, capital, and borrowing powers of the Company, and to make provision for the regulation and management of the affairs of the Company, and to authorise the Company to exercise all or any of the powers of the Dissolved Company with reference to the raising of capital, and to raise further money by shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and

by borrowing and by the creation and issue of debenture stock.

3. To authorise the Company to execute the works hereinafter described, and to confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects, following (that is to say):

4. To supply with water and gas for public and private purposes the whole or any part of all, or some of the parishes, townships, and places following, viz., Llandudno, Upper Llandudno, Lower Llandudno, Eglwys Rhos, Bryn, Treffern, Tre Gloddaeth, Tre Hir, Tre Howard, Cwm Howard, Tre Ferry, Bryn Tirion, Tre Bryniau, Llanrhos, Conway-en-Rhos, Penglas, Bodysgallen, Marl, Deganwy, Towyn, Llangwsteyn, Caerhun, Isar Afon, Maen-y-Bardd, Penfro, Rhwng-y-ddwy-Afon, Llanbedr-y-Cenin, Llanbedr, Dolgarrog, Ardda, and Tal-y-Cafn, all in the county of Carnarvon; and Llansantffraid-Glan-Conway, Llan, Trellyn, Trelan, Tre Bwll, Deunant, Eglwys Fach, Tre Bodnod, Tre Cefny-Coed, all in the county of Denbigh, hereinafter referred to as the limits of supply.

5. To hold, continue, maintain, renew, and repair as part of their undertaking, with such alterations and extensions as may be authorised by the Bill, the following waterworks, and all other works and conveniences connected therewith, already constructed by the Dissolved Company, and situate in the township of Upper Llandudno, in the parish of Llandudno, in the county of Carnarvon (that is to say):

(A.) A covered service reservoir, situated on the Great Ormes Head, at a place called Fach;

(B.) A covered service reservoir, situate on the Great Ormes Head, on the northerly side of the Tygwyn-road, forty yards or thereabouts north of the house called or known as Llwynon;

(C.) A reservoir, situate on the Great Ormes Head, in a field forming part of a farm called Penymynydd, and one hundred and fifty yards or thereabouts east of St. Tudno's Church;

(D.) A line of pipes, commencing in the reservoir lastly described, and terminating in the covered service reservoir (A) at Fach aforesaid.

(E.) A line of pipes, commencing at Gogarth Springs, situate on the Great Ormes Head, four hundred and fifty yards or thereabouts north-east of the ruins of Gogarth Abbey, and terminating at the junction of the streets called or known as Church Walks and Abbey-road, in the town of Llandudno;

(F.) A bore, hole, well, or shaft, and pumping station and works connected therewith, situate upon land lying on the south-east side of the Royal Hotel at Llandudno, and adjoining the gardens belonging thereto.

6. To make and maintain, with all proper and necessary embankments, filtering-beds, dams, drains, sluices, residuum lodges, catchpits, conduits, culverts, channels, bye-washes, weirs, wells, tanks, engines, and other works and conveniences connected therewith, or incidental thereto, the following new waterworks (that is to say):

(G.) An embankment, to be wholly situate in the township of Penfro, in the parish of Caerhun, in the county of Carnarvon, adjoining and on the easterly side of the Llyn Dulyn across the stream issuing thereout, to commence at a point twenty yards or thereabouts from and on the north side of the said stream, and to terminate at a point

- ten yards or thereabouts from and on the south side of the said stream.

(H.) A conduit or line of pipes, commencing in the said township of Penfro, in the parish of Caerhun, in the county of Carnarvon, in the aforesaid Llyn Dulyn, near to the said stream issuing thereout, and passing thence from, through, or into the several parishes, townships, and places following, or some of them, viz.:—Caerhun, Isar-Afon, Maen-y-bardd, Penfro, Rhwng-y-ddwy-Afon, Llanbedr-y-Cenin, Llanbedr, Dolgarrog, Ardda, Tal-y-Cafn, in the said county of Carnarvon; Eglwys Fach, Llansantffraid-Glan-Conway, Tre Cefn-y-Coed, Tre Bodnod, Trellyn, Tre Bwll, Trollan, Dennant, in the county of Denbigh; Eglwys Rhos, Llandudno, Tre Brynau, Llanrhos, Penglas, Bodysgallen, Marl, Deganwy, Towyn, Llangwysteyn, Bryn Tirion, Treferry, Tre Hir, Tre Glodd-aeth, Conway-en-Rhos, Trefferm, Bryn, Lower Llandudno, Upper Llandudno, in the county of Carnarvon; and terminating in the township of Upper Llandudno, in the parish of Llandudno, in the county of Carnarvon, in the existing covered service reservoir (A) hereinbefore described, belonging to the Dissolved Company, situate on the Great Ormes Head, at a place called Fach;

(J.) A conduit, or line of pipes, to be wholly situate in the said parish of Llanbedr-y-Cenin, in the county of Carnarvon, commencing in and out of the intended conduit or line of pipes (H) last before described, at a point situate six hundred and sixty yards or thereabouts south-west of the house known as Tyddyn-defaid, and terminating in the said stream which flows out of the said Llyn Dulyn, at a point one hundred and ten yards or thereabouts south-east of the point of commencement.

7. To take, collect, divert, impound, and use all or some of the waters of the said Llyn Dulyn, which waters now proceed directly or derivatively into the river Conway, and of the streams situate on the Great Ormes Head, in the parish of Llandudno, called or known as the Gogarth Springs Ffynnon Powell, Ffynnon Tudno, Ffynnon Dlety'r-Fadoc, and of the streams and waters which directly or derivatively flow or proceed into or out of the same respectively, and into, through, and out of the existing and intended reservoirs and works of the Company, and all or some of the streams and waters in the line of the existing and proposed works, or within the limits of deviation defined upon the plans hereinafter mentioned relating to the waterworks, or which can or may be taken or abstracted by means of the said existing and intended works, or any of them.

8. To make effectual provision for the protection of the waterworks and property of the Company, and for defining and regulating the supply of water by them, whether by meter or otherwise, and the terms and conditions of such supply, and for preventing the waste, fouling, and misuse of water, and to provide meters for such supply:

9. To deviate laterally from the lines of the intended waterworks within the limits shown upon the said plans, and whether within or beyond the limits of deviation allowed by "The Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those works, as shown upon the sections hereinafter mentioned.

10. To authorise the Company to purchase by

compulsion or agreement the reversion and fee simple, and all other (if any) estate and interest not now vested in the dissolved Company, of and in the following piece of land first hereinafter described, and also to purchase by compulsion or agreement the piece of land secondly hereinafter described that is to say:—

First. A piece or parcel of land (on which the existing gasworks of the dissolved Company are situate) situate in the parish of Eglwys Rhos, in the county of Carnarvon south-west of and four hundred and fifty yards or thereabouts from the Conway-road, and north-east of and three hundred yards or thereabouts from the farmhouse known as Cwm Howard.

Secondly. A piece or parcel of land in the parish of Eglwys Rhos, situate on the north-eastern side of, and immediately adjoining the piece of land lastly above described, and containing by admeasurement one acre, or thereabouts.

And to maintain, alter, improve, enlarge, extend, and renew, or discontinue the existing gasworks of the dissolved Company, situate on the lands first above described, and on those lands, and also on the lands secondly above described, to erect, make, maintain, alter, improve, enlarge, extend, and renew, or discontinue new works for the manufacture and storage of gas, and for the conversion or utilization and distribution of materials used in and about the manufacture of gas, and of the residual products arising or resulting from such manufacture, 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, coal, coke, and tar, and other residual products, matters and things.

11. To acquire, hold, use, and exercise, patent rights and licences in relation to the manufacture and distribution of gas and the utilization of residual products, and to manufacture, purchase, sell, let on hire, and otherwise deal with gas meters, gas lamps, burners, and other apparatus, articles, and things used in the manufacture, sale, supply, or consumption of gas, residual or other products and substances aforesaid, and to have, hold, use, and enjoy, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, and generally to carry on the business usually carried on by gas Companies.

12. To purchase by compulsion or agreement, and acquire and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments within the limits of supply which may be required for the purposes of the existing and intended reservoirs, waterworks, and gasworks, or otherwise requisite or desirable for the purposes of the Bill, and to purchase by compulsion or agreement all or any outstanding estates, rights, and interests of, in, to, or affecting any of the lands upon which the existing waterworks and gasworks of the dissolved Company are situate or any part of such lands, and to vary and extinguish all rights and privileges connected therewith.

13. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water and gas, and for the sale and hire of meters and fittings, and to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of such rates, rents, and charges.

14. To maintain, take up, alter, and repair

the existing mains, pipes, culverts, and other works of the dissolved Company, and to lay down, maintain, take up, alter, and repair additional mains, pipes, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and for any of the purposes aforesaid to cross, break open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, squares, alleys, public places, bridges, canals, navigations, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, so far as may be necessary or convenient for all or any of the purposes of the Bill.

15. To enable the Company on the one hand, and the Llandudno Improvement Commissioners (hereinafter called the Commissioners), or any sanitary authority, company, corporation, local board, public body, officers, or persons, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to the Commissioners or any such local board, sanitary authority, company, corporation or public body, officers, or persons, of water and gas in bulk or otherwise, for any public, sanitary, trading, or other purposes, and to authorise the Commissioners, or any such local board, sanitary authority, corporation, company, public body, officers, or persons respectively, to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, 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 with respect to the matters aforesaid;

16. To authorise the Company to sell and transfer, and the Commissioners to purchase and acquire, or otherwise to provide for the vesting in the Commissioners of the undertaking, and the waterworks, gasworks, reservoirs, conduits, streams, springs, waters, lands, easements, buildings, mains, pipes, culverts, plant, machinery, apparatus, goods, chattels, effects, deeds, writings, agreements, rights, powers, privileges, authorities, claims, and demands, and all other the estate and property (real and personal) of what nature or kind soever, from time to time vested in or belonging to the Company, or which they may, under the powers of the Bill, be authorised to construct, purchase, or acquire, upon such terms and conditions, and for such price and consideration as may have been or may hereafter be agreed upon, and upon such transfer and vesting to authorise the Commissioners to hold, work, and use the said undertaking, and to have, exercise, enjoy, perform, and fulfil, all the rights, powers, privileges, authorities, and obligations of the Company, whether with reference to the construction, renewal, and extension of works, the supply of water and gas, the purchase and sale of lands and other property, the levying of rates and charges, or otherwise howsoever:

17. To authorise the Commissioners and the Company to enter into and carry into effect agreements for or with reference to such sale, purchase, transfer, and vesting, and to sanction and confirm any agreement already made, or which prior to the passing of the Bill may be made for or with reference thereto:

18. To authorise the Commissioners to maintain, alter, renew, enlarge, extend, and improve the water and gas works of the Company, and from time to time to construct and maintain additional works, and to alter, renew, enlarge, extend, and improve the same:

19. To confer upon the Commissioners all necessary powers for supplying water and gas for domestic, trade, manufacturing, public, sanitary, and other purposes, and in bulk or otherwise, within their district, and also within the whole or any part of the proposed limits of supply of the Company, and to authorise the Commissioners, as to all or any part of the said limits of supply, to have, exercise, and enjoy all the powers, rights, authorities, and privileges of the Company, in like manner, and to the same extent, as the Company might have done, and to have, exercise, and enjoy throughout the whole or any part of the said limits of supply all or any of the powers, rights, authorities, and privileges hereinafter mentioned:

20. To enable the Commissioners to make, levy, and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water and gas, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus, to alter existing rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges.

21. To authorise the Commissioners, and any local board, local, public, or sanitary authority or company, within or beyond the limits of supply, to enter into and carry into effect contracts or agreements for or with reference to a supply of water and gas by the Commissioners, in bulk or otherwise, to such local board, local, public, or sanitary authority or company, and any matter incidental thereto, and to confer upon such local boards, local, public, or sanitary authorities or company, all necessary powers to borrow and apply moneys, and to levy rates for the purpose of any such contract or agreement.

22. To empower the Commissioners from time to time to purchase by agreement, and take on lease, and to take grants of easements over additional lands, houses, springs, streams, and waters for all or any of the purposes of the Bill, and to sell, let, or otherwise dispose of any lands or other property purchased or acquired by them under the powers of the Bill, and which may not eventually be required for the purposes thereof:

23. To authorise the Commissioners to apply for the purposes of any such purchase, transfer, or vesting any moneys belonging to them, or which they are authorised to raise, and for such purposes to grant annuities and to raise further moneys by borrowing on mortgage or bond, and by the issue of debenture stock, and on the security of their rates, revenues, and property, or otherwise as shall be authorised by the Bill:

24. To provide if need be for the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company:

25. To vary or extinguish all rights and privileges which would in any way or manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges:

26. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, 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 Waterworks Clauses Acts, 1847, and 1863," "The Gasworks Clauses Acts, 1847 and 1871," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands:

27. 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 Llandudno Improvement Act, 1854," and all other Acts relating to or affected by the objects of the Bill :

28. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the waterworks proposed to be authorised by the Bill and plans of the lands to be taken compulsorily 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 the 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 Carnarvon, at his office at Carnarvon, and with the clerk of the peace for the county of Denbigh, at his office at Ruthin, 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 works, or any part thereof, will be situate, 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 with the parish clerk of each such 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 :

29. And notice is hereby also 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 9th day of November, 1875.

Reginald S. Chamberlain, Llandudno,
Solicitor for the Bill ;

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

East London Railway.

(Power to make substituted Junction with Great Eastern Railway; Joint Station at Shadwell; Further Provisions as to Agreements with Great Eastern, and London, Brighton, and South Coast Railway Companies; Amendment of Acts.)

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

To give effect to Section 5 of "the East London Railway Act, 1875," and to empower the Company to make and maintain the railway hereinafter described in substitution for the Great Eastern Up Junction and Brick-lane Junction respectively, authorised by the "East London Railway Act, 1865," together with all proper approaches, stations, sidings, works, and conveniences connected with the said intended railway (that is to say) :

A railway commencing in the parish of Saint Mary, Whitechapel, in the county of Middlesex; by a junction with the Railway No. 1 (main line) of the Company, authorised by "the East London Railway Act, 1865," as now in course of construction at or near the point where that railway is being carried under Oxford-street, and terminating in

the parish of Saint Matthew, Bethnal-green, in the same county, by a junction with the Great Eastern Railway at or near the west end of the bridge carrying that railway over the Cambridge-road.

which said intended railway and works will be wholly situate in the said parishes of Saint Mary, Whitechapel, and Saint Matthew, Bethnal-green, in the county of Middlesex.

To empower the Company and the Great Eastern Railway Company, or either of them, for the purpose of providing a joint station or joint station accommodation at Shadwell, to exercise the following powers (that is to say) :

To widen on the north side the existing viaduct and station of the London and Blackwall Railway, in the parish of St. George-in-the-East, in the county of Middlesex, from a point 40 yards, or thereabouts, westward from the bridge over Little Union-street, otherwise Morris-street, to a point 35 yards or thereabouts eastward from the bridge over Dean-street.

To acquire, by compulsion or agreement, certain lands and houses in the same parish and county, on the south side of and adjoining the said viaduct, and comprising station-place and the houses fronting on the south side of that place, and to widen to the extent of 3 yards or thereabouts on the south side thereof, the bridge carrying the said railway over Charles-street, in the same parish and county.

To stop up and discontinue as a public highway, and to extinguish all rights of way over Station-place aforesaid, and to vest the site and soil thereof in the said Companies or one of them.

And powers will also be applied for in the intended Act for all or some of the following purposes:—To purchase by compulsion or agreement lands, houses, and buildings, and easements therein, in the parishes aforesaid, for the purposes of the intended Act, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railway and works, or the objects of the intended Act, and to confer other rights and privileges.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and water-courses, within or adjoining to the parishes aforesaid, or either of them, which it may be necessary so to cross, stop up, alter, or divert for the purposes of the said intended railway and works, or other the purposes of the intended Act.

To stop up and discontinue as public highways or places, the roads, streets, highways, and places hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, that is to say: Bath-street, Bath-place, Thomas-passage, New-square, Pleasant-place, Reuben-street, Trafalgar-place, Summerford-street, Temple-terrace, and Temple-street, all in the said parishes of St. Mary, Whitechapel, and St. Matthew, Bethnal-green, or one of them, and to vest in the Company the sites and soil of so much of those roads, streets, and ways as or of any other roads, streets, and ways which they may stop up under the powers of the intended Act, and to extinguish all rights of way over the same.

Notwithstanding anything contained in "the Lands Clauses Consolidation Act, 1845," to purchase and take part only of any house, manufactory, warehouse, building, wharf, or other property, the whole of which may not be required for the purposes of the intended Act.

To deviate laterally from the line of the intended railway and works shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and to vary the rates of inclination shown on the said sections to such an extent in each case as may be prescribed or authorised by the intended Act, and for the purposes aforesaid to alter some of the provisions of "the Railways Clauses Consolidation Act, 1845."

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

To make further provisions with reference to the sale or lease of the superfluous lands of the Company, and so far as may be necessary with reference thereto to alter or amend the provisions of "the Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands.

To empower or require the Company to erect, or build, or purchase, or take upon lease, houses, or buildings for the accommodation of persons of the labouring classes who may be displaced by, or in consequence of, the construction of any of the works authorised by, or the execution of, any powers of the intended Act, and to sell, demise, or lease such buildings, and the lands upon which the same may be erected, or to hold and retain the same, and if need be, or thought advisable, to exempt the lands on which any such houses or buildings may be erected, and the Company in respect thereof, from the operation of "the Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To enable the Company to contribute towards the costs or expenses of erecting or providing any such houses or buildings as lastly above mentioned by any other Company, Corporation, body, or persons.

To rescind or vary the provisions of any existing agreement or agreements between the Great Eastern Railway Company and the Company, or persons on their behalf, and to empower the Company and the Great Eastern Railway Company to make further and other agreements with reference to the subject matter of any such existing agreement, and with reference to the construction and maintenance at Shadwell, and to make such other provisions in lieu of, or in addition to, the provisions of such existing agreements as may be prescribed in, or authorised by, the intended Act, and, if thought fit, to confirm any agreement or agreements relating to any of the matters aforesaid.

To empower the Company and the London, Brighton, and South Coast Railway Company, to enter into and carry into effect arrangements and agreements with reference to the working, use, management, maintenance, and direction of the intended railway, or of any part thereof, and the terms and conditions thereof, and with respect to the interchange, reception, forwarding, accommodation, and delivery of traffic between, of a joint station, or joint station accommodation over, and upon that railway and any other railway of the said Companies respectively, and

with respect to the fixing and collection of the tolls, rates, and charges to be demanded for or in respect of that traffic, and with respect to the division and apportionment of the receipts arising from such traffic, or otherwise or incidental to all or any of the matters aforesaid, and to confirm any such agreement already made, or which may be made before the passing of the intended Act, or to extend to the said intended railway the provisions of any existing working or traffic agreement between the said Companies relating to their respective undertakings, or either of them, or any part or parts thereof.

To empower the Company and the Great Eastern Railway Company to apply to the purposes of the said intended Act, or to any of those purposes in which they may respectively be interested, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors.

To alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts following; that is to say: the "East London Railway Act, 1865;" the "East London Railway (Additional Powers-Act, 1866);" the "East London Railway (Various Powers) Act, 1868;" the "East London Railway (Further Powers) Act, 1870;" the "East London Railway Act, 1874;" the "East London Railway Act, 1875;" and any other Act relating to the Company; and also "the Great Eastern Railway Act, 1862;" and "the Great Eastern Railway (Metropolitan Railways) Act 1870;" and any other Act relating to the Great Eastern Railway Company; and also the 9 and 10 Vict., cap. 253, and any other Act relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans and sections relating to the purposes of the intended Act, together with a book of reference thereto, and an Ordnance map showing the general course and direction of the intended railway and works, and also 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 so much of the said plans, sections, and book of reference as relates to the parish of Saint Mary, Whitechapel, and a copy of this notice published as aforesaid, will be deposited with the clerk of the Whitechapel District Board of Works, at his office in Great Alie-street, Whitechapel; and a copy of so much of the said plans, sections, and book of reference as relates to the parish of Saint Matthew, Bethnal-green, and a copy of this notice published as aforesaid, will be deposited with the vestry clerk of that parish, at his office at Church-row, Bethnal-green, in the said parish; and a copy of so much of the said plan, sections, and book of reference as relates to the parish of Saint-George-in-the-East, and a copy of this notice published as aforesaid, will be deposited with the vestry clerk of that parish, at his office at Cable-street, in the said parish.

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 18th day of November, 1875.

Wilson, Bristows, and Carpmael, 1, Copt-hall-buildings, London, Solicitors.

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

In Parliament—Session 1876.

Newport (Monmouthshire) Improvement. (Extension of Boundaries of Borough; Alteration of Number of Aldermen and Councillors; New or Altered Wards; Elections of Future Mayors; Dissolution and Transfer to Corporation of Property of Christchurch District Local Board of Health and Newport and Saint Woollos Burial Boad; Compensations to Clerk to Justices and Officers and Servants superseded, &c.; Agreements with Justices for Monmouthshire; New Street and Widening, &c., of Existing Streets; Stopping up Parts of Certain Streets; Enlargement of Town Hall; Purchase of Site of Free Library and Adjoining Property; Extension of Newport and Saint Woollos General Cemetery; Further Leasing Powers as to Newport Marshes; Acquisition of Newport Cemetery; Special Provision relating thereto; Purchase of Interests of Freemen and Widows of Freemen in Annuities, &c., mentioned in Section 5 of Newport (Monmouthshire) Corporation Act, 1855; Provisions as to Slaughter-houses, Chandleries, &c., and as to Houses, &c., used for Public Entertainments; Repair and Maintenance of Roads within the Borough; Compulsory Purchase of Lands; Application of Funds and Further Borrowing Powers; Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of Newport, in the county of Monmouth (in this Notice called "the Corporation"), for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

1. To extend the municipal boundary of the said borough, and to include within the borough additional portions of the parishes of Saint Woollos, and Christchurch, in the county of Monmouth, so that the boundary of the borough as so extended shall be as follows, viz. :—

The boundary between the parishes of Saint Woollos on the one side, and the parishes of Malpas and Bettws on the other side, from the centre of the River Usk to the point at which the said parish boundary crosses the western side of the road, numbered 36a, on the tithe commutation map of the parish of Saint Woollos (hereinafter referred to as "The Saint Woollos Tithe Map"); thence southward along the western side of that road to the northern fence of the Monmouthshire Canal; thence along that fence to the south-eastern corner of the field numbered 35 on the Saint Woollos Tithe Map; thence across the said Canal, and along the eastern fences of the fields numbered 32 and 31, and of the woods numbered 143a and 143 on the said map, to the south-eastern corner of the said wood, No. 143; thence westward along the north side of the road known as Barrack-road, to a point opposite the eastern corner of the field No. 131 on the said map; thence along the north-eastern and south-eastern fences of the last-mentioned field; thence along the southern or south-eastern boundaries of the fields or enclosures numbered respectively on the said map, 139, 155, 156a, 156, 157, 166a, and 166; thence crossing the Risca Turnpike-road, and thence along the southern boundary of the field numbered 168 on the said map, to a point therein 5½ chains or thereabouts from the south-western corner of that field; thence by an imaginary line, drawn to a point in the southern fence

of the field, numbered 211 on the said map, distant three chains from its south-western corner, thence eastward along the northern boundary of the Bassalleg Turnpike-road to the south-eastern corner of the Newport and Saint Woollos Cemetery; thence along the Parliamentary Boundary of the said borough to the northern side of the Cardiff Turnpike-road; thence along the northern or north-western side of that road to the point where it is joined by the occupation road numbered 420 on the Saint Woollos Tithe Map; thence along the western and southern sides of that occupation road to the western fence of the Great Western Railway; thence along that fence of the railway to the centre of the River Ebbw; thence along the centre of that river to its confluence with the River Usk; thence along the centre of the River Usk to the southernmost point in the said river of the boundary between the parishes of Christchurch and Nash; thence eastward along the said parish boundary to the road leading from Liswerry Common to Nash; thence northward along the eastern boundary of the ecclesiastical district of Maindee to the south-eastern corner of the field numbered 457 on the tithe commutation map of the parish of Christchurch (hereinafter called "The Christchurch Tithe Map"); thence along the southern or south-western boundaries of the fields numbered 457, 455, 406, and 405, on that map; thence along the northern boundaries of the fields numbered 410 and 412 on that map; thence across the Caerleon Turnpike-road, and along the northern boundary of the field numbered 422 on the same map; thence northward along the eastern boundaries of the fields numbered 396 and 395 on the same map; thence along the northern boundaries of the fields numbered 395 and 394 on the same map; thence west to the centre of the River Usk, and thence northward along the centre of that river to the point of commencement as aforesaid of the boundary of the borough as now describing.

And to provide that if at any time hereafter the course of the said River Ebbw be altered under the powers of any Act already passed, or hereafter to be passed, the centre of the said river, as so diverted, shall be thereupon substituted for the centre of the river as now existing, as part of the boundary of the borough.

2. To extend and apply to and throughout the extended borough (hereinafter referred to as "the Borough") the powers, rights, privileges, authorities, and duties of the Corporation as a municipal body, and of the Corporation acting in execution of any local Acts in force, or as the sanitary authority within the existing borough, and of their officers and servants, and of the justices and constables of the existing borough, and all enactments, bye-laws, regulations, and orders in force within or applicable to the existing borough.

3. To alter or increase the existing number of aldermen and councillors, and to make provision as to their qualification, election, and retirement, and to apportion them among the new ward or wards, or altered, enlarged, and extended wards hereinafter mentioned.

4. To create a new ward or wards out of the extended limits, or to divide the whole of the borough as proposed to be extended as aforesaid, into entirely new wards, or to alter, enlarge, and extend the limits of the existing wards or of some of them, and to alter the existing mode of making out the ward lists.

5. To provide for the deposit of plans of the borough, and of the wards into which it will or may be divided, and to make certified copies of, or extracts from, such plans, evidence in all courts of justice.

6. To make provision with reference to the time and mode of election of future mayors of the borough.

7. To exempt lands, houses, and hereditaments within the borough from highway rates, and from the jurisdiction of and from rates to be made by the sanitary authority of any parish, district, or place to be included within the borough.

8. To dissolve the Local Board of Health for the district of Christchurch and the Newport and Saint Woollos Burial Board (hereinafter referred to as "The Local Board" and "The Burial Board" respectively), and to transfer to and vest in the Corporation the lands, rights, privileges, powers, duties, liabilities, property claims, and demands of the Local Board and the Burial Board respectively.

9. To enable the Corporation to make compensation to the Clerk to the Justices for the county divisions of Newport and Christchurch for any loss of fees to be sustained by him by reason of the provisions of the Bill, and to officers or servants of the Local Board and the Burial Board respectively, to be hereafter superseded or removed, and to incapacitated officers and servants of the Corporation.

10. To empower the Corporation and the Justices of the Peace for the county of Monmouth, from time to time, to enter into and carry into effect and rescind contracts and agreements with respect to the management, repair, and maintenance of any roads and county or hundred bridges now under the jurisdiction of such justices, and to apply their respective funds and monies accordingly.

11. To authorise the Corporation to make and maintain the works hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say :

(a.) A new street wholly in the township of the borough of Newport, in the parish of Saint Woollos aforesaid, commencing by a junction with the High-street, Newport, at or near the point at which that road is carried by bridges over the Monmouthshire Railway and Canal, and terminating in Dock-street, at a point about 100 feet southward from its junction with Llanarth-street.

(b.) The widening (in the township of the borough of Newport) of the street or road known as Pentonville, on the southern side thereof, such widening to commence at or near the junction of the road known as Goldtops-road, with Pentonville, and to terminate at or near the house No. 2, on the east side of Pentonville.

(c.) The widening in the same township of the said street or road known as Pentonville, on the north side thereof, such widening to commence at or near the west side of the house numbered 19, in Pentonville, and to terminate at or near the east side of the house numbered 17, in Pentonville, and known as the Horse and Jockey Inn.

(d.) A widening in the township of the borough of Newport of Baneswell-road from the north-eastern corner of the open ground of Baneswell-square, to the western side of the Black Horse Inn, numbered 21, in that square.

(e.) A widening and alteration in the said parish of Saint Woollos, of the street or road

known as Mill-parade, on the northern side thereof, from the west side of the premises numbered 26, in Mill-parade, to a point about 110 feet eastward from the east side of the main gates of the works of the Isca Foundry Company.

12. To authorise the Corporation for the purposes of the proposed works or any of them, or any part or parts thereof respectively, to purchase and acquire lands, houses, and hereditaments by compulsion, and also by agreement, and to purchase or take a part only of any house or building, the whole of which it may not be necessary for them to acquire for the purposes of the proposed works; and the Bill will or may extinguish all rights, easements, or privileges in, over, or affecting any such lands, houses, or hereditaments.

13. To empower the Corporation to stop up and discontinue as public highways.

(a.) So much of Market-street as lies between the intended New-street above described and the Monmouthshire Railway.

(b.) So much of Upper Merchant-street as lies between the intended new street and Market-street.

(c.) So much of Union-lane as lies between the intended new street and Canal Parade.

14. To empower the Corporation to make all necessary and convenient junctions and communications with existing streets, intersected or interfered with by or contiguous to the intended works or any of them, and to divert, widen, or alter the lines and levels of any existing streets for the purpose of connecting the same with the said works or any of them, or of crossing under or over the same or any of them or otherwise; and to alter any step, door, or entrance into any house or building adjoining or belonging to any premises rendered necessary by the execution of the intended works or any of them, or any part or parts thereof respectively; and to deviate laterally and vertically from the lines and levels of those works respectively, and to cross, divert, alter, or stop up (whether temporarily or permanently) all roads, highways, streets, lanes, passages, places, railways, tramways, watercourses, streams, canals, rivers, navigations, bridges, sewers, mains and pipes, which it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended works, or any of them or of the Bill.

15. To extinguish all public and private rights of way, over, and to vest in the Corporation the sites and soil of all or any roads, highways, streets, lanes, passages, and places to be permanently diverted, or stopped up under the powers of the Bill, or rendered useless by reason of the proposed works, or any of them.

16. To make provision as to the line and elevation of buildings, walls, or fences from time to time erected, or altered to or towards the front of any street made, widened, or improved under the powers of the Bill, and for regulating or prohibiting openings, or communications to or with any such street.

17. To authorise the Corporation to enlarge, extend, and improve the Town Hall, and for that purpose to purchase, or acquire by agreement or otherwise, and to hold the lands, houses, and hereditaments following, or some part or parts thereof, respectively, that is to say :—

Certain lands, houses, and hereditaments in the township of the borough of Newport aforesaid, in the rear of the Town Hall, and bounded on or towards the north by the premises numbered respectively 18 to 23 in Corn-street, on or towards the east partly by the east side of the premises numbered 3

in Oliver-square, and partly by the east side of the passage leading from Merchant-street to Oliver-square, on or towards the south by the front line of the houses numbered 7 to 16, in Merchant-street, and on or towards the west by the front line of the premises numbered 1 to 6 in Merchant-street, and of the stable adjoining towards the north, the said premises No. 1, Merchant-street.

18. To extinguish all public and private rights of way in, over, or affecting, and to empower the Corporation to stop up that part of Merchant-street above-mentioned to which the back of the Town Hall abuts.

19. To enable the Corporation to purchase by agreement or otherwise the fee simple and reversion, and any outstanding estate or interest in or affecting certain lands in the township of the borough of Newport aforesaid, part thereof being the site of the Free Library maintained by the Corporation, and other part thereof being the houses and premises numbered 47, 48, 49, and 50, in Commercial-street.

20. To enable the Corporation to extend and enlarge the cemetery of the Burial Board to be transferred to and vested in the Corporation by the Bill, and for that purpose to purchase, take, or acquire by agreement or otherwise, and to use for the purposes of burial the lands next hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:—

So much and such parts of the fields numbered respectively on the Saint Woollos Tith Map 206, 211, 212, and 213, as lies or would lie to the eastward of an imaginary line drawn parallel to the western boundary of the said cemetery, from the north side of the Bassalleg Turnpike Road at a point about seven chains from and westward of the south-western corner of the said cemetery.

And to extinguish all public or other rights of way, or other rights or easements, in, over, or affecting those lands, or any of them, or any part or parts thereof.

21. To amend or repeal section 3 of "The Newport (Monmouthshire) Corporation Act, 1855" (hereinafter called "the Act of 1855"), and to enable the Corporation to demise and lease the whole or any part or parts of the piece of land called Newport Marshes, referred to in that section, for such term or terms of years as they may think fit, or as may be prescribed by the Bill.

22. To empower the Corporation to purchase and acquire by Agreement or otherwise the cemetery known as the Newport Cemetery, and the lands held or occupied therewith or adjoining the same, situate in the parish of Saint Woollos in the county of Monmouth, and abutting on or towards the north on houses and premises in Jones-street on or towards the east on the public footpath leading from Jones-street to Clifton-road, on or towards the south on Clifton-road, and on or towards the west, partly on Clifton-place and partly on a garden at the northern end of that place and to enable the proprietors or owners of the said cemetery and lands, or any part or parts thereof, to sell and convey the same or their respective estates, rights, and interests therein to the Corporation, and to provide for the settlement of the terms and conditions of any such purchase and sale, by a majority of the proprietors or owners of the premises included in the respective purchase or sale or by a committee to be appointed by such majority on behalf of the whole body of such proprietors or owners, and to enable such majority or committee

to enter into and carry into effect contracts or agreements with the Corporation for or with respect to any such purchase and sale, and to make such contracts or agreements binding on the whole body of proprietors or owners aforesaid.

23. To enable the Corporation to acquire by agreement any estate, right, privilege, or easement, in, to, or in respect of, any vault, grave, tomb, tombstone, or monument, or the maintenance thereof respectively in Newport Cemetery aforesaid.

24. To authorise or require the Corporation to keep the said Cemetery, and the lands adjoining the same, or some part or parts thereof respectively, and to allow the same to be used and enjoyed as an Ornamental Garden for the recreation of the public, and to empower the Corporation to enclose and lay out, improve and maintain the same accordingly; and with the consent of the heirs or personal representatives of any person whose remains are interred therein, or (in such cases as shall be specified in the Bill) without consent, to remove any tombstone or monuments therein.

25. To empower the Corporation from time to time to make, vary, rescind and by the imposition of penalties or otherwise enforce bye-laws, rules and regulations for the appointment and regulation of keepers and servants to be employed in or about the said Ornamental Garden, the prevention of injury to or the defacement or disfigurement of the Garden or any building or thing therein, the preservation of order and good conduct amongst persons frequenting the said Garden, and for regulating the times of admission thereto and all other necessary and proper purposes.

26. To make provision requiring or enabling the Freemen of the Borough, and the Widows of Freemen who may from time to time be entitled to or to share or participate in the Annuities, Rent Charge, Dividends, Interest and Rent or other monies or payments mentioned and provided for by the Fifth Section of the Act of 1855, to sell their respective rights and interests therein to the Corporation, and empowering and enabling the Corporation to purchase the same accordingly, and to provide for the mode of ascertaining, and for the application and distribution of the Purchase-money or Compensation to be paid by the Corporation upon such Sale and Purchase.

27. To make provision or further provision as the case may be, as to the removal of Slaughter Houses, Chandleries, and buildings used for the melting of tallow, and for other offensive trades, and to enable the Corporation, or their officers or servants, to enter upon and take the same.

28. To prohibit the keeping or using of any house, room, garden, or other place within the borough, for public dancing, music, or other public entertainment without license, and to impose penalties upon the persons occupying or rated as the occupiers of any house, room, garden, or place, so kept or used without license, and to make other provisions with respect to and for the good government and management of the same, and as to the hours during which the same shall be allowed to be open, and to enable the Corporation to make and enforce bye-laws with respect to all or any such matters.

29. To make provision for the repair and maintenance by the Corporation as ordinary highways within the borough, of all or any roads in the borough now repaired or maintained by the Tredegar Wharf Company, or by any person or persons, and for vesting in and the repair and maintenance by the Corporation of any sewers and drains under any such roads, not already vested in them, and for the repair of such roads by

the proprietors or owners of the adjoining houses or lands before or after such roads are vested in the Corporation, and as to the continuance, maintenance, and use, or the removal or regulation of the lines of rails, and sidings now in or upon any such roads, and for the settlement by arbitration or otherwise, of differences between the Corporation and the Tredegar Wharf Company, or any person or persons with respect to all or any of the matters aforesaid.

30. To empower the Corporation to erect or build, or purchase, or take upon lease, houses or buildings for the accommodation of persons belonging to the labouring classes who may be displaced by or in consequence of the execution of any of the works authorised by, or the exercise of any of the powers of, the Bill; and to contribute towards the cost or expenses of erecting or providing any such houses or buildings by any Company, body, or persons.

31. To enable the Corporation to appropriate and use for any of the purposes of the Bill other than purposes of a Cemetery any lands from time to time forming part of their Corporate Estates, or vested in them as a Sanitary Authority.

32. To empower the Corporation to appropriate and lay out for building purposes or for any other purpose or purposes, to be prescribed by the Bill, the whole or any portion or portions of the lands, houses, and hereditaments now vested in or acquired by them under, and not required for the purposes of the Bill, and to sell or exchange and absolutely dispose of, or otherwise, at their option, demise or grant upon building leases, or other leases, any such lands, houses, and hereditaments, and (if thought necessary or desirable) to exempt the Corporation and the lands to be so appropriated as aforesaid from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

33. To authorise the Corporation for the purposes of the Bill, and in payment of the costs of promoting the same, to apply their corporate funds and all or any monies which they are now authorised to borrow under any existing Act or Acts, or over which they have control, or any tolls, rates, and charges which they are now authorised to levy, and to borrow further monies by mortgage or otherwise upon the security of the borough fund, borough rate, district fund account, and general district rate, and of all or any lands, houses, hereditaments, property, or revenue of the Corporation, or under their management or control, and to authorise the Corporation to raise any money which they may be authorised to raise under the powers of the Bill or otherwise by the creation and issue of Debenture Stock.

34. To vary or extinguish all rights and privileges which would be inconsistent with or interfere with any of the objects of the intended Bill, and to confer other rights and privileges.

35. To incorporate with the Bill the provisions, or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and to apply to the Works to be authorised by the Bill, and to the Corporation the provisions, or some of the provisions, of the Railways Clauses Consolidation Act, 1845, "with respect to the construction of the Railway and the Works connected therewith," and "with respect to the temporary occupation of lands near the Railway during the construction thereof," and to amend, alter, extend, or repeal the provisions, or some of the provisions of the following local and personal Acts of Parliament, that is to say: 7 Geo. IV., cap. 6, and 18 Vict., cap. 41, relating to the Corporation and the

Acts of 32 and 33 Vict., cap. 150, and 36 Vict., cap. 1, and the provisional orders relating to the existing borough confirmed thereby.

36. And Notice is hereby also given that on or before the 30th day of November, 1875, plans and sections of the Works proposed to be authorised by the Bill showing the situation and levels thereof, and plans showing also the lands intended to be compulsorily taken under the powers of the Bill, 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 so to be taken, 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 Monmouth, at his office, at Newport, 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 Books of Reference respectively as relates to each Parish, and extra parochial place in or through which the said Works, or any part thereof are, or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice as published in the *London Gazette*, will be deposited for public inspection in the case of each such Parish, with the Parish Clerk thereof at his residence, and in the case of each such extra parochial place, with the Parish Clerk of some Parish immediately adjoining thereto at his residence.

37. 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, 1875.

Thomas Woollett, Town Clerk, Newport
(Mon).

J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Sidmouth Railway.

Power to Construct New Railways and to Levy Tolls—Running Powers into Exmouth Station—Working Arrangements with London and South Western Railway Company—Sale to or Amalgamation with that 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 Sidmouth Railway Company (hereinafter called "the Company"), for an Act for the purposes following, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or one of them, with all proper stations, sidings, approaches, works, and conveniences, connected therewith, (that is to say):

A Railway No. 1, commencing in the parish of Sidmouth, in the county of Devon, by a junction with the existing siding of the Company, leading to the horse and carriage landing on the western side of the station yard at Sidmouth Station, at the termination of that siding, and terminating at Budleigh Salterton, in the parish of East Budleigh, in the same county, in a field called Long Case, in the occupation of William Hill Copplestone, and numbered 437 on the tithe commutation map for the parish of East Budleigh, at a point thereon 2 chains or thereabouts south-west of the road known as Greenway-lane.

A Railway No. 2, commencing in the parish of

East Budleigh, in the said county of Devon, by a junction with Railway No. 1 at the termination thereof, as above described, and terminating at Exmouth, in the parish of Withycombe Rawleigh, in the same county, by a junction with the Exeter and Exmouth line of the London and South Western Railway Company, at a point thereon 10 chains or thereabouts in a northerly direction from the northern end of the passenger platform at the Exmouth Station on that railway.

Which said intended railways will pass from, in, through, or into, or be situate within the several parishes and extra-parochial, or other places following, or some of them (that is to say):—Sidmouth, Otterton, East Budleigh, Budleigh Salterton, Littleham and Exmouth, and Withycombe Rawleigh, all in the county of Devon.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements therein, in the parishes and other places aforesaid, for the purposes of the intended railways and works.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings 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, or other places which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the intended Act.

To empower the Company to deviate from the line and levels of the intended railways to a greater extent than is authorised by the Railways Clauses Consolidation Act, 1845.

To authorise the Company to levy tolls, rates, or charges for or in respect of the said railway and works, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company to run over and use with their engines, carriages, and servants, and for purposes of traffic of every description, so much of the said Exeter and Exmouth Line of the London and South Western Railway Company as lies between the termination of Railway No. 2 and the Exmouth Station, including that station, on such terms as may have been or may be agreed on, or as may be authorised or provided for by 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 and privileges attached thereto, or by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to the Company.

To enable the Company and the London and South Western 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, 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.

To provide that the articles of agreement between the Company of the one part and the London and South Western Railway Company of the other part, scheduled and confirmed by the Sidmouth Railway Act, 1871, be applicable to the railways to be authorised by the intended Act, or one of them, or some part or parts thereof, and if need be to alter and vary those articles of agreement.

To incorporate with, or to re-enact in the intended Act, and extend to the railways thereby authorised, subject if need be to alterations and modifications, all or some of the enactments of the said Sidmouth Railway Act, 1871, and particularly to extend to the intended railways sections 40 and 41 of that Act, as to working arrangements between the Company and the London and South Western Railway Company.

To authorise or provide for the sale and transfer to the London and South Western Railway Company, upon such terms and conditions as have been, or may be, agreed upon, or as may be prescribed by the intended Act, of the undertaking, property, rights, powers, and interests of the Company, including any land and property to be purchased or acquired by the Company, and any works and buildings to be constructed and erected by them for the purposes of the railways to be authorised by the intended Act, and to transfer to, and vest in, the London and South Western Railway Company all the powers of the Company with respect to their authorised undertaking, and to the said intended railways, and especially powers for the purchase of land by compulsion or by agreement, and powers for constructing or completing those railways, or either of them, or any part or parts thereof, respectively, and for taking and levying tolls, rates, and charges in respect thereof, and the benefit of all contracts and agreements made or entered into, or notices given by the Company with respect to the said railways, or any of them.

To provide for the union and amalgamation of the undertaking, railways, works, proprietaries, stocks, shares, and property of the Company, or some part or parts thereof, with the undertaking, railways, works, proprietaries, stocks, shares, and property of the London and South Western Railway Company, upon such terms and conditions as have been or may be agreed upon by them or as may be prescribed by the intended Act, and to enable the London and South Western Railway Company to exercise and enjoy all or some of the rights, powers, and privileges of the Company, and if need be to provide for the dissolution of the Company.

To vary the tolls, rates, and charges which the Company and the London and South Western Railway Company are respectively now authorised to take, and to authorise the taking and levying of new tolls, rates, and charges upon or in respect of their respective undertakings, or any part or parts thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls rates, and charges.

To make provision for and as to the payment of the rent, purchase money, consideration, or other moneys, upon or in respect of any sale or transfer to the London and South Western

Railway Company, to be authorised by the intended Act, of the whole or any part of the undertaking of the Company, or upon or in respect of any amalgamation to be authorised by the intended Act of the undertaking of the Company with the undertaking of the London and South Western Railway Company, and for exempting or discharging the London and South Western Railway Company from being bound to see to the application or being responsible for the nonapplication or misapplication of any such rent, purchase money, consideration, or other moneys, and for enabling the Company to make due distribution and application of such rent, purchase money, consideration, or other moneys.

To authorise agreements between the Company and the London and South Western Railway Company with reference to all or any of the matters aforesaid, and to confirm, sanction, and give effect to any agreement or agreements that may have been or may be entered into with reference thereto before the passing of the intended Act.

To alter, amend, or repeal "The Sidmouth Railway Act, 1871," and any other Act or Acts relating to the Company, and also the Local and Personal Act 4 and 5 William IV, cap. 88, and any other Act relating to the London and South Western Railway Company.

Duplicate plans and sections showing the line situation and levels of the railways and the lands or houses in and through which they may be made, with a book of reference to such plans, and an Ordnance map showing the general course of the intended railways, 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 Devon, at his office at Exeter, and 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 railways will be made, or in which any lands or houses proposed to be taken are situate, and a copy of this notice, as so published, will, on or before the same day, be deposited with the parish clerk of such parish at his place of abode, except as regards the parish of Withycombe Rawleigh, in respect of which the deposit will be made with the vicar of the parish, 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.

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 eighteenth day of November, 1875.

Wilson, Bristows, and Carpmael, 1, Copt-hall-buildings, London, Solicitors.

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

In Parliament.—Session 1876.

Charnwood Forest Railway.

(Branch Railways near Coalville; Diversion of part of authorised Line of Loughborough; Additional Capital; Working Arrangements with other Companies; Running Powers; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session by the Charnwood Forest Railway Company (hereinafter called the Company) for an Act to authorise them to make and maintain the following railways, with all proper stations, approaches,

works and conveniences connected therewith respectively:—

Railway No. 1. A railway commencing in the township of Hugglescote and Donington, in the parish of Ibstock, in the county of Leicester, by a junction with the Railway No. 1 authorised by "the Charnwood Forest Railway Act, 1874," at or near the place where such authorised railway crosses the public highway leading from Bardon to Coalville, being distant twelve chains or thereabouts, measured along the said highway in a westerly direction from the point where such highway is crossed by the public road from Greenhill to Hugglescote, and terminating in the same township and parish at or near the fence on the easterly side of a field belonging to John Tayleur committee of the estate of William Houlbrook Tayleur, and occupied by Godfrey Moore, and numbered 7 on the plans of the Charnwood Forest Railway, deposited with the Clerk of the Peace for the county of Leicester, in the month of November, 1873, about four chains measured along the said fence in a northerly direction from the fence on the northern side of the Leicester and Burton Branch of the Midland Railway Company.

Railway No. 2. A railway commencing by a junction with the intended Railway No. 1, at the termination thereof before described, and terminating in the said township of Hugglescote and Donington in the parish of Ibstock, by a junction with the joint line of railway of the London and North Western and Midland Railway Companies (leading from the Leicester and Burton Branch of the Midland Railway to Shackerstone), at or near the bridge which carries the said joint line over the highway formerly the Leicester and Ashby-de-la-Zouch turnpike-road.

Railway No. 3. A railway commencing by a junction with the intended Railway No. 1, at the termination thereof before described, and terminating in the said township of Hugglescote and Donington, in the parish of Ibstock, by a junction with the private tramway or mineral siding to the Bardon Hill granite quarry of Messrs. Ellis and Everard, at or near the place where the same crosses the highway from Bardon to Coalville.

Railway No. 4. A railway (being a diversion of a portion of the authorised Charnwood Forest Railway No. 2, to be wholly situate in the parish of Loughborough, in the county of Leicester, commencing by a junction with the said authorised line, at or near the point indicating nine miles, five furlongs, from the commencement as shown on the plans thereof, deposited with the Clerk of the Peace of the county of Leicester, in the month of November, 1873, and terminating by a junction with the Midland Railway, at or near the bridge which carries the public road known as Meadow-lane over that Railway, being about 600 yards, measured along that Railway, in a north-westerly direction from the booking office at Loughborough Station.

The said intended railways will pass from, through, or into, or be situate within the parishes, townships, and places of Whitwick, Ibstock, Hugglescote and Donington, and Loughborough, in the county of Leicester, or some of them.

The intended Act will empower the Company to abandon so much of their authorised line as was intended to be situated between the termination thereof, near Loughborough, and the commencement of the proposed new Railway No. 4 hereinbefore described.

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, 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 authorised to be raised under "the Charnwood Forest Railway Act, 1874," and to raise additional capital by ordinary or preference shares, and by borrowing.

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 payments of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the intended Act; so much of the Midland Railway as is situated between the Loughborough Station thereon, and the termination of Railway No. 4 before described, including the Loughborough Station; and so much of the Leicester and Burton branch of the Midland Railway as is situated between the point of junction therewith of the railway authorised by and secondly described in the Charnwood Forest Railway Act, 1874, and the junction with the same branch of the said joint line of the London and North Western and Midland Railway Companies, leading therefrom to Shackerstone, including the station at Coalville, together with all other stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively.

And the intended Act will authorise the Company, and the Midland Railway Company, and the London and North Western Railway Company, or either of such Companies, to make and carry into effect contracts, agreements, and arrangements for or with reference to the maintenance, working, and using by either of the contracting Companies of the railways and works of the Company, and some part or parts of the railways and works of the other Companies and with reference to the regulation, management, interchange, and transmission of the traffic thereon, the supply and maintenance of engines, rolling stock, and plant, the fixing, collecting, payment, division and appropriation of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

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 the intended Act will vary the number and quorum of directors of the Company, and otherwise amend or repeal all or some of the provisions of "the Charnwood Forest Railway Act, 1874," and also of the Act 9 and 10 Vic., cap. 204, and of all other Acts relating to the London and North Western Railway Company, the Act 7 and 8 Vic., caps. 18 and 59, and of all other Acts relating to the Midland Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1875, plans and sections of the said intended railways and works, together with a book of reference to such plans, a 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 Leicester, at his office at Leicester, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, 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 any extra parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 18th day of November, 1875.

Wm. Harper, Bury;

W. White Goode, Loughborough,

Solicitors.

*William Bell, 27, Great George-street,
Westminster, Parliamentary Agents.*

In Parliament.—Session 1876.

Sittingbourne and Maidstone Railway.

(Incorporation of Company; Power to make Railways in the county of Kent; Compulsory purchase of Lands; Tolls; Power to enter into working and traffic agreements with, and to run over and use portions of railways of London Chatham and Dover and Sevenoaks Maidstone and Tunbridge Railway Companies; to extinguish rights and privileges; 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 referred to as "the Company"), and to confer on the Company all necessary powers for carrying into effect the following purposes, or some of them; that is to say:—

To make and maintain the Railways, hereinafter mentioned, or one of them, or some part or parts thereof, together with all necessary stations, approaches, works, and conveniences connected therewith respectively; that is to say:—

Railway (No. 1).—A railway, commencing in the parish of Milton, in the county of Kent, by a junction with the main line of the London, Chatham, and Dover Railway, at a point, measured along the centre line of

that railway, 150 yards or thereabouts south-eastward of the mile post on that railway denoting eleven miles from Strood, and terminating in the parish of Maidstone, in the same county, in a field or market garden in the occupation of William Obadiah Hall, which said field is situate at the junction of Vinters-road with the Sittingbourne-road, and is bounded on the north side by the said Vinters-road, and on the west side by the said Sittingbourne-road, at a point in and on or near the western side of the said field 100 yards or thereabouts south-west of the said junction of Vinters-road with the Sittingbourne-road, measured along the western boundary wall of the said field, and which said intended Railway will pass, from, in, through or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Sittingbourne, Milton, Bobbing, Key Street, Borden, Tunstall, Bredgar, Milsted, Frinsted, Bicknor, Hucking, Wormshill, Hollingbourne, Broad Street, Bearsted, Otham, Detling, Thornham, Ware Street, Weaving Street, Boxley, and Maidstone, all in the county of Kent.

Railway (No. 2).—A railway, wholly situate in the said parish of Maidstone, in the county of Kent, commencing by a junction with Railway (No. 1) at its point of termination, and terminating by a junction with the Sevenoaks, Maidstone, and Tunbridge Railway, at its point of commencement or termination at Maidstone.

To empower the Company to make such junctions and communications with, or openings in and alterations of the rails and works of the London Chatham and Dover Railway Company (hereinafter called "the Chatham Company"), and of the Sevenoaks Maidstone and Tunbridge Railway Company (hereinafter called "the Maidstone Company"), or either of those Companies, and otherwise to interfere with the rails, works, and lands of those Companies as may be necessary for effecting the objects and purposes of the intended Act, and to regulate such junctions and communications and the use thereof.

To purchase and take by compulsion or agreement for the purposes aforesaid, or any of them, lands, houses, and other property; to vary and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them; and to confer other rights and privileges, and also to cross, alter, divert, and stop up, whether temporarily or permanently, such turnpike, or other roads, railways, tramways, streets, paths, passages, rivers, canals, navigations, brooks, streams, sewers, pipes, waters, and watercourses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railways, or the works, approaches, stations, or conveniences connected therewith respectively.

To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans hereinafter mentioned, or as may be prescribed by the intended Act, and also to deviate vertically from the levels shown upon the sections hereinafter mentioned.

To levy tolls, rates, and duties upon or in respect of the said intended railways, and for the conveyance of passengers, animals, and goods thereon, and to confer exemptions from the payment of such several tolls, rates, and duties, and

to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand and the Chatham Company and Maidstone 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 by the contracting Companies, or any or either of them, 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, or either of them, 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 agreements already made, or which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

To enable the Company, and all Companies, and persons lawfully using the railways of the Company, to run over and use with their engines, carriages, waggons, and trucks, and for traffic of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the intended Act, the station at Maidstone of the Maidstone, or Chatham Company, together with the watering places, booking offices, warehouses, wharves, sidings, works, and conveniences connected therewith; and all or any part of the Sittingbourne and Sheerness Railway, including the branch railway to Queenborough, of the Chatham Company, and so much of that Company's main line of railway as lies between the point of junction therewith of the said Railway (No. 1) and that Company's station at Sittingbourne together with all or any of the stations, watering places, booking-offices, warehouses, landing-places piers, wharfs, quays, sidings, junctions, works and conveniences connected therewith respectively, or any or either of them.

The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself all necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "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, enlarge or repeal so far as may be necessary for the purposes aforesaid all or some of the provisions of the several local and personal Acts relating to the Chatham Company, or its undertakings, viz., 19 and 20 Vict., cap. 75; 20 and 21 Vict., cap. 151; 22 and 23 Vict., cap. 90; 24 and 25 Vict., cap. 127; 29 and 30 Vict., cap. 283; 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 28 and 29 Vict., cap. 268; 30 and 31 Vict., cap. 209; 32 and 33 Vict., cap. 116; 34 and 35 Vict., cap. 131; 36 and 37 Vict., cap. 14; 37 and 38 Vict., cap. 114, and all other Acts relating to or affecting the Chatham Company, and of the Act 22 and 23 Vict., cap. 45, 25 and 26 Vict., cap. 166; 27 and 28 Vict.,

cap. 129; 30 and 31 Vict., cap. 184, 33 and 34 Vict., cap. 98, 35 and 36 Vict., cap. 142, 36 and 37 Vict., cap. 35; 37 and 38 Vict., cap. 113; 38 and 39 Vict., cap. 203; and all other Acts relating to or affecting the Sevenoaks Maidstone and Tunbridge Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections describing the lines and levels of the intended works, and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands and houses; also an Ordinance map with the lines of railway delineated thereon, shewing 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 Kent, at his office at Maidstone, 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 proposed works will be made, and in which any lands or houses intended to be taken are situate, and also a copy of this notice as 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 intended Act or Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1875.

G. L. P. Eyre and Co., 1, John-street,
Bedford-row, London, Solicitors.
Durnford and Co., 45, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Plymouth Dock (Devonport) Waterworks.
(Provisions as to Constant Supply of Water, and for Preventing Waste, Misuse, and Contamination of Water, and with respect to Fittings, Meters, &c.; Alteration and Adjustment of Rates, &c.; Powers to Raise and Apply Moneys; Change of Name of Company; Incorporation of General Acts; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Company of Proprietors of the Plymouth Dock Waterworks (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To confer upon the Company all necessary powers for affording throughout the whole or any part of their limits of supply a constant supply of water, and for preventing the waste, misuse, and contamination of the water of the Company.

2. To empower the Company from time to time to make, alter, and rescind regulations for preventing the waste, misuse, and contamination of the water of the Company, and for prescribing the character of water fittings to be used by the consumers, and to impose penalties for the breach of any such regulations, and to interdict the use of improper water fittings, and to authorize the Company, their officers, agents, and servants to enter upon and examine lands, buildings, and other premises supplied with water by the Com-

pany, and to execute such works as shall be found requisite for preventing the waste, misuse, or contamination of the water of the Company.

3. To authorize the Company for the purposes of the Bill, and for the purpose of making and maintaining filtering beds and other works, and for the general purposes of their undertaking, to raise further money by the creation of new shares or stock in their undertaking, either with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by contribution, and by borrowing on mortgage, or bond, or by the creation of debenture stock, and to apply for such purposes their existing funds and revenues, or any money which may come into their hands, or be under the control of their Directors.

4. To authorize the Company to alter, increase, adjust, reduce, and fix the rates, rents, charges, and remunerations which the Company may levy, make, or receive for the supply of water for domestic trade, shipping, sanitary, and public purposes, or any of them, and to authorize the Company to sell water by measure and by agreement, and in bulk or otherwise, and to provide meters and fittings, and to charge rents or remunerations for the same, and to make provision for the ownership and protection of such meters and fittings and the pipes and connections belonging thereto or connected therewith.

5. To change the name of the Company.

6. 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 Bill, and to confer, vary, and extinguish other rights and privileges.

7. To incorporate with the Bill, and make applicable to the Company and their undertaking, all or some of the provisions of the Companies Clauses Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Waterworks Clauses Acts, 1847 and 1863, with such alterations and amendments as may be thought expedient, and as may be prescribed by the Bill.

8. To alter, amend, extend, and enlarge, and, if need be, to repeal the provisions, or some of the provisions, of the Act 33 Geo. III., cap. 85, and any other Act relating to or affecting the Company and their undertaking.

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 16th day of November, 1875.

Allan B. Bone and Son, Ker-street, Devonport, Solicitors for the Bill.

Tbogood and Ball, 16, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Tunbridge Wells Gas Company.
(Purchase by compulsion or agreement of new Gas Lands and other Lands; new road; diversion of footpath; power to sell superfluous lands; application of funds, &c.; 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 authorise the Tunbridge Wells Gas Company (in this notice called "the Company") to purchase, take on lease, or otherwise acquire compulsorily or by agreement, the lands and hereditaments hereinafter described, situate in the parish

of Tunbridge, in the county of Kent, or some part or parts thereof respectively, that is to say:—

Certain pieces or parcels of land (hereinafter referred to as "The New Gas Lands"); containing seven acres, or thereabouts, being the lands numbered respectively 2,908*a* and 2,909*b* on the Tithe Commutation Map of 1838 for Tunbridge parish; and so much and such parts of the lands numbered 2,910*c* on that map, and of the lands numbered 2,916 and 2,996 on the Tithe Commutation Map of 1838 for the same parish, as would lie south of a line drawn eastward from and at right angles to the eastern fence of the South-Eastern Railway (from a point 14 yards north of the point at which the public footpath in the said land numbered 2,908*a*, crosses the said railway fence) to the Calverley Brook, and lie westward of the said brook, and all which lands belong, or are reputed to belong, to William Arthur Smith, Esq.

2. To empower the Company to construct and maintain, and from time to time to alter, improve, enlarge, extend, and renew or discontinue upon the new Gas Lands, or some of them, or some part or parts thereof respectively, gas works and works connected therewith, including works for the manufacture, conversion, or utilization and distribution of materials used in and about the manufacture of gas and of residual products resulting from such manufacture, and upon those lands to manufacture gas, and to manufacture, convert, utilise, and distribute such materials and residual products as aforesaid, and also on those lands and other lands to store gas and erect houses and other buildings.

3. To empower the Company to purchase, take on lease, or otherwise acquire compulsorily or by agreement, for roads, ways, or rights of way, and other purposes, lands other than, and in addition to, the new Gas Lands in the parish of Tunbridge aforesaid, or easements over such lands, and also easements in, over, or under any public or private roads, streets, footpaths, and other highways and lands within that parish, and to lay down and maintain and renew mains, pipes, and other works in, through, across, and under, and for that purpose to break up and otherwise deal with streets, roads, and other highways, open ground, sewers, pipes, bridges, canals, towing paths, rivers, streams, watercourses, railways, and tramways within the said parish.

4. To authorise the Company to make and maintain in the said parish of Tunbridge a road to commence by a junction with the road (known as the Sewage Farm Road) recently made by the Tunbridge Wells Local Board of Health at a point about 140 yards (measuring along the road) southward from the south end of Adie's Cottages, and running thence nearly due east for a length of about 50 yards, and terminating in the land numbered 2,909*b* as aforesaid. Together with a bridge or tunnel for carrying the intended road under or through the embankment of the South Eastern Railway, and for that purpose to purchase and take compulsorily or otherwise lands and hereditaments in the said parish, or easements, rights, terms of years, or interests, in, over, or affecting any such lands and hereditaments and the Bill will or may extinguish all public or private rights of way in, over, or affecting any such lands.

5. To authorise and empower the Company to stop up so much of the footpath which runs across the lands numbered 2,996, 2,916, and 2,908*a* as aforesaid, as lies between the Sewage Farm Road and a point on the said footpath about 185 yards to the north (measuring along the said footpath) from the stile on the southern boundary of the said land numbered 2,996, and to

substitute for the footpath so to be stopped up a footpath from the last-mentioned point across the new Gas Lands and along the new road to be made by the Company under the powers of the Bill as aforesaid, to the Sewage Farm Road, and to extinguish all public and other rights of way and other rights over or affecting the site of so much of the said footpath as is to be so diverted.

6. To enable the Company to sell and dispose of any lands purchased, or to be purchased, by the Company, under the Tunbridge Wells Gas Act, 1875, and which they may not require for the purposes of their undertaking.

7. To enable the Company for all or any of the aforesaid purposes to apply their corporate funds and revenues.

8. To apply to the new Gas Lands, and to enable the Company to exercise in respect thereof and of the manufacture thereof of gas and other such matters and things as aforesaid, and of the sale and supply of gas, and the price to be charged for the same, and for all or any other purposes of their undertaking, the powers and provisions of "The Tunbridge Wells Gas Act, 1875," including sections 28 and 29 of that Act.

9. And the Bill will or may, so far as is necessary or thought expedient, repeal or amend the provisions, or some of the provisions, of the following, local and personal Acts, or some of them, that is to say, "The Tunbridge Wells Gas Act, 1864," "The Tunbridge Wells Gas Act, 1875," and all other Acts relating to the Company, and 6 William IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company.

10. Notice is hereby also given, that on or before the 30th day of November, 1875, plans and sections of the road proposed to be authorised by the Bill, and plans also of the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans respectively, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and with the parish clerk of the parish of Tunbridge aforesaid, at his residence.

11. 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 19th day of November, 1875.

Thomas Fox Simpson, Tunbridge Wells,
Solicitor for the Bill.

J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Monmouthshire Railway and Canal Company.
(Construction of Railway in Saint Woollos; Abandonment of Railway there authorised by Act of 1874; Additional Lands; Widening of Western Valleys Railway between Bassaleg and Risea; Superfluous Lands; Additional Capital; Agreements with Great Western Railway Company; Amendment of Acts).

A PPLICATION is intended to be made to Parliament in the next Session thereof, by the Monmouthshire Railway and Canal Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To enable the Company to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to be situate wholly in the parish of Saint Woollos, in the county of Monmouth, commencing by a junction, with the Western Valleys Railway of the Company at about four hundred

and sixty yards, measured along the said railway, west of the spot where the Cardiff and Newport turnpike road crosses on the level the said railway, and terminating by a junction with the South Wales Railway of the Great Western Railway Company, at about one hundred and fifty yards, measured along the said railway towards Newport, from the mileage post indicating one hundred and fifty-nine miles and a quarter from London :

2. To authorise the Company to abandon the construction of the railway authorised to be constructed by "The Monmouthshire Railway and Canal Act, 1874," and therein described as "Railway No. 6." The said railway so proposed to be abandoned would have been situate wholly in the parish of Saint Woollos :

3. To enable the Company to purchase and take additional lands on both sides of their existing Western Valleys line of Railway, for the purpose of widening such railway, between the northern or western end of the Park Mile, in the parish of Bassalleg, and the mileage post on main line in the parish of Risca indicating five miles and six furlongs from Court-y-Bella Zero. The said widening will be situate in the said parishes only; and in the county of Monmouth :

4. To authorise the Company to purchase and take compulsorily or by agreement certain lands in the parish of Saint Woollos, near the junction of Bolt-street and Canal-terrace, forming part of the said streets and adjoining land belonging to the Company :

5. To vest in the Company, for the purposes of the new railway and the widening, the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the sixteenth section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company, for the purposes of the said new line of railway and of the said widening, to exercise the powers contained in the said Act with respect to roads, navigations, streams, drains and otherwise, and to deviate from the lines of the railway and works to any extent within the limits of deviation to be shown on the deposited plans or defined by the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined by the Bill; to purchase lands, houses, and other property compulsorily or by agreement for the purposes thereof; and to levy tolls, rates, and charges for the use of the railway and works :

6. 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 railway and works, and for the same purposes, and for the general purposes of their authorised undertaking, to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define :

7. To extend the time for the sale of superfluous lands in the hands of the Company, and to enable the Company to sell, demise, or otherwise dispose of, lands heretofore used by them for the purpose of their undertaking or incidentally thereto, but which have ceased to be required for that purpose :

8. To provide more effectually for the punishment of transient offenders on the railways of the Company, and especially for trespassers on the said railways, and to vest in the Company, and their officers and servants, more immediate powers for the removal or apprehension of such trespassers.

9. To enable the Company 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, and maintenance of the said new line of railway, and other works proposed to be authorised by the Bill, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; 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 or touching the user of the railways and works of the Company, or any of them, or any part or parts thereof, by the Great Western Railway Company, and the division and appropriation of the revenue arising from traffic thereon, or connected therewith; and the Bill will, for this purpose, amend and extend the powers of the Act 5 and 6 Wm. IV., cap. 107; "The Great Western Railway (South Wales Amalgamation) Act, 1863;" "The Great Western Railway (West Midland Amalgamation) Act, 1863;" and any other Acts relating to the Great Western Railway Company :

10. 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 8 and 9 Vict., cap. 169, and of any other Acts relating to the Company :

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, and duplicate plans of the said additional lands intended to be taken by the Company 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 Monmouth, at his office at Newport; 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.

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 18th day of November, 1875.

H. Stafford Gustard, Newport, Monmouthshire, Solicitor for the Bill.

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

In Parliament.—Session 1876.

Halifax Water and Gas Extension.

(New Works; Compulsory purchase of Lands; Revival of Powers for compulsory purchase of Lands for authorised Works; Extension of time for completion of Works; Extension of limits of Water Supply; Improvement of Hebble and Ovenden Brooks; Extension of Gas and Storage Works; Increase and Alteration of existing and imposition of new Tolls, Rates, Rents, Charges, and Duties for Water supplied in bulk and for Slaughterhouses; Exemption from liability to purchase the whole of a House or Building when part only required, and from liability to supply Water in certain cases; Provisions as to temporary occupation of Lands; to Street and Building Regulations; Alteration and Extension of Borrowing Powers, and as to Sinking Fund; Variation of application and consolidation of Moneys borrowed for Sewerage Works; Capitalization of Interest on Money borrowed for Works while same are unproductive; Repeat and Amendment of Acts, and other powers.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for an Act for carrying into effect the following or some of the following amongst other purposes, that is to say:

To confer on the Mayor, aldermen, and burgesses of the borough of Halifax, in the West Riding of the county of York, acting in their corporate capacity, as the urban sanitary authority, local board, burial board, or other capacity, respectively (herein referred to as the Corporation) the following powers, that is to say:

1. To make and maintain a reservoir at or near Royles Head, in the township of Warley, in the parish of Halifax, in the West Riding of the county of York, in a close of land there called Delf Field, which close is contracted to be sold to the Corporation by Mr. Robert Binns, and is bounded on the northerly side thereof by the township boundary dividing the township of Ovenden in the said parish of Halifax, from the said township of Warley, on the westerly side by the Warley recreation ground, on the southerly side by a close of land in the occupation of Widow Kay, and on the easterly side by an occupation road leading from the Royles Head highway in the said township of Warley, to the Vicar's allotments in the said township of Ovenden.
2. To make and maintain a line of main pipes commencing in the township of Warley, at the point near to Fulshaw Stream, where the compensation water from the existing Fly Reservoir of the Corporation is discharged into the millowners' drain attached to the Cold Edge Dams, and terminating at or in the northerly side of the said intended reservoir at Royles Head aforesaid, which line of pipes will pass through or be situate in the said townships of Warley and Ovenden.
3. To make and maintain a line of main pipes from and out of the said intended reservoir at Royles Head on the southern side thereof, and passing along the said occupation road to and terminating in the said Royles Head highway, all in the said township of Warley.
4. To make and maintain an aqueduct or line of main pipes from and out of the Corporation conduit at the east end of the Pecket Well Tunnel in the township of Midgley, in the said parish of Halifax, and proceeding thence in an easterly direction parallel with

an existing line of main pipes of the Corporation to the junction of that pipe with the Saltonstall conduit, in the said township of Warley, and there terminating by a junction with such conduit.

To divert water collected, stored, or impounded in the said Fly reservoir into the said intended reservoir at Royles Head.

The whole of which said intended works will pass from, in, through, or into, or be situate in the townships of Midgley, Ovenden, and Warley, or some or one of them, all in the parish of Halifax.

To make and maintain all connections, junctions, and other works and appliances within the townships and parish aforesaid, or any or either of them, as may be deemed necessary and proper for the better collecting filtering, storing, distributing, and supplying water within the limits of supply of the Corporation as extended by the intended Act.

To revive or renew the powers for the compulsory purchase of lands granted by The Halifax Corporation Waterworks and Improvement Act 1868, for the purposes of the Walshaw Dean reservoirs authorised by that Act to be constructed at Walshaw Dean, in the township of Wadsworth, in the parish of Halifax, and described in the deposited plans referred to in the said Act as "The Walshaw Dean Upper Reservoir," "The Walshaw Dean Middle Reservoir," and the "The Walshaw Dean Lower Reservoir," and the aqueducts or conduits connected therewith, also shown on the said deposited plans, and seventhly and ninthly described in the notice of the intended application to Parliament deposited with the said plans, and other works relating to or connected with such reservoirs, conduits, and aqueducts or any of them.

To authorise the Corporation to purchase and acquire by compulsion or otherwise, and to hold for the purposes of the works hereinbefore mentioned, lands, houses, buildings, waters, water rights, and rights of laying down, maintaining, enlarging, and altering mains, pipes, and other easements and privileges upon, in, and over, across, or along any lands, railways, canals, rivers, navigations, highways or roads, whether public or private, and other hereditaments situate within the before-mentioned parish, townships, and other places, or any of them.

To empower the Corporation to intercept, collect, divert into, and impound in the said reservoirs or some of them, and to appropriate and use for the purposes of their Waterworks undertaking as extended and enlarged by the intended Act, the waters of the following streams and brooks, or any of them, namely, the Walshaw Dean Water, or Alcomden Water, the Luddenden Brook, and all other brooks, streams, springs of water, watercourses, and surface waters or other waters which may flow or pass into, or which may be intercepted or interfered with by the said intended reservoirs and other works, or any existing reservoirs or works of the Corporation, all which said waters now flow or proceed directly or derivatively into the Hebden Brook and Luddenden Brook respectively, and thence into the River Calder and Rochdale Canal the Calder and Hebble Navigation, the Aire and Calder Navigation, the River Aire, the Knottingley and Goole Canal, the Selby Canal, the River Ouse, and the River Humber, or some or one of them.

To authorise the temporary occupation and use of lands, houses, buildings, easements and hereditaments for obtaining materials for the construction of the intended new reservoir and con-

duits or lines of pipes or other the purposes of the intended Act, and to incorporate with such Acts with such variations and amendments as may be proper or requisite, all or some of the provisions of the "Railways Clauses Consolidated Act, 1845," with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To authorise the Corporation to deviate from the lines and levels of the proposed new-reservoir and conduits or lines of pipes, and other works shown on the plans and sections to be deposited as hereafter mentioned within the line of deviation shown on those plans, or as may be prescribed by the intended Act.

To alter, divert, cross, stop up, break up or otherwise interfere with, either temporarily or permanently, and extinguish all rights of way over or connected with all or any of the streets, roads, tramways, bridges, sewers, gas and water mains, pipes, telegraphic wires, posts, and apparatus, places and things within the limits of the lands to be taken under the powers of the intended Act, or which it may be necessary to alter or interfere with, stop up, appropriate, or extinguish in the execution of any of the aforesaid works or other the purposes of the intended Act.

To alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, buildings, and property to be purchased, taken, or acquired, or interfered with, under the authority of the intended Act, and also all existing rights and privileges connected with any railway, canal, navigation, river, watercourse, highway, or other roads, hereditaments and premises which may be used, diverted, or interfered with for any of the purposes, or in the exercise of any of the powers of the intended Act.

To empower the Corporation to purchase so much as they may require of any property which they may be authorised to purchase or acquire under the authority of the intended Act without being subjected to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845, and for that purpose to amend the provisions of that Act.

To extend the time limited by the Halifax Corporation Waterworks and Improvement Act, 1868, for the construction and completion of the Walshaw Dean Reservoirs, and other waterworks authorised by the said Act, and to confer further powers on the Corporation with reference thereto.

To provide or enact in the intended Act that the reservoirs, aqueducts, conduits, or lines of pipes and other works, shall, when constructed, form part of the waterworks undertaking and estate of the Corporation, and to enable the Corporation to exercise and enjoy in respect thereof, and of the water to be collected and impounded therein and therefrom, all and the like powers, rights, privileges, and authorities (including the powers to break up streets and highways, and to make, demand, and recover water-rates, rents, or other charges or payments), which they now exercise or enjoy, or are authorised to exercise and enjoy, with respect to their existing waterworks undertaking, under or by virtue of the Act 4 Geo. 4, cap. 90, the Halifax Improvement Act, 1853, the Halifax Gas Act, 1855, the Halifax Park and Improvement Act, 1858, the Halifax Improvement Act, 1862 (herein referred to as the Act of 1862), the Halifax Extension and Improvement Act, 1865 (herein referred to as the Act of 1865), the Halifax Corporation Waterworks and Improvement Act, 1868 (herein referred to as the Act of 1868), and the Halifax Water and Gas Extension Act, 1870; and the

Acts therein recited, or incorporated, and the several Acts subsequently passed, amending or extending the same.

To extend the limits within which the Corporation may supply water and exercise their existing powers and the powers of the intended Act, so as to include and comprise within such limits the township of Hartshead-cum-Clifton, except so much of such township as is situate to the east and south-east of a line drawn parallel with and at one hundred yards distance to the west and north of the Huddersfield and Birstal turnpike road, which traverses the said township from Cooper Bridge to the stream called Nunbrook, and all places within the same, in the said parish of Halifax, in the said West Riding; and to enable the respective Local Boards, Companies, and other bodies and persons within such township from time to time to contract with the Corporation for a supply of water and to distribute the same.

To empower the Corporation to deepen, scour, cleanse, pave, and otherwise improve the watercourses called and known as the Hebble Brook and Ovenden Brook, in the townships of Halifax, Northowram, Southowram, and Ovenden, or either of them, in the parish of Halifax, and to charge the whole or part of the cost thereof and of the maintenance thereof on the owners, lessees, and occupiers of all lands, houses, manufactories, buildings, and other property fronting, adjoining, or abutting on or to such brooks or watercourses, or either of them, as a private improvement expense in like manner as provided by "The Public Health Act, 1875," and if part only of such costs be so charged; then to levy, collect, and recover the residue thereof as part of the costs, charges, and expenses raised by a general district rate of the said borough, or in such other manner as may be provided by the intended Act.

To enable the Corporation to enlarge and extend their existing Gas works, and to construct and maintain additional works for the manufacture of gas, and the manufacture and conversion and storage of gas and residual products on lands now held by them, adjoining such works, which lands are situate in the townships of Northowram, Southowram and Halifax, in the parish of Halifax; on the north, north-west, and westerly sides of the existing gas works of the Corporation, and included within the following limits, that is to say:—A line commencing at the northerly corner of the existing gas works, adjoining upon Charlestown-road; thence in a westerly direction along the westerly side of Charlestown road, for a distance of 80 yards or thereabouts; thence in a south-westerly direction to the boundary fence of the Halifax and Ovenden Railway; thence in a southerly direction along the said railway boundary to the centre of the Hebble Brook; thence in a south-easterly direction along the centre of the Hebble Brook, for a distance of 20 yards or thereabouts; thence in a southerly direction to and along the said railway boundary fence, to certain dye works belonging to Messrs. Jonathan Smith and Son; thence in a north-easterly direction along the boundary fence of the said works across the Hebble Brook, to the boundary fence of the existing gas works of the Corporation; thence along that boundary fence in a north-westerly and easterly direction to the first-named point of commencement in Charlestown road; which said plot or parcel of land contains in the whole 7,900 superficial square yards, or thereabouts, and to empower the Corporation to manufacture and store gas and residual products on such lands as part of their existing gas works.

To empower the Corporation to extend their present gas-storage works at Stoney Royd, in the borough and parish of Halifax, and to construct and maintain additional gas-holders and other works, for the storage of gas and residual products, on a parcel of land, part of the Stoney Royd Estate, belonging to the Corporation, which said parcel of land is situate in the said township of Southowram, and adjoins the existing gas-holder or storage ground of the Corporation on the said estate on the southerly side of such storage ground, and is situate within the following limits, that is to say:—An imaginary line commencing at a tool shed at the south-westerly corner of the said storage ground and proceeding thence in a southerly direction for a distance of 80 yards or thereabouts, and thence in an easterly direction for a distance of 56 yards or thereabouts, thence in a north-easterly direction for a distance of 55 yards or thereabouts, thence in a northerly direction for a distance of 70 yards or thereabouts to where the same meets the easterly corner of the said storage ground, and thence in a south-westerly and westerly direction along the boundary of the said storage ground to the said south-west corner or tool-shed first described, and which said plot of land will contain 6,310 superficial square yards or thereabouts, and to empower the Corporation to store gas and residual products on such lands.

To vest in the Corporation the residue of the Stoney Royd Estate not required for the purposes of the cemetery, and to enable the Corporation to hold and use such lands for the purposes of their gas works undertaking or otherwise, or dispose of such lands in the same way as other lands vested in and held by the Corporation.

To empower the Corporation to pay the costs of applying for and obtaining the proposed Act and otherwise in relation thereto, out of any of the funds or moneys belonging to them or under their control, and to borrow and take up at interest or otherwise upon security of their existing waterworks, gas works, markets, and fairs undertakings, and other property of the Corporation, and of the property to be purchased or otherwise acquired by them under the powers of the intended Act, and of the borough rate and borough fund of the said borough, and of the rents, rates, and charges now leviable and receivable by the Corporation or to be authorised by the intended Act, such sum and sums of money as may be deemed necessary for all or any of the aforesaid purposes and for other the purposes to be authorised by the intended Act, and to authorise the Corporation to issue debenture stock and other security for moneys borrowed or to be borrowed.

To authorise the Corporation to alter and increase all or any of the existing slaughter-house tolls, rents, rates, and duties which the Corporation are now authorised to take and demand; and to levy and recover new and additional tolls, rates, rents, and duties in respect thereof, and to confer, vary, or extinguish exemptions from tolls, rents, rates, and duties.

To vary, alter, and increase or impose new and increased water and other rates, rents, duties, and charges for water supplied, or to be supplied, in bulk by meter or otherwise, and for effecting such objects to alter, amend, and extend, and, if necessary, repeal some or all of the provisions of sec. 46 of the Act of 1862, sec. 92 of the Act of 1865, and secs. 29 and 30 of the Act of 1868, and any other provisions in those Acts, or in the Acts incorporated therewith, or in any other Act in anywise relating to water so supplied, or to be supplied, and, where necessary

or expedient, to rescind, alter, or vary all agreements entered into between the Corporation and any Local Board or other body or persons in reference to a supply of water by bulk or otherwise, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges.

To empower the Corporation to allow a drawback or discount in certain cases on rates, tolls, and charges paid in advance, and to recover interest on rates, tolls, or charges in arrear.

To exempt the Corporation from liability to supply water, except by meter, for the purposes of breweries, public stables, slaughter-houses, or licensed houses or buildings connected therewith, or buildings other than private dwelling-houses, and to enable the Corporation to charge for water so supplied in like manner as water supplied by them for trade purposes.

To make new, and further provisions and to confer additional powers upon the Corporation with respect to—

The laying out, formation, and width of streets and highways, and the levels and inclinations thereof, and the communications with other streets and highways, and the fixing and regulating the houses and buildings therein;

The sewerage and draining of any streets and highways, and the depth, inclination form, size, materials, and other particulars of the sewers and drains, and their appurtenances; The erection, building site, elevations, and mode of construction of houses, stables, and buildings; the levels and cellars of houses and buildings, the thickness, materials, and mode of construction of walls, and the nature of the foundations of houses and buildings;

The construction of roofs, chimneys, and flues, and the ventilation and drainage of houses and buildings, and the height and dimensions of houses and buildings and rooms, and the number and size of windows, and the mode of construction and ventilation of drains;

The prevention and removal of obstructions and projections in streets;

The prevention and removal of the deposit of buildings or other materials, or any rubbish in any street or public place;

The levelling, paving, flagging, channelling, sewerage, draining, and repairing of streets and footways, public and private, and the recovery of expenses;

The providing of, and regulations with respect to, doors, cellars, vaults, offices, waterclosets, cesspools, privies, ash-pits, conveniences, and places connected with houses and buildings;

The establishing and enforcing proper regulations with respect to the sanitary condition of houses and buildings, and for the removal, repair, closing, improvement, or discontinuance of houses and buildings unfit for human habitation.

The recovery of the expense of levelling, paving, flagging, cleansing, draining, and repairing streets and footways, public and private, from the owners of adjoining lands and as to notices and other matters relating thereto;

The rating of gas and water engines and other machines and works;

The making and enforcing of regulations in reference to infectious diseases, and the attendances and reports of medical men and medical officers and others, and to the

making and enforcing of regulations in reference to any of the matters aforesaid.

To prescribe and regulate the annual or other sums to be set apart or appropriated by the Corporation for redeeming annuities and mortgages payable under the said existing Acts, or either of them, and for discharging principal moneys borrowed or to be borrowed under those Acts or the intended Act or any or either of them, and if need be to diminish the amounts which the Corporation are now required to set aside or appropriate for those purposes or any of them.

To authorise the Corporation to apply and use any moneys already borrowed, or hereafter to be borrowed by them for sewage purposes, under any of their special Acts, or under any existing sanction or authority to and for the purposes of any works of sewerage within the borough, which the Corporation may think necessary or expedient, and for that purpose to consolidate or form into one fund all moneys borrowed or to be borrowed for sewage purposes, and to apply the same generally to all or any sewage purposes within the borough.

To empower the Corporation to capitalize the interest heretofore paid by them on money borrowed and expended in the construction of their waterworks during the period of such construction, and of the same being unproductive, the amount of which interest appears in the books of the Corporation as a suspense account, and also to capitalize the interest to be hereafter paid on moneys already borrowed and to be hereafter borrowed and expended in the construction of any works already authorised or to be authorised by the intended Act during the period of the construction of such works and so long as the same may be unproductive.

The intended Act will vary and extend, or repeal, alter and consolidate all or some of the provisions of among other local and personal Acts, the following:—The Act 4 Geo. 4, cap. 90; the Halifax Improvement Act, 1853; the Halifax Gas Act, 1855; the Halifax Park and Improvement Act, 1858; the Halifax Improvement Act, 1862; the Halifax Extension and Improvement Act, 1865; the Halifax Corporation Waterworks and Improvement Act, 1868; and the Halifax Water and Gas Extension Act, 1870; and will incorporate with itself the provisions, or some of the provisions, of The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Waterworks Clauses Acts, 1847 and 1863; the Gas Works Clauses Acts, 1847 and 1871; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; and the Public Health Act, 1875.

And notice is hereby further given that on or before the 30th day of November, 1875, plans and sections of the intended works, and plans of the land proposed to be acquired under the authority of the intended Act, with books of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that on or before the same day a copy of the said plans, sections, and books of reference, with a copy of this Notice published as aforesaid, will be deposited with the parish clerk of the parish of Halifax, at his residence.

And that on or before the 21st day of December, 1875, printed copies of the intended Act or

Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this eighth day of November 1875.

A. C. Foster, Town Clerk, Halifax.

Durnford and Co., 45, Parliament Street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Brownhills and Aldridge Railway.

(Incorporation of Company; Construction of Railways from South Staffordshire Railway at Brownhills to Wolverhampton, Walsall, and Midland Junction Railway at Aldridge; Working Arrangements with South Staffordshire, Midland and London and North-Western Railway Companies.)

It is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or 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 to commence by a junction with the South Staffordshire Railway, in the parish of Norton Canes, at a point 240 yards or thereabouts north-east of the northern abutment of the bridge carrying that railway over the Wyrley and Essington Canal, in the county of Stafford, to pass from, in, through, or into or be situate within the following parishes, townships, extra-parochial and other places, or some of them; that is to say, Norton Canes, or Norton-under-Cannock, Brownhills, Clayhanger, Walsall, Borough, Walsall, Foreign of Walsall, Rushall, Great Barr, and Aldridge, or some of them, and terminating in the parish of Aldridge, at or near, the north-side of the public highway leading from Aldridge to four Crosses, near Sheffield, at a point 360 yards, measured in a south-easterly direction, from the centre of the Daw End Branch Canal, where it is crossed by the said public road.

2. A Railway situate in the parish of Norton Canes, commencing by a junction with the South Staffordshire Railway, at a point 60 yards or thereabouts, measured along that railway in a south-west direction from the southern parapet wall of the bridge contiguous to the Brownhills Railway Station, and terminating by a junction with Railway No. 1 at a point where that railway crosses the north-west bank of the Wyrley and Essington Canal, 120 yards, or thereabouts, south-west of the southern end of the west canal basin of the South Staffordshire Railway.

3. A railway situated wholly in the parish of Aldridge, commencing by a junction with Railway No. 1 at its termination as before described, and terminating by a junction with the authorised Wolverhampton, Walsall, and Midland Junction Railway, now in course of construction, at a point 110 yards, or thereabouts, in a north-easterly direction from the boundary wall of the premises known as the Red House, or as near to that point as the construction of the said railway will permit.

4. A railway situate wholly in the parish of Aldridge, commencing by a junction with Railway No. 3 in a field 260 yards, or thereabouts, in a south-easterly direction from the termination hereinbefore described of Railway No. 1, and terminating by a junction with the authorised Wolverhampton, Walsall, and Midland Junction

Railway at a point about 100 yards west of the public road leading from Aldridge to Great Barr-common.

This said railway will be wholly situate in the county of Stafford.

To vest in the Company the usual powers granted to railway Companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of "the Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways and works to any extent within the limits of deviation to be shown on the plans deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To enable the Company 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.

To enable the Company, with the consent of the owners, lessees, and occupiers of the lands to be passed through, to construct and to maintain, either permanently or temporarily, branches not exceeding a length to be defined by the Bill for the accommodation of the mines or other works on each side of the proposed railways, and to agree with such owners, lessees, and occupiers for the working of any such railway as may be constructed and maintained by those persons or any of them.

To enable the Company on the one hand, and the South Staffordshire Railway Company, the Midland Railway Company, and the London and North-Western Railway Company, 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 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 condition 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.

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 Acts, 1845, 1863, and 1869," "the Lands Clauses Acts, 1845, 1860, and 1869," "the Railways Clauses Acts, 1845 and 1863," and it will vary, amend, extend, and enlarge, and, if need be, repeal the powers and provisions of the Act 9 and 10 Vic., cap. 300, and of any other Acts relating to the South Staffordshire Railway Company; also the Act 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; also the Act 9 and 10 Will. IV, cap. 204, and any other Acts relating to the London and North-Western Railway Company.

Duplicate plans and sections describing the lines, situation, 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 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 railways 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 such extra parochial place, at his place of abode.

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

Dated this 17th day of November, 1875.

Burchells, 5, Broad Sanctuary, Westminster;

Duignan, Lewis and Williams, Walsall,
Solicitors for the Bill;

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

In Parliament.—Session 1876.

Burnham Tidal Harbour.

(Extension of Time and Revival of Powers and New Powers for Purchase of Lands and Completion of Works; Powers of Providing and Working Steam and other Vessels between the Works of the Company and Places or Ports on the South Wales Coast and in the Bristol Channel; Additional Capital; Arrangements with and Powers of Subscription, Guarantee, Raising, and Application of Funds to London and South-Western, Midland and Somerset and Dorset Railway Companies; Other Powers; Amendment or Repeal of Acts.)

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

1. To revive and extend for a further period the powers conferred upon the Burnham Tidal Company (hereinafter called "The Company") by The Burnham Tidal Harbour Act, 1860, The Burnham Tidal Harbour Act, 1865, and The Burnham Tidal Harbour Act, 1870, for the execution of the works authorised by The Burnham Tidal Harbour Act, 1860, and first, secondly, and fifthly, described in Section 23 of that Act; and which works are situate in the parishes of Burnham and Huntspill, in the county of Somerset, and comprise the following; and are described in the said Act as—

First. The embanking; widening, deepening, and improving of part of the river Brue lying north-westward of the point where the Somerset Central Railway (now the Somerset and Dorset Railway) crosses the turnpike road from Bridgewater to Cross and Bristol, and the converting

of that part of the river Brue into a Tidal Harbour.

Secondly. The improving, dredging, and preserving of that part of the river Brue so as to convert it into a Tidal Harbour, and the preventing of any obstruction or impediment therein or in the entrance thereto.

Fifthly. The making, repairing, and maintaining, of all proper stations, sidings, shipping-places, wharfs, staiths, jetties, landing-places, timber staging, cranes, drops, approaches, dolphins, guide-piles, buoys, moorings, mooring-posts, and other works and conveniences in connection with and for the better user and occupation of the Harbour and works, and of the river Brue and the entrance thereto.

2. To revive the powers conferred upon the Company by The Burnham Tidal Harbour Act, 1865, and extended by The Burnham Tidal Harbour Act, 1870, for the compulsory purchase of lands and houses for the purposes of The Burnham Tidal Harbour Act, 1865, and for the execution of the works by that Act authorised, and which works will be wholly situate within the parishes of Burnham and Huntspill, in the county of Somerset, and comprise the following (that is so say) :—

(1) The making and maintaining of a dock or docks at or near the Highbridge Harbour, in the parish of Burnham, in the county of Somerset, which said dock or docks will be situate in the lands numbered respectively 1, 2, 2a, 3, 3a, 4, 5, 6, 6a, 6b, 7, 8, 9 to 18, both inclusive, 20a, 21, 22, 23, 25 to 35, both inclusive, 42, 44, 45, 47, 48, 49, and 50, in the said parish of Burnham, on the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of The Burnham Tidal Harbour Act, 1860, or in some of such lands.

(2) The altering and diverting the course of the channel of the river Brue, in the parish of Huntspill, in the said county, between a point on the south bank of that river, 57 chains or thereabouts from the Highbridge Glysse, and a point nearly opposite to the northern termination of the masonry sea wall facing the river Parrett.

(3) The making and maintaining of an embankment in the parishes of Burnham and Huntspill from the north or Burnham side of the river Brue (at or near the western end of the timber stage, situate in the land numbered 28, in the said parish of Burnham, on the said plans) to a point in the present river wall, facing the river Parrett (opposite the field numbered 39, in the said parish of Burnham, on the said plans), and the reclaiming of the lands enclosed by that embankment.

(4) The diversion of water from the rivers Brue and Parrett into the intended docks and into the intended altered and diverted channel.

(5) The dredging, scouring, and deepening from time to time the bed and shore of the river Brue and part of the bed and shore of the river Parrett, and also all channels from time to time forming a means of access to the intended docks and works.

3. To revive the powers conferred upon the Company by the Burnham Tidal Harbour Act, 1860, and to confer upon the Company new and further powers of hiring, purchasing, building, working, and maintaining steam and other vessels for the conveyance of persons, animals, and things between the works by that Act authorised and the pier or jetty at Burnham belonging to the Somerset and Dorset Railway Company, and any other place or port situate on the South Wales Coast or in the Bristol Channel, and to prescribe by the Bill the period

within which the Company may exercise such powers.

4. To authorise the Company to exercise all or any of the powers conferred upon them by their several Acts above mentioned, and, so far as may be necessary for the purposes of the Bill, to re-enact, with or without amendments, all or any of the provisions of those Acts, and to confer upon the Company the powers or some of the powers, and to enable them to carry into effect the objects or some of the objects following (that is to say) :—

5. To make and maintain all proper gates, sluices, sewers, drains, pipes, jetties, quays, wharfs, landing-places, stages, staiths, drops, slips, stairs, walls, bridges, embankments, warehouses, roads, approaches, communications, railways, tramways, and other conveniences in connection with the said works as may be necessary for the purposes thereof.

6. To cross, stop up, alter or divert, whether temporarily or permanently, roads, footpaths, towing-paths, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended works, and to authorise deviations, laterally and vertically, from the lines and levels of the works.

7. To purchase and take by compulsion and agreement lands, houses, and property required for the purposes of the intended works, and to levy tolls, rates, dues, wharfage, and other charges on shipping and on goods, animals, and persons for the use of the intended works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

8. To lease or grant the use or occupation of any warehouses, buildings, wharfs, yards, cranes, machines, and other conveniences at such rents and upon such terms and conditions and for such period or periods as the Company may think fit.

9. To make provision for the management, use, regulation, and protection of the intended works; the regulation and control of shipping, persons, animals, and goods frequenting or using or approaching to or departing from the said works, the pilotage of shipping, the appointment, regulation, and dismissal of dock masters, pier masters, pilots, and other officers, the passage and navigation, anchoring and lying of vessels, ships, and craft in the rivers Brue and Parrett, along, at, or near to the intended works, the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in the said rivers, for the purpose of affording access to the works.

10. To authorise the appointment of officers, and the making of bye-laws and the imposition of regulations, penalties, and restrictions for the purposes, or with reference to any of the matters aforesaid.

11. To prescribe, regulate, and define the limits within which the harbour master, dock master, and other officers to be appointed by the Company may exercise jurisdiction, and make, enforce, and give regulations and directions.

12. To authorise the Company for the purposes of the Bill and for the general purposes of the Company, 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 on mortgage or bond and by the creation of debenture stock, or by any of such means, and to apply to such purposes any capital or funds now

belonging to them or which they are authorised to raise.

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

14. To authorise the London and South-Western Railway Company, the Midland Railway Company, and the Somerset and Dorset Railway Company, or any or either of those Companies, to subscribe and contribute money towards the making of the works of the Company, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and for such purposes to apply their respective corporate funds, and to raise further money by the creation of new shares and stock, in their respective undertakings, either ordinary or preferential, or both; and by borrowing, and by the creation of debenture stock, or by any of such means.

15. 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.

16. To alter, amend, extend, enlarge, or to repeal the provisions or some of the provisions of The Burnham Tidal Harbour Act, 1860, The Burnham Tidal Harbour Act, 1865, The Burnham Tidal Harbour Act, 1870, and all other Acts relating to or affecting the Company; 4 and 5 William IV, cap. 88, and all other Acts relating to or affecting the London and South-Western Railway Company; 7 and 8 Vic., caps. 18 and 59, and all other Acts relating to or affecting the Midland Railway Company; 25 and 26 Vic., cap. 225, and all other Acts relating to or affecting the Somerset and Dorset Railway Company.

17. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections relating to the objects 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 Somerset, at his office at Wells; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the works are proposed to be made, or in which any lands or houses intended to be taken are situate, 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.

18. 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 11th day of November, 1875.

William Toogood, 16, Parliament-street,
Westminster, Solicitor for the Bill.
Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Wye Valley Railway.

(Enlargement of Powers; Construction of New Railways, River Wall, Wharves, Jetties, Bridge, and Works; Increase of Capital; Working Arrangements with the Great Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that the Wye Valley Railway Company (who are herein 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 purposes:—

To enable the Company to construct the following railways and other works, with all proper sidings, stations, approaches, works, and conveniences connected therewith, and to exercise the following powers:—

(1) A Railway No. 1, commencing by a junction with the South Wales Line of the Great Western Railway, at a point thereon one chain, or thereabouts, northward of the post denoting 141½ miles, being the second post southward from the Chepstow Goods Station building, and being near the southern end of an enclosure numbered 145 in the tithe commutation map for the parish of Chepstow, in the county of Monmouth, and terminating at or near the north-east corner of the dwelling-house adjoining the yard of the Bridge Works, and which house is now in the occupation of George Bradley.

(2) A Railway No. 2, commencing by a junction with the South Wales Line of the Great Western Railway, at a point one chain, or thereabouts, southward from the bridge under that railway, being the first bridge southward from the said Goods Station building, and terminating by a junction with Railway No. 1, at or near the next bridge under the said South Wales Railway, southwards from the commencement of the said Railway No. 2 above described.

(3) A Railway No. 3, commencing by a junction with Railway No. 1 and Railway No. 2, at the termination of the last-mentioned railway, and terminating at a point three yards, or thereabouts, to the east of a point on the easternmost rail of the South Wales Line, two chains, or thereabouts, southward of the said post denoting 141½ miles on that railway.

(4) A river wall or wharf, about 17 chains

long, on the western bank of the River Wye, to commence at a point opposite to the south-east corner of an enclosure known as the Bonded Yard, in the occupation of James Dobbs, and to extend to a point opposite the eastern extremity of the old town wall.

(5) A pier or jetty (No. 1) commencing from and out of the said river wall, at a point thereon $1\frac{1}{2}$ chains, or thereabouts, northward of the termination thereof, as hereinbefore described, and extending thence, in an easterly direction, into and terminating in the River Wye, at a point distant 30 yards, or thereabouts, from its said commencement.

(6) A pier or jetty (No. 2) commencing from and out of the said river wall, at a point thereon six chains, or thereabouts, northward of the commencement of Pier No. 1, and extending thence, in an easterly direction, into and terminating in the River Wye, at a point distant 30 yards, or thereabouts, from its said commencement.

(7) A pier or jetty (No. 3) commencing from and out of the said river wall, at a point thereon $3\frac{1}{4}$ chains, or thereabouts, southward of the commencement of the said wall, as hereinbefore described, and extending thence, in an easterly direction, into and terminating in the River Wye, at a point distant 30 yards, or thereabouts, from its said commencement.

(8) The construction of quays, wharves, slips, jetties, landing-places, sheds, cranes, and other machinery on the banks of the River Wye, and of sidings, tramways, and rails, and other works and conveniences connected with the proposed undertaking, and for the purpose of connecting Railway No. 1 with the said piers and jetties respectively.

(9) The appropriation and reclamation of so much of the foreshore of the River Wye and of the adjacent lands as may be required in the construction or maintenance of the works hereinbefore described, and the exercise of all such jurisdictions and other powers as may be necessary for the prevention of obstruction to vessels entering or leaving the river, or using the intended wharves and jetties.

(10) The deepening, scouring, and improving the River Wye and its approaches, and the foreshore.

All the said works hereinbefore described will be wholly situate in the parish of Chepstow, in the county of Monmouth.

(11) A road $8\frac{1}{2}$ chains or thereabouts in length, to connect the main turnpike road leading from Chepstow to Monmouth with the village of Brockweir, and to be carried by bridges over the Wye Valley Railway and over the River Wye, such road to commence in the parish of Tintern Parva, in the county of Monmouth, at a point on the said turnpike-road 1 chain or thereabouts southward of the fence dividing the enclosures numbered 43 and 44, in the tithe commutation map for the said parish of Tintern Parva, and passing thence in a straight line in a north-easterly direction over the said railway and river, terminating in the parish of Hewelsfield, in the county of Gloucester, by a junction with the existing road opposite the New Inn in Brockweir, which said road and bridge will be situate in the parish of Tintern Parva, in the county of Monmouth, and the parish of Hewelsfield, in the county of Gloucester.

(12) A Railway No. 4, commencing by a junction with the authorised Wye Valley Railway, now in course of construction, 10 chains or thereabouts southward from the bridge at Upper Redbrook, carrying the said railway over the turnpike-road from Chepstow to Monmouth, and terminating in the village of Lower Redbrook, at or near the main gateway entrance of the Redbrook Tin Plate

Works, which said Railway No. 4 will be situate wholly in the parish of Newland, and county of Gloucester.

(13) A Railway No. 5, commencing by a junction with the said Railway No. 4, at or near the fence forming the southern boundary of the enclosure No. 1362 on the tithe commutation map for the said parish of Newland, and terminating in the village of Upper Redbrook, at or near the largest water wheel of the mill known as Courteens Wye Valley Flour Mills, which said Railway No. 5 will be wholly situate in the said parish of Newland.

(14) A Railway No. 6, commencing by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at or near the bridge carrying the said railway over the turnpike-road from Redbrook to Monmouth, and terminating by a junction with the Ross and Monmouth Railway, at a point 10 chains or thereabouts, southwards from the bridge over that railway near the Mayhill Station, which said Railway No. 6 will be situate in the parish of Dixon, in the county of Monmouth.

To cross, divert, alter, or stop up whether temporarily or permanently roads, railways, drains, sewers, pipes, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended works, or any of them, and to deviate from the lines and levels of those works, or any of them, both vertically and horizontally to such an extent as may be defined in the Bill.

To exercise for the purpose of the proposed river wall or wharf, piers, jetties, and other works, the powers conferred by the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

To make and enforce bye-laws, rules, and regulations with reference to the management, use, and safety of the said river wall or wharf, piers, jetties, and other works, and the conveniences and accommodation connected therewith, and with reference to the navigation, anchorage, and mooring of vessels at or near the same, and with reference to the disposal of ballast.

To purchase lands, houses, and other property by compulsion and agreement for the purposes of the intended Act, and to vary and extinguish existing rights and privileges in and over such lands, houses, and other property, and in and over the River Wye, and the foreshore thereof, and any other rights or privileges which would interfere with any of the purposes of the intended Act.

To levy tolls, rates, dues, and charges upon or in respect of ships, vessels, boats, and barges using or frequenting the intended river wall, or wharf, piers, jetties, and other works on the River Wye within the limits to be prescribed by the intended Act, and on all minerals, goods, articles, matters, and things loaded or unloaded from or upon the said wall or wharf, piers, jetties, or works, and to levy tolls, rates, and charges for and in respect of the intended railways, roads, bridges, and other works, and to alter existing tolls, rates, and duties, and to grant exemptions therefrom.

To apply their existing funds and any monies which they have still power to raise, to the purposes of the Bill, and for the same purposes and for the general purposes of their undertaking to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantages which the Bill may define, and to alter and enlarge the present borrowing powers of the Company, and to enable them to

raise further monies by the creation and issue of debenture stock.

To enable the Company 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 construction, maintenance, working, and use by the Great Western Railway Company of the proposed wharves, jetties, and railways and works, or any or either of them, or any part thereof, and the use by the Company of any part of the undertaking of the Great Western Railway Company, and the payments to be made and the conditions to be performed with reference to such construction, maintenance, working, and use, and also 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 constructing 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 which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

To provide that the heads of arrangement between the Company of the one part and the Great Western Railway Company of the other part, scheduled to and confirmed by the Act of 1866, be applicable to all or some of the railways to be authorised by the Bill, and if need be to alter and vary those heads.

To incorporate with or re-enact in the Bill and extend to the railways thereby authorised, subject if need be to alterations and modifications all or some of the enactments of the Act of 1866, and particularly to extend to the Bill, sections 50, 51, and 52 of that Act, as to working arrangements between the Company and the Great Western Railway Company.

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 Harbours, Docks and Piers Clauses Act, 1847;" "The General Pier and Harbour Act, 1861;" and "The General Pier and Harbour Act, 1861, Amendment Act;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 29th and 30th Vict., cap. 357, the 34th Vict., cap. 49, and the 38th Vict., cap. 51. And will so far as may be necessary or expedient, repeal, alter, extend, and amend the powers and provisions of the following or some of the following Acts (that is to say), 5th and 6th William 4th, cap. 107; "The Great Western Railway (West Midland Amalgamation) Act, 1863;" "The Great Western Railway (South Wales Amalgamation) Act, 1863;" and all other Acts relating directly or indirectly to the Great 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 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 Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office, at Newport, 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.

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

Dated this 17th day of November, 1875.

Sutton and Ommanney, 80, Coleman-street,
London, E.C.

Connah's Quay Gas and Water.

(Application to Board of Trade for Powers to construct Gas Works and Waterworks, and to manufacture and supply Gas, and to supply Water within the parishes of Northop, Hawarden, and Mold, and adjoining townships and places, all in the county of Flint; to levy Rates, &c.)

Pursuant to the Gas and Waterworks Facilities Act, 1870.

NOTICE is hereby given, that application will be made to the Board of Trade, by the Connah's Quay Gas and Water Company, Limited (hereinafter called the Company), for a provisional order for all, or some of the purposes following, that is to say:—

To confer upon the Company all necessary powers for lighting with gas, and supplying with water all or some of the parishes, townships, and places following, that is to say:—Northop, Hawarden, Mold, Soughton, Golftyn, Wepre, Shotton, Aston, Mancot, Broughton, Bretton, Bannel, Pentrobin, Ewloe Town, Ewloe Wood, Bistre, Argoed, and Buckley, all in the county of Flint.

To authorise the Company, upon the land hereinafter described, to erect, construct, maintain, continue, repair, enlarge, renew and use gasworks, and works connected therewith, with all necessary buildings, gas holders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products, and at such works to manufacture, store, and sell gas, coal, coke, culm, tar oil, ammoniacal liquor, and other residual products, and the several matters and things producible from the residual products, arising or resulting from the manufacture of gas or matters connected therewith, and to exercise all such powers, rights, and privileges as are usually conferred on Gas Companies.

The land hereinbefore referred to is a piece of land situate in the township of Wepre, in the parish of Northop, in the county of Flint, belonging, or reputed to belong to, and occupied by Charles Davison, Esq., and bounded on the east by a stream called Wepre Gutter; on the west by land belonging, or reputed to belong to, and occupied by the said Charles Davison; on the south by other land now or late belonging to the said Charles Davison; and on the north by the Chester and Holyhead Railway.

To authorise the Company to construct and maintain in the lines, and according to the levels shown on the plans and sections, deposited

as hereinafter mentioned, the waterworks hereinafter described, with all needful pipes, approaches, culverts, cuts, drains, weirs, sluices, engines, filter beds, meters and other works connected therewith (that is to say),

An impounding reservoir, situate in the township of Wepre, in the parish of Northop aforesaid, and extending over parts or portions of three fields belonging to William Purser Freme, Esq., and in the respective occupations of Edward Jones and John Peers, and commonly known by the respective names of the Marl Field, the Old Bog, and the Gell Meadow, commencing at a point in the said field called the Marl Field, distant 170 yards, or thereabouts, measured in a southerly direction, from the bridge which carries the Buckley Railway over the turnpike road leading from Northop to Connah's Quay, thence running in a south-westerly direction to the north-west corner of a wood, abutting on the western side of the said field called the Old Bog, thence running in a south-easterly direction to a point in the same field, distant 170 yards or thereabouts from the said corner of the said wood, and thence in a northerly direction to and terminating at the said point of commencement.

An aqueduct, conduit, or line of pipes commencing at the impounding reservoir hereinbefore described, and terminating at the service reservoir next hereinafter described.

A service reservoir, situate in and on the north-east side of a field in the township of Wepre and parish of Northop aforesaid, called the Town Field, belonging or reputed to belong to Edward Bate, Esq., and in the occupation of William Jones, at or near a point distant 80 yards, or thereabouts, from the occupation road on the north-west side of that field.

An aqueduct, conduit, or line of pipes commencing at the service reservoir before mentioned, and terminating at a point where the turnpike road from Northop to Connah's Quay joins the turnpike road from Flint to Queen's Ferry.

An aqueduct, conduit, or line of pipes commencing at Wepre Bridge, on the turnpike road leading from Flint to Queen's Ferry, and terminating at a point on that turnpike road where the public road or highway from Golftyn House joins that turnpike road.

An aqueduct or line of pipes commencing at a point on the last mentioned turnpike road where the road leading to the Connah's Quay Docks runs into that turnpike road near to a row of houses called Coffin-row, and terminating near the said docks, and at or near a house called the Connah's Quay Tavern, occupied by Mrs. Parry.

The works before mentioned will be situate in the townships of Wepre and Golftyn, in the parish of Northop, in the county of Flint.

To authorise the Company to acquire by agreement and hold lands and property for the purposes of their undertaking, and to take, divert, collect, and impound in the said intended reservoirs the waters of the brook called the Broad Oak Brook, and of the springs and streams flowing into the same, and also all springs and waters found in, upon, or under any land acquired, or to be acquired, or held by the Company.

To authorise the Company from time to time for the purpose of laying down, repairing and maintaining any mains, pipes, culverts, and other works, to break up and interfere with such streets, roads, highways, lanes, bridges, rivers, and other public and private passages and places, and also with any sewers, drains, and pipes, in,

over or under the same, so as to enable the Company to carry on the business usually carried on by Gas and Water Companies.

To authorise the Company to make and carry into effect contracts and agreements with all Corporations, Local Boards, public bodies, Commissioners, Companies, and other legal authorities, and all persons whomsoever, for the supply of gas and water, upon such terms and conditions as they shall respectively think fit.

To authorise the Company to manufacture, purchase or hire gas or water meters, and gas and water apparatus, and to sell or let the same, and to levy rates, rents and charges therefor, and for the gas and water supplied by them, to alter existing rates or rents, to confer, vary, or extinguish exemptions from the payment of rates and rents; to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended order.

On or before the 30th day of November, 1875, a copy of this advertisement, as published in the London Gazette, and a map showing the land to be used for the manufacture and storage of gas or residual products arising in the manufacture of gas, and a plan and section of the said proposed works will be deposited for public inspection in the office of the clerk of the peace for the county of Flint, at his office at Mold, in the same county, and also at the office of the Board of Trade, Whitehall, London.

On and after the twenty-third day of December next, printed copies of the draft Provisional Order may be obtained upon application at the offices of Messrs. Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, at the price of one shilling each; and copies of the Provisional Order, if and when made by the Board of Trade, will be deposited for public inspection at the before-mentioned office of the clerk of the peace for the county of Flint, and may be obtained on application at the offices of Messrs. Wyatt, Hoskins, and Hooker, before-mentioned, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed 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, 1876, and at the same time delivering a copy of their objections at the offices of Messrs. Wyatt, Hoskins, and Hooker, before-mentioned.

Dated this 16th day of November, 1875.

J. Devereux Pugh, Wrexham.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster.

In Parliament.—Session 1876.

West Brighton Water.

(Dissolution and Re-incorporation of West Brighton Waterworks Company, Limited; Construction of Works and Supply of Fresh and Sea Water to the parish of Hove, in the county of Sussex; compulsory purchase of Lands, &c.; temporary occupation of Lands, &c.; to levy Rates; amendment and incorporation 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 for all or some of the following purposes, that is to say:—

To dissolve and reincorporate by the same, or some other name, the West Brighton Water-

works Company, Limited (hereinafter referred to as "the Company"); and to confer on the Company all such powers as may be necessary for supplying with fresh and sea water or with fresh or sea water, all or some part or parts of the parish of Hove, in the county of Sussex, and all such further powers as may be necessary for carrying into effect the objects of the intended Act.

To confer upon the Company power to make and maintain, or continue and maintain, all or some of the following works, with all necessary approaches, fences, excavations, embankments, water towers, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, overfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

1. A well and boring and pumping station, with pumping engines, air pump, and other works, buildings, and conveniences already erected and situate in the said parish of Hove, adjoining and on the south side of the London, Brighton, and South Coast Railway Company's railway from Brighton to Portsmouth, and 175 yards or thereabouts, measured in an easterly direction, along that railway from the eastern end of the station buildings of the Cliftonville Railway Station.
2. A service reservoir to be situate in the parish of Preston, in the county of Sussex, between the Upper Shoreham-road and a road known as the Drove, and 140 yards or thereabouts, measured in a southerly direction, from a cottage in the occupation of Richard Upton, adjoining to the farm known as Longbarn Farm, belonging to the trustees of the Stanford Estate, and in the occupation of William Marsh Rigden.
3. An aqueduct, conduit, or line of pipes commencing at the well and pumping station before mentioned and terminating at the service reservoir before mentioned, and passing through the said parishes of Hove and Preston.
4. An aqueduct, conduit, or line of pipes commencing at the service reservoir before mentioned and terminating at the pumping station before mentioned, and passing through the said parishes of Hove and Preston.
5. A standpipe, already erected and situated on the seashore between high and low water mark in the said parish of Hove, nearly opposite to the centre of the Lawns, on the West Brighton Estate, and 96 yards or thereabouts, measured in a southerly direction, from the top of the flight of steps leading from those Lawns to the sea beach.
6. A reservoir, already erected and situate in the said parish of Hove, beneath the Lawns before mentioned, and near the centre of and adjoining the southern boundary wall of those lawns.
7. An aqueduct, conduit, or line of pipes, already laid down and situate in the said parish of Hove, commencing at the standpipe before mentioned and terminating at the reservoir lastly before mentioned.
8. A pumping station, already erected and situate in the said parish of Hove, beneath the Lawns before mentioned and near the centre of and adjoining to the southern boundary wall of those Lawns.
9. A line of pipes for the conveyance of compressed air, already laid down and situate wholly in the said parish of Hove, commencing at the pumping station first before men-

tioned and terminating at the pumping station lastly before mentioned.

The aforesaid works are or will be situated in the parishes, townships, or places of Hove and Preston, in the county of Sussex, or one of them.

The limits within which the Bill will or may give to the Company power to supply fresh and sea water, or with fresh or sea water will comprise the parish of Hove aforesaid, or some part or parts thereof.

To enable the Company to construct, lay down, repair, renew, and maintain pumping stations, conduits, aqueducts, dams, sluices, weirs, gauges, wells, drains, cuts, mains, pipes, and other requisite works within the aforesaid parishes and places, and for the purposes of the intended Act to pass over, across, and along, and to break up, open, alter, divert, or stop up, temporarily, or permanently, any public and private roads, highways, footpaths, streets, quays, pavements, squares, alleys, bridges, public places, railways, tramways, sewers, drains, and water-courses in the aforesaid parishes and places.

To empower the Company to purchase and acquire by compulsion or agreement, and hold lands, houses, waters, and other hereditaments and property, and to take grants of or acquire easements in and over lands, houses, springs, streams, waters, and other hereditaments for the purposes of the intended Act, and to vary and extinguish all or any rights and privileges connected with any such lands, houses, waters, and hereditaments.

To authorise the Company temporarily to occupy and use lands, houses, buildings, easements, streams, and springs of water and hereditaments for obtaining materials for the construction of the said intended works, and to incorporate with the Bill, with such variations and amendments as may be proper or requisite, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary use and occupation of lands, or to make other provisions in respect thereof.

To enable the Company, in constructing the said works, to deviate from the lines thereof, as laid down in the deposited plans, to any extent which may be shown on the said plans or defined by the Bill, and to deviate from the levels as shown on the deposited sections to any extent which may be defined by the Bill.

To authorise the Company to supply fresh and sea water or fresh or sea water for domestic, public, trading, sanitary, or other purposes; and to demand, collect, and recover rates, rents, and charges for such supply, and for the use of meters; and to confer, vary, or extinguish exemptions from the payment thereof; and to vary or extinguish all rights and privileges as may be necessary or expedient for carrying into execution the objects of the Bill; and to confer, vary, or extinguish other rights and privileges.

To confer upon the Company powers for preventing the pollution, waste, abstraction, or misuse of the water to be supplied by the Company, and for preventing the improper or unauthorised interference with their water or waterworks.

The intended Act will or may, for the purposes thereof, alter, amend, enlarge, or repeal all or some of the provisions of "The Brighton, Hove, and Preston (Constant Service) Waterworks Act, 1854;" "The Brighton, Hove, and Preston (Constant Service) Waterworks Act, 1857;" "The Brighton, Hove, and Preston (Constant Service) Waterworks Amendment Act, 1865;" "The Brighton Corporation Waterworks Act, 1872;" "The Hove Commissioners Act, 18. 3;" and of

any other Act of Parliament or Charter which would interfere with the objects of the intended Act, and it will incorporate with itself all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Acts, 1845, 1860, and 1869;" and "The Companies Clauses Acts, 1845 and 1863."

On or before the 30th day of November, 1875, duplicate plans and sections, showing the lines situation, and levels of the intended works, and the lands and property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes, in the same county; and on or before the same day copies of so much of the said plans, sections, and book of reference as relates to the said parishes in or through which the intended works will be made, with a copy of this notice, will be deposited for public inspection with the clerks of such parishes, at their respective residences; and in the case of any extra-parochial place, with the parish clerk of the 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, 1875.

Dated this 17th day of November, 1875.

Ashurst, Morris and Co., 6, Old Jewry, London, Solicitors.

Wyatt, Hoskins, and Hooker, Parliamentary Agents.

In Parliament—Session 1876.

Stonehouse Pool Improvement.

(Incorporation of Company; Construction of Quay Wall or Embankment, Railway or Tramway, Shipping Places, Wharves, and other works in and adjoining Stonehouse Pool; Power to Dredge and Deepen parts of Hamoaze and Stonehouse Pool; Arrangements with London and South Western Railway Company, and Powers to that Company to become Lessees or Owners of the Undertaking; Other Powers; Amendment or Repeal of Acts.)

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

1. To incorporate a Company (hereinafter called the Company), and to confer upon the Company all necessary powers for making and maintaining the works hereinafter described (that is to say);

1. A quay wall, or embankment, commencing in the parish of Stoke Damerel, in the county of Devon, at or near a place called or known as "Poor Man's Point" or "Poor Man's Corner," at a point one chain, or thereabouts, westward of the steps leading from the road at that place to the foreshore, thence extending in a southerly direction for a distance of 40 yards, or thereabouts, thence extending in a south-easterly direction for a distance of 110 yards, or thereabouts, and thence extending in a north-easterly direction for a distance of 170 yards, or thereabouts, and thence extending in a northerly direction for a distance of 170 yards, or thereabouts, and thence extending in a north-westerly direction for a distance of 50 yards, or thereabouts, to its point of termination in the said parish, at or near the eastern side of the road called or known as Richmond-road or Richmond-walk, at a point thereon

one chain, or thereabouts, northward of the southern end of the row of houses known as Baker's-place, situate on the western side of the said road.

2. A railway, or tramway, commencing in the said parish of Stoke Damerel by a junction with the Railway No. 5, authorised by the Devon and Cornwall Railway Extensions to Plymouth and Devonport Act, 1873 (and now in course of construction), in the road called or known as Richmond-road or Richmond-walk, at a point half a chain, or thereabouts, from the junction of that road with Devonport-hill, and terminating on the proposed quay wall, or embankment, at a point four and a half chains, or thereabouts, south-east of the point of commencement of the said quay wall, or embankment, as above described.

The intended quay wall, or embankment, and railway, or tramway, and the works and conveniences connected therewith, will be wholly made or situate in the parishes of Stoke Damerel and East Stonehouse, and the extra-parochial or other places of Stonehouse Pool and Hamoaze, some or one of them, in the county of Devon.

2. To authorise the Company to enclose, reclaim, and convert to the purposes of their undertaking, or any other purpose, the whole, or any part, of the bed and foreshore of Stonehouse Pool and Hamoaze respectively, and all other lands and foreshore that will be enclosed by the proposed quay wall or embankment.

3. To authorise the Company from time to time to dredge, scour, and deepen so much and such parts of the beds and shores of Stonehouse Pool and Hamoaze respectively as may be necessary for the intended works, and for the improvement of Stonehouse Pool.

4. To authorise the Company, in connection with the said proposed works or any portions thereof, to make, provide, and maintain all necessary and proper shipping places, quays, wharfs, landing places, stages, staiths, drops, slips, stairs, walls, warehouses, sheds, cranes, hydraulic lifts, dolphins, buoys, stations, roads, approaches, communications, tramways, and other works and conveniences.

5. To cross, stop up, alter, or divert, whether temporarily, or permanently, roads, foot-paths, towing-paths, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary, in constructing or maintaining the said intended works, and to authorise deviations laterally and vertically from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned.

6. To purchase and take by compulsion and agreement, lands, foreshore, houses, and property required for the purposes of the intended works, and to levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, for the use of the intended works and conveniences; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

7. To make provision for the management, use, regulation, and protection of the intended works and conveniences; the regulation and control of shipping, persons, animals, and goods, frequenting, or using, or approaching to, or departing therefrom; the pilotage of shipping, the appointment, regulation, and dismissal of harbour master, and other officers; the passage and navigation, anchoring, and lying of vessels, ships, and crafts along, at, or near to the intended quay wall or embankment, the placing

of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in Stonehouse Pool and Hamoaze, for the purpose of affording access to the intended works, and the making of bye-laws and regulations, and the imposition of penalties, and restrictions for the purpose of or with reference to any of the matters aforesaid.

8. To prescribe, regulate, and define the limits within which the harbour master, and other officers to be appointed under the Bill, may exercise jurisdiction, and make, enforce, and give regulations and directions.

9. To authorise the Company to lease or grant the use of, or occupation of any warehouses, buildings, quay wharfs, yards, cranes, machines, and other works and conveniences, at such rents and upon such terms and conditions, and for such period or periods as the Company think fit, and from time to time to sell, let, or otherwise dispose of any lands belonging to them.

10. To enable the Company and the London and South Western Railway Company (hereinafter called the South Western Company), from time to time to enter into and to carry into effect contracts, agreements, and arrangements for, or with respect to the working, use, management, construction, and maintenance of the intended works, or any part or parts thereof, the supply of rolling stock, plant, machinery, and of officers and servants for the conduct of the traffic thereof, the management and regulation of such traffic, 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 allocation and appropriation to and the separate and independent ownership by either of the contracting Companies of the intended works, or some part or parts thereof, the sums or considerations, whether annual or in gross, and the rents, payments, contributions, 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 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 requisite or 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.

11. To authorise the Company to lease, either in perpetuity or for a limited period, the whole or any part of their undertaking, works, lands, property, rights, powers, and privileges, to the South Western Company, and either before or after the completion of the intended works, and to confer upon and vest in the said South Western Company all the powers, rights, privileges, duties, liabilities, and obligations of the Company, whether with reference to the purchase of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise, vested in the Company, with respect to the intended undertaking, at such times and for such considerations, and upon such terms and conditions, pecuniary and otherwise, as have been or may hereafter be agreed upon, and to authorise the South Western Company to take such lease, and to exercise, enjoy, perform, and fulfil all such powers, rights, privileges, duties, liabilities, and obligations.

12. To incorporate with the Bill 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 1863;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847;" with such variations, modifications, and exceptions as may be contained in the Bill.

13. 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.

14. To alter, amend, extend, enlarge, or to repeal, so far as may be 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)—

4 and 5 William 4, cap. 88; 18 and 19 Vic., cap. 188; 36 and 37 Vic., cap. 111; and 37 and 38 Vic., cap. 161, and all other Acts relating to the South Western Company; 36 and 37 Vic., cap. 111; 37 and 38 Vic., cap. 161, and all other Acts relating to the Devon and Cornwall Railway Company, and all other Acts relating to or affected by the objects of the Bill.

15. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended works, together with a book of reference to such plans, an 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 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 works are proposed to be made, or in which any lands or houses intended to be taken are situate; and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1875.

J. Brend Batten, 32, Great George-street,
Westminster, Solicitor for the Bill.

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Uppingham Water.

(Incorporation of Company; Construction of Water Works; Supply of Water to Uppingham; Compulsory purchase of Lands; Power to Levy Rates, Rents, and Charges.)

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 incorporate a Company hereinafter called "The Company," and to confer upon the Company all necessary powers and authorities for supplying with water the Town of Uppingham, the Parish of Uppingham, all in the County of Rutland,

The Bill will confer upon the Company the following, or some of the following, amongst other powers: To construct and maintain the works undermentioned, or some of them (that is to say)

1. A well or shaft and boring, and a tank and pumping station, with engines and other works, to be wholly situated in a field in the Parish of Lyddington, in the County of Rutland, on the west side of such field belonging to Miss Eliza Ingram, and at or near a point about 40 yards east of the highway leading from Uppingham to Rockingham, and which field is bounded on the east by land belonging to Thomas Bryan, on the west by the aforesaid highway, on the north by land of John Pretty in part, and by land of Thomas Wright in other part, and on the south by land of Henry Bullock.

2. A service and storage reservoir about 50 yards long and 30 yards wide, and a water tower and tank, all in the above-mentioned field, at the western side thereof, and at or near a point about 70 yards east of the said Uppingham and Rockingham highway.

3. A conduit or line of pipes, situate wholly in the said field, and in the said parish of Lyddington, commencing from and out of the proposed well or pumping station first hereinbefore described, passing thence in an easterly direction to and terminating at or near the west side of the proposed service and storage reservoir.

4. A conduit or line of pipes, situate in the said parishes of Lyddington and Uppingham, commencing at the said intended service and storage reservoir in Lyddington aforesaid, passing thence in a westerly direction, under or along the said field to the said highway, and thence under or along the said highway in a northerly direction into the said parish of Uppingham, and thence under or along the said highway to and into the Market Place of Uppingham, at or near the point where the north-west corner of such Market Place abuts upon the High-street.

In connection with the aforesaid well or shaft, and pumping-station, service reservoir and conduits, or lines of pipes, to construct and maintain mains, pipes, culverts, cuts, drains, sluices, engines, stand pipes, weirs, machinery, apparatus, approaches, buildings, drifts, adits, tanks, and other works and conveniences.

To lay down and maintain pipes, culverts, and other works in, over, under, or across, and to break up, alter, divert, or stop up (either temporarily or permanently) streets, lanes, roads, highways, bridges, and other public passages and places, railways, sewers, pipes, drains, rivers, wharves, canals, streams, brooks, and watercourses, for the works and purposes herein mentioned.

To take, collect, appropriate, and use all or some of the springs, streams, and waters in and under the line of the proposed works, and in and under the lands to be taken for the purposes thereof.

The aforesaid works will be situated partly within the said parish of Uppingham and partly within the said parish of Lyddington in the county of Rutland.

To purchase by agreement or compulsion and to take on lease lands, houses, springs, streams, waters, and other hereditaments, and to take and acquire easements over and under any lands, houses, bridges, railways, streams, waters, and other property required for the purposes of the said works or undertaking or any of them.

To supply water for domestic, trading, public, sanitary, and other purposes, and to demand, levy, recover, and take rates, rents, and charges in respect of such supply, and for the sale or use of

meters, and to exercise all such powers, rights, and privileges as are usually conferred upon water companies, or which may be necessary or expedient for carrying into execution any of the objects of the Bill.

To confer upon the Company powers for preventing the pollution, waste, illegal use, abstraction, misuse, or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for preventing any improper or unauthorized interference with their water or works.

To vary and extinguish all existing rights and privileges which would in anywise interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Duplicate plans and sections shewing the line or situation and levels of the intended works, and the lands, houses, and other property in or through which the same will be made, with books of reference to the said 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 a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1875, be deposited for public inspection with the Clerk of the Peace for the county of Rutland, at his office in Oakham, in the said county, 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 the parish of Uppingham, and with the parish clerk of the parish of Lyddington, at their respective places of 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, 1875.

Dated this tenth day of November, 1875.

Hodding and Beevor, Worksop, Solicitors.
Marriott and Jordan, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1876.

Corsham Tramways.

Application to Board of Trade for Provisional Order to construct Tramways in the parish of Corsham; to levy Tolls; Provisions for use of Tramways and Roads Traversed, &c.; 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 Messrs. Randell, Saunders, and Co., limited, of Corsham, in the county of Wilts, quarrymen and stone merchants, and Robert Pictor, Cornelius James Pictor, and William Smith Pictor trading under the style or firm of Pictor and Sons, of Box, in the said county of Wilts, quarrymen and stone merchants, hereinafter respectively called the Promoters, 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 there-

with respectively, and for conferring upon them the following or some of the following powers.

The tramways proposed to be authorised are as follows, that is to say:—

Tramway No. 1.

In the parish of Corsham.

A tramway herein referred to as tramway No. 1 wholly situate in the parish of Corsham and commencing at the new shaft entrance to the quarries of the said Messrs. Pictor and Sons, in a field known as Westwells Wood, No. 359b on the tithe apportionment map belonging to George Pargiter Fuller, Esq., and passing in an easterly direction for a distance of 1 furlong 5 chains through another field No. 360a on the tithe apportionment map belonging to the said George Pargiter Fuller, Esq., thence along the lane known as Yule Spring lane for a distance of 5 chains 11 yards in a south-easterly direction, thence along and across Potley lane a distance of 2 chains 16 yards in an easterly direction, thence through fields Nos. 425 and 426 on the said tithe map belonging to the said George Pargiter Fuller, Esq., for a distance of 3 furlongs in the like direction, re-entering the said Potley lane at a distance of 2 furlongs 4 chains from Potley bridge and passing along the said lane in an easterly direction for 1 furlong 9 chains, and then in a northerly direction over Potley bridge a distance of 6 chains 17 yards, thence eastward for a distance of 7 chains 18 yards to a loading wharf on lands the property of the Great Western Railway Company.

Tramway No. 2.

In the parish of Corsham.

A tramway (herein referred to as tramway No. 2) wholly situate in the parish of Corsham, in the county of Wilts, commencing at a point near the shaft entrance to the Hudswell quarries of the said Messrs. Randell, Saunders, & Co., limited, in a field No. 336 on the tithe apportionment map for the said parish belonging to Graham Francis Moore Mitchell Esmeade, Esq., and passing over for a distance of 6 furlongs 3 chains 17 yards in a south-easterly direction, other land belonging to the said Graham Francis Moore Mitchell Esmeade, Esq., and numbered respectively on the said tithe map 337, 345 340, 344, 327, 325, 323, and 302a, then crossing the parish road to a junction with tramway No. 1 at a distance of 33 yards from the north end of the bridge over the Great Western Railway known as Potley bridge.

Tramway No. 3.

In the parish of Corsham.

A tramway (herein referred to as Tramway No. 3) wholly situate in the parish of Corsham, in the county of Wilts, commencing at the New Shaft entrance to the quarries of the said Randell Saunders and Company limited, in a field No. 620 on the tithe apportionment map for the said parish, belonging to George Pargiter Fuller, Esquire, and thence passing over for a distance of 1 furlong 7 chains 15 yards in a north-westerly direction, other lands belonging to the said George Pargiter Fuller, Esq., No. 610 on the said plan, thence crossing in a northerly direction the parish road known as Ridge-lane, at a point 3 chains and 2 yards distant from the entrance to the farm-house known as the Ridge Farm-house, thence passing over for a distance of 2 furlongs 8 chains 11 yards in a northerly direction other lands belonging to the said George Pargiter Fuller Esquire, and numbered 522, 521, 520, 518, and 516 respectively on

the said tithe map, thence crossing in a westerly direction the parish road known as Rough-street, at a distance of 4 chains 3 yards from the entrance to Little Lypiatt farm-house, thence passing over for a distance of 1 furlong, in the same direction other lands numbered 530p, 531 and 530r respectively on the said tithe map belonging to the said George Pargiter Fuller, Esquire, thence crossing in the same direction the parish road known as Elly Green-lane, at a point 2 chains 11 yards distant from the point where Elly Green-lane aforesaid, joins Rough-street aforesaid, thence passing over for a distance of 3 furlongs 6 chains 7 yards in the like direction, other lands of the said George Pargiter Fuller, Esquire, numbered 462, 461, 467, and 456 respectively, on the said tithe map, thence passing in a westerly direction over lands belonging to the Great Western Railway Company for a distance of 10 chains 19 yards to Potley-lane, forming a junction with Tramway No. 1, at a point 21 yards to the south of Potley-bridge.

The tramways and works proposed to be authorised by the order will be made or pass from, in, through, or into the parish of Corsham, in the county of Wilts.

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 promoters the powers or some of the powers following:—

To authorise the promoters to enter upon and open the surface of, and to alter, widen and otherwise interfere with highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes within the parish of Corsham 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 provide for the maintenance and repair of the whole or some portion of the highways and roads upon, across, or along which any of the proposed tramways may be laid, and to exempt the promoters from the whole or some part of any highway or other rate or assessment in respect of any portion or part of any highway or road upon, across, or along which any of the proposed tramways may be laid, to enable the promoters and any vestry, highway, or district board, commissioners, trustees, or other bodies, corporate, or persons having respectively the duty of directing repairs or the control or management of the said highways or roads respectively, to enter into contracts or agreements with respect to facilitating the traffic over or along the same by means of animal power.

To enable the promoters for all or any of the purposes of their undertaking to acquire by agreement or to take easements over lands, and to erect buildings and conveniences on any such lands.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by trolleys or other vehicles passing along the same, and for the conveyance of stone and other materials to and from the "Spring" quarry, the "Ridge" quarry, and the "Hudswell" quarry, and the sidings of the Great Western Railway upon the same.

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, or stations of any railway Company.

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 upon the promoters.

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 by advertisement as published in the Bath Express, County Herald, and North Wilts Guardian, and 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 Wilts, at his office at Marlborough, in the said county of Wilts; with the parish clerk of the parish of Corsham, at Corsham aforesaid; at the office of the Highway Board for the district of Chippenham, at Chippenham, in the borough of Chippenham; at the offices of the Board of Trade, situate at Whitehall, in the city of Westminster; and in the Private Bill Office of the House of Commons and the House of Lords, respectively.

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 offices of Messrs. Milne, Riddle, and Mellor, No. 2, Harcourt-buildings, Inner Temple, London, Parliamentary Agents, or at the offices of Messrs. Blandy and Witherington, of No. 1, Friar-street, Reading, in the county of Berks, Solicitors; and at the offices of the said Messrs. Randall, Saunders, and Company, Limited, situate at Corsham aforesaid; and at the offices of Messrs. Pictor and Sons, at Box 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 promoters at their offices, situate at Corsham and Box aforesaid.

Dated the 18th day of November, 1875.

Blandy and Witherington, Reading, Solicitors.

Milne, Riddle, and Mellor, No. 2, Harcourt-buildings, Inner Temple, London, E.C., Parliamentary Agents.

In Parliament—Session 1876.

West Bromwich Improvement (Gas).

(Power to the West Bromwich Improvement Commissioners to light with Gas the parish of West Bromwich, in the county of Stafford, and to purchase, and to vest in them, pursuant to the Birmingham (Corporation) Gas Act, 1875, or otherwise, so much or some part of the Gas Undertaking of the Corporation of Birmingham as is contained within the said parish of West Bromwich (except the Gas Works at Swan Village and certain Mains and Pipes) and Powers to the Corporation of Birmingham to sell and transfer the same, and Powers to both Bodies to make Agreements relating thereto. Powers to the Commissioners to maintain the acquired portion of the Undertaking, and to Erect and Maintain Gas Works. To Purchase Compulsorily and by Agreement and hold lands. To Manufacture Gas and Residual Products, and to Supply Gas within the said Parish of West Bromwich and the neighbourhood thereof. To enable the Commissioners to supply Gas in bulk to Tipton and Smethwick; and Powers to the Commissioners and to the Local Authorities of those districts, to enter into Agreements with the Commissioners for the supply of Gas, and to unite in Erecting Gas Works, &c., and to levy Rates, &c., for that purpose. To levy Gas Rents, Rates, and Charges. To alter, and, if need be, to increase existing Gas Rents, Rates, and Charges. To levy General and Special Improvement, and Increased General Improvement and other Rates and Charges for the purposes of the Bill. To apply moneys, to borrow moneys, and to charge the same on the General Improvement and other Rates and on the Rates, Rents, and Charges to arise under the Bill, and on the Gas Undertaking, and other Property of the Commissioners, or any of them, or any part thereof. To grant Annuities, Issue Debentures, and other Securities, Provisions as to Costs, &c., 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 West Bromwich Improvement Commissioners (hereinafter called the Commissioners), whose district consists of the parish of West Bromwich, in the county of Stafford, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To confer upon the Commissioners all needful powers for lighting with gas or other means of artificial illumination, their district or the parish of West Bromwich and the neighbourhood thereof, in the county of Stafford, or some part or parts thereof respectively.
2. To authorise the Commissioners to purchase by agreement or compulsorily, and either pursuant to the provisions in that behalf contained in the Birmingham (Corporation) Gas Act, 1875, or otherwise, and to transfer and vest or provide for the transfer and vesting to and in the Commissioners of so much of the gas undertaking of the Mayor, aldermen, and burgesses of the borough of Birmingham (hereinafter called the Corporation), or of the gas undertaking now, or lately belonging to the Birmingham and Staffordshire Gas Light Company, as is contained within the parish of West Bromwich, or some part of such portion of the said undertaking (except the gas works at Swan Village and certain mains and pipes

used in connection therewith for supplying other districts and places) as may be provided by the Bill; and to authorise and require the Corporation to sell and transfer to the Commissioners such portion of the said undertaking or some part thereof, and such mains, pipes, machinery, apparatus, and other property rights, powers, easements, and privileges connected therewith, of or belonging to, or held and possessed by or on behalf of the Corporation as are contained in, or are exercisable by the Corporation within the parish of West Bromwich (except as aforesaid), and as may be expressed in or provided by the Bill, for such price or consideration, and upon and under such terms, conditions, and stipulations as may be agreed upon, or be settled and determined by arbitration or otherwise, or as may be expressed and contained in or provided for by the Bill, and to prescribe the mode of settling by arbitration or otherwise the said purchase money or consideration, and the terms, conditions, and stipulations upon and under which the said sale and transfer shall be made.

3. To authorise and enable the Commissioners, subject to the provisions of the Bill, to hold, exercise, use, and enjoy all the rights, powers, privileges, and authorities of the Corporation in relation to the said portion of the said undertaking so to be transferred as aforesaid.
4. To authorise agreements between the Commissioners and the Corporation, and to sanction and confirm any agreement or agreements already made, or which before the passing of the Bill may be made or entered into, with reference to the purchase and transfer aforesaid or in connection therewith.
5. To enable the Commissioners to erect, make, maintain, alter, improve, enlarge, extend, and renew or discontinue gas works, buildings, retorts, gasometers, engines, machinery, and other works for the manufacture and storage of gas or other means of artificial illumination, and other works for the manufacture of chemicals, and for the conversion or utilisation and distribution of materials used in and about the manufacture of gas and of residual products resulting from such manufacture, with all buildings, sewers, drains, quays, wharves, laybys, cuts, canals, sidings, approaches, roadways, tramways, works, and conveniences necessary or convenient for those purposes within the limits and upon the lands herein described, that is to say:—
- (1.) Certain lands situate near the Albion, in the parish of West Bromwich, in the county of Stafford, belonging to the Stour Valley Coal and Iron Company, Limited, bounded on the north-east by the towing-path of the canal leading from Birmingham to Wolverhampton, belonging to the Company of Proprietors of the Birmingham Canal Navigations, on the south-west by the London and North Western (Stour Valley) Railway; on the north-west by the towing-path leading from the towing-path aforesaid towards the furnaces of the Stour Valley Coal and Iron Company, Limited; on the south-east by the highway known as Oldbury-lane; and on the south by a foot-road leading from Oldbury-lane aforesaid, under the said railway to The Brades and Tividale, and containing five acres or thereabouts.

(2.) Certain lands situate near Dunkirk, in the parish of West Bromwich, in the county of Stafford, belonging to the Stour Valley Coal and Iron Company, Limited, bounded on the north and north-west by other lands belonging to the Stour Valley Coal and Iron Company, Limited, on the south-west by the London and North Western (Stour Valley) Railway, and on the south-east by a basin or branch of the canal leading from Birmingham to Wolverhampton, belonging to the Company of Proprietors of the Birmingham Canal Navigations, and on the north-east by other lands belonging to the Stour Valley Coal and Iron Company, Limited, and containing six acres or thereabouts.

- (3.) Certain lands situate at Black Lake, in the parish of West Bromwich, in the county of Stafford, belonging to Elizabeth Horton, Isaac Horton, George Horton, William Grandage Ramsden, and Edward Roberts, trustees under the will of Isaac Horton, deceased, bounded on the north-west by a cart-road leading from the Old Holyhead turnpike road to Harvill's Hawthorn, on the north-east by the said Old Holyhead turnpike road, on the south-east by land of the Company of Proprietors of the Birmingham Canal Navigations, adjoining to the towing-path of the Ridgacre branch of their Canal, and on the south-west by the Great Western Railway, and containing about six acres and a half.
6. And upon those lands to manufacture gas, and to manufacture, convert, utilise and distribute such materials things, and residual products as aforesaid, and also on those lands to store gas.
7. To purchase, take on lease, or otherwise acquire by agreement, and if need be compulsorily, and hold the lands and hereditaments hereinbefore described, and easements over such lands, and to purchase or take on lease by agreement other lands and hereditaments in the parish hereinbefore mentioned, or rights or easements in or over any such lands and hereditaments.
8. To authorise the Commissioners to maintain, renew, extend, and carry on the portion of the said undertaking so to be acquired of the Corporation as aforesaid, and for the purposes of the Bill to break up and interfere with streets, roads, bridges, foot-paths, towing-paths, canals, railways, tramways, telegraphic apparatus, and other passages, places, and things, and to lay down, maintain, and renew, mains, pipes, and other works and apparatus, and to manufacture, purchase, hire, sell, let, or otherwise deal in and supply meters, fittings, and other apparatus, and to sell and supply gas for public and private purposes to and within the said parish of West Bromwich and the neighbourhood thereof, or some part or parts thereof, and to sell, supply, and deal in coal, coke, lime, tar, ammoniacal liquor, and other residual and manufactured products.
9. To enable the Commissioners to supply gas in bulk or otherwise, for public and private purposes, to any and every local board, local authority, public body, company, or persons in the several parishes or districts of Tipton and Smethwick in the county of Stafford, or one of those parishes or districts, and to enable the Commissioners and any and every such local boards, local authorities, public bodies, company, or person, to contract and agree as to such supply, and

to confer upon such local boards, local authorities, public bodies, companies, and persons, all such powers, as to the levying of rates, borrowing moneys, or otherwise, within the districts, parishes, or areas under their respective control, as may be requisite for enabling them respectively to carry into effect any such contract or agreement and to confirm any agreement entered into for any of the purposes aforesaid.

10. To authorise and empower the Commissioners and the local boards or local authorities of the districts or parishes of Tipton and Smethwick, in the county of Stafford, or any one or more of such local boards or local authorities to unite in erecting, making, maintaining, using, and in carrying on gas works and works for the manufacture and sale of any residual products, arising or obtainable from the manufacture of gas or of the materials used therein, and to supply their several districts or parishes with gas for public and private purposes, from such gas works, and for all or some of those purposes and other purposes connected therewith, to enter into contracts and agreements, and for all or any of such purposes to levy gas and other rates, rents, and charges, and to apply moneys, and to borrow moneys upon the security of the rates, leviable by such local boards or local authorities respectively, and the Bill will confer all powers and contain all provisions necessary or conducive to the attainment and effectually carrying out of all or any of the objects and purposes herein stated.

11. To authorise the Commissioners to levy rates, rents and charges for the sale and supply of gas, gas meters, fittings, and apparatus, and to alter the existing rates, rents and charges, and if deemed expedient to increase the maximum price to be charged for gas fixed by the 35th section of "The Birmingham (Corporation) Gas Act, 1875," and for the purposes of the Bill to levy within the parish of West Bromwich, an increased general improvement rate or rates, or special or other rate or rates, for the purposes of or in connection with the objects of the said Bill, and to confer, vary or extinguish exemptions from the payment of rates, rents, and charges.

12. To hold and acquire patent rights or licences, to use patent rights in relation to the manufacture and distribution of gas or other artificial means of illumination and the utilisation of residual products, and to exercise all or any of the powers and authorities usually conferred upon gas companies, commissioners, corporations, or other local authorities who supply gas, or which may be necessary or convenient in carrying into execution any of the objects of the Bill.

13. To authorise the Commissioners for the purposes of the Bill to create, grant, and issue annuities, debentures, debenture stock, rent charges and other securities, and to apply any moneys arising from the rates or any of the rates levied or leviable by them under the powers of the intended Act or otherwise, or any moneys borrowed or authorised to be borrowed upon the credits of such rates or any of such rates, and any funds, revenue, property, or money belonging to them or under their control, or which they may acquire under the powers of the Bill, and any revenue to arise under the Bill, and for the purposes aforesaid to borrow, and

from time to time reborrow, further moneys upon such security as may be defined in the Bill, and to levy additional rates, whether general or special, and to apply the rates, rents, and profits of the gas undertaking to the purposes of the Commissioners.

14. To provide for the conversion of annuities to be issued under the intended Bill into debentures or debenture stock, and for the redemption of any annuities, debentures, rent charges, or other securities, or consideration to be granted or paid in respect of all or any of the purposes of the Bill, and for the repayment of borrowed money, and for the renewal of works, plant, and apparatus, and for those and other purposes to provide a sinking fund or sinking funds; and to fix the amount thereof and mode of application of the same, and to authorise and empower trustees and other persons under disabilities to lend and advance trust and other moneys on the security of annuities, rent charges, debentures, debenture stock, mortgages, or other securities, to be created, issued, and granted by the Commissioners under the intended Act.

15. To alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Bill, and to confer upon the Commissioners such further and other rights, powers, and privileges as may be necessary or expedient for effecting the several objects of the Bill, or in relation thereto.

16. To provide for the payment by the Commissioners of all costs, charges, and expenses of and incident to the preparing, applying for, and passing of the intended Act and in relation thereto, and of and in relation to the acquisition of the said gas undertaking, and of carrying into effect all or any of the objects of the Bill, and to include in such costs, charges, and expenses, or otherwise to provide for the payment or repayment of the costs, charges, and expenses incurred by the Commissioners in opposing or in relation to "The Birmingham (Corporation) Gas Act, 1875," "The Birmingham and Staffordshire Gas Bill, 1875," "The Birmingham Gas Bill, 1875, No. 1," and "The Birmingham Gas Bill, 1875, No. 2," or any or either of them, and to charge all or some of such costs, charges, and expenses upon the Gas undertaking of the Commissioners or otherwise, as may be provided by the said Bill.

17. To incorporate with or apply to the purposes of the Bill all or some of the provisions of "The Gas Works Clauses Acts, 1847 and 1871," "The Commissioners Clauses Act, 1847," "The Public Health Act, 1875," "The Local Authorities Loans Act, 1875," and "The Public Works Loans Act, 1875," or wholly or partially to exempt the Commissioners 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.

18. To alter, amend, enlarge, or repeal all or some of the powers and provisions of the several local and personal Acts following (that is to say), 8 and 9 Victoria, cap. 66, and all other Acts relating to the Birmingham and Staffordshire Gas Light Company, "The Birmingham Corporation Gas Act, 1875," "The West Bromwich Improvement Act, 1854," "The West Bromwich Improvement Amendment Act, 1855," and "The

West Bromwich Improvement Amendment Act, 1865."

19. On or before the 30th day of November, 1875, plans of the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, and with the parish clerk of West Bromwich aforesaid, at his residence.

20. 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 11th day of November, 1875.

C. H. Bayley, West Bromwich, Solicitor for Bill.

E. W. Cooper, 4, Westminster Chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1876.

Metropolitan Board of Works (Various Powers) Bill.

(Transfer to Metropolitan Board of Works of maintenance of Chelsea Embankment Wall, &c.; Construction of New Street from Sun-street to Worship-street, and contribution of Shoreditch Vestry thereto; Freeing Deptford Creek Bridge from Toll; Powers affecting the Greenwich District Board of Works, the Bridge Company, the South Eastern Railway Company, and Justices of County of Kent; Amendment of Acts, and particularly Section 49 of "The Metropolitan Street Improvements Act, 1872.")

NOTICE is hereby given that the Metropolitan Board of Works (who are in this notice referred to as "the Board") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

Metropolitan Street Improvements Acts, 1872.

1. To amend section 49 of the Metropolitan Street Improvements Act, 1872, by enabling one of Her Majesty's Principal Secretaries of State, on the application of the Board, at any time to release the Board from the obligations imposed upon them by that section, with respect to such part or parts of the several plots of land referred to in the said section, as coloured yellow upon a certain plan (which plots of land are, subject to the provisions of the said section, directed to be let or sold for the erection thereon of suitable dwelling houses or lodging houses for mechanics, labourers, and other persons of the working and poorer classes) as the said principal Secretary of State may from time to time deem necessary or reasonable.

Thames Embankment (Chelsea).

2. To declare that the embankment wall and the adjoining footway of the Thames Embankment at Chelsea, known as the Chelsea Embankment, and the ornamental grounds on that embankment respectively, constructed under the powers of "The Thames Embankment (Chelsea) Act, 1868" (herein referred to as the Act of 1868), shall be under the control and authority of and be vested in the Board, and that the duty and obligations of maintaining and lighting the said wall and footway, and of maintaining the said ornamental grounds, imposed by the 27th and any other sections of the Act of 1868, or otherwise, upon the vestry of Chelsea, shall be transferred to and undertaken by the Board.

3. To enable the Board to make bye-laws for the protection of the embankment footway and gardens, and for the preservation of order and good conduct amongst persons frequenting the gardens, and to enforce such bye-laws by penalties.

4. To partially repeal the said 27th section of the Act of 1868.

Sun-street to Worship-street Improvement.

5. To make a new street from Sun-street to Worship-street to be wholly situate in the parish of Saint Leonard, Shoreditch, in the county of Middlesex. The said street will commence from Sun-street on the west side of the viaduct carrying the North London Railway over Sun-street, and terminate in Curtain-road, at or near to Worship-street.

6. In connection with the proposed new street, to make junctions and communications with, and to widen any existing streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended new street, and to alter the line or levels of any existing streets, roads, or ways, public or private, and to stop up, divert, alter, and appropriate all or any part of the streets, courts, passages, and places in the line of the said new street, and also any streets, courts, passages, and places, sewers, drains, and pipes within the limits of lateral deviation, to be described on the plans hereinafter mentioned, to deviate from the lines and levels of the intended works, and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed improvement.

7. 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 proposed new street, and as will be included within the limits of deviation, to be shown upon the said plans; and also to acquire easements in, over, or through any such lands.

8. To purchase so much of any property as the Board may require for the purposes of the said street, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

9. To sell, lease, or appropriate for building or other purposes, any land to be acquired under the Bill, and not required for the purposes of the street.

10. To charge upon the parish of St. Leonard, Shoreditch, the maintenance, repair, and lighting of the new street.

11. To authorise and require the Vestry of the parish of St. Leonard, Shoreditch, to contribute towards the expense of the new street, and to authorise them to borrow money, and to charge and apply their rates for the purposes of such contribution, and to enable the Board to lend money to the said vestry for the purposes of such contribution.

Deptford Creek Bridge.

12. To authorise the making and carrying into effect agreements between the Board on the one hand, and the Deptford Creek Bridge Company, the Board of Works for the Greenwich District, the South Eastern Railway Company, and the Justices for the county of Kent, or with any one or more of these bodies, touching the freeing of the Deptford Creek Bridge and the powers to be applied for in respect thereof, and if need be to provide for the settlement by arbitration, or in such other manner as the Bill may define, of any differences which may arise.

13. To provide, in case of no agreement being come to as to the money payment to be made in respect of the freeing of the said bridge, that

the amount of compensation shall be settled in manner provided by the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (as amended by the Regulation of Railways Act, 1868), with respect to the purchase and taking of land otherwise than by agreement, and for this purpose to extend to the Bill the compulsory powers of purchase and the other needful provisions of those Acts.

14. To provide that on payment of the moneys agreed upon or ascertained in manner before mentioned, the said bridge shall be free, and that toll shall no longer be taken thereat.

15. To provide that the said bridge shall, when freed, and notwithstanding contained in the Bridge Act of the 43rd George III, cap. 131, and especially section 5 of that Act, be a county bridge; or the Bill may provide that the cost of maintaining, and, if need be, of rebuilding the said bridge, shall be borne, and in such proportions as may be provided for in or by the Bill, partly by the said justices of the county of Kent, and partly by the said Board of Works for the Greenwich District.

16. To provide that the approaches, or some part or parts of the approaches, to the bridge shall, when the bridge is freed, be maintained and lighted by the said Board of Works for the Greenwich District.

17. To enable the said last mentioned Board of Works to contribute towards the cost of freeing the said bridge, and to defray any expenses to be undertaken or imposed upon them under the powers of the Bill out of any moneys for the time being under their control or to be borrowed by them, and to enable the Board to lend moneys to the said District Board of Works for the purposes of the Bill.

18. To alter the liabilities and duties of the South Eastern Railway Company with respect to the said bridge and the said Bridge Company. General Powers.

19. To authorise the Board, for the purposes of the Bill, and in relation thereto, to apply any of the moneys belonging to them, or under their control, and to borrow further moneys, and, if necessary, to create further Metropolitan Stock.

20. To amend and enlarge some of the powers and provisions of (among other Acts) "The Metropolis Management Act, 1855;" "The Metropolis Management Amendment Act, 1856;" "The Metropolis Management Amendment Act, 1862;" "The Thames Embankment and Metropolis Improvement (Loans) Act, 1864;" "The Thames Embankment and Metropolis Improvement (Loans) Act, 1868;" and "The Metropolitan Board of Works (Loans) Acts, 1869 to 1871," and of "1875;" "The Thames Embankment (Chelsea) Act, 1868;" "The London and Greenwich Railway Act," of the 1st Victoria, c. 120, and the 43rd George III, cap. 131, relating to the Deptford Creek Bridge Company, and, if necessary, to repeal the two Acts lastly referred to, and to provide for the dissolution and winding up of the affairs of the said Company.

21. To incorporate with the Bill the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Railways Clauses Consolidation Act, 1845," as to the temporary occupation of lands, and to vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer upon the Board all such other rights, powers, and privileges as may be necessary or expedient in carrying out the objects of the Bill.

22. Plans and sections describing the situation, line, and levels of the proposed new street, and the lands and houses to be taken compulsorily

under the powers of the Bill, with a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day, a copy of the said plans, sections, book of reference, and notice will be deposited with the vestry clerk of the parish of St. Leonard, Shoreditch, at his office, at the Town Hall, Shoreditch.

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

Dated this 19th day of November, 1875.

J. E. Wakefield, Clerk to the Metropolitan Board of Works.

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

Board of Trade—Session 1876.

Newbury District Waterworks.

(Application for Provisional Order for Authority to Construct Waterworks, and to Supply Water to Newbury, Speenhamland, Speen, Church Speen, Wood Speen East, and other places in the county of Berks).

Pursuant to the Gas and Water Works Facilities Act, 1870.

NOTICE is hereby given, that the Newbury District Waterworks Company Limited intend to apply to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, pursuant to the Gas and Water Works Facilities Act, 1870, for authority to construct and maintain waterworks and works connected therewith, and to supply water within the borough of Newbury and the tything or hamlet of Speenhamland, the tythings or places of Speen, Church Speen, and Wood Speen East, in the parish of Speen, all in the county of Berks.

The intended Order will confer upon the Company power to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say,—

1. A well or tank and shaft or boring and pumping station with pumping engines, engine and boiler houses, and other works, buildings, and conveniences to be situated in the parish of Speen, in a meadow abutting upon the south side of a foot-path leading from Marsh Benham to Newbury, which meadow is numbered 212 on the parish map and belongs or is reputed to belong to Pembroke College, Oxford, and is at present in the occupation of Mr. Charles Pink, and is distant about 120 yards in an easterly direction from the farm house or cottage commonly known as Major-Bunny's Dairy.

2. A reservoir or reservoirs in the parish of Speen in a field numbered 300 on the parish map and commonly known as "Whittle Field," belonging or reputed to belong to Lieutenant William Henry Wyld, and at present in the occupation of Mr. Joseph Thatcher, situate at a point in the said field about 50 yards westward of the footpath leading from the London and Marlborough Turnpike (Speenhamland District Road) usually and hereinafter called the Bath Road; to Bellmount and adjoining or near to

certain cottage gardens abutting upon that road, which are at present occupied by Sarah Mumford, James Hawkins, and others.

3. A Conduit (No. 1) or line of pipes commencing in the parish of Spleen at the reservoir or reservoirs before described, passing thence in an easterly direction through Whittle Field to the said footpath leading from the said Bath-road to Bellmount, and in a southerly direction along that footpath and across the said road into the lower or back road running to the southward of and nearly parallel to the said Bath-road, thence in an easterly direction between the Cottage Hospital and the vicarage at Spleen along and under that lower or back road for its whole length to the junction thereof with the said Bath-road, near to certain houses known as the Castle Houses, thence along the said Bath-road through Speenhamland and terminating in the same parish in the tything of Wood Speen East, at a point on the last-mentioned road at or opposite the Southern end of the road leading therefrom to Shaw.

4. A Conduit (No. 2) line of pipes or pumping main in the parish of Speen commencing at the Well and Pumping Station firstly before described thence proceeding in a northerly direction through the said meadow numbered 212 on the Speen parish map and along a road adjoining the eastern ends of the fields numbered 198 and 199 and the western side of the field numbered 219 on the said parish map, and terminating by a junction with the Conduit or line of pipes (No. 1) at a point in the said lower or back road nearly opposite Captain Bouchier's house and garden.

5. A Conduit (No. 3) or line of pipes commencing in the tything or hamlet of Speenhamland in the said parish of Speen by a junction with the Conduit or line of pipes (No. 1) at or near the Stone Lamp pillar in the Broadway in Speenhamland aforesaid, thence proceeding in a southerly direction along the Broadway into and along Northbrook-street in the borough of Newbury, and terminating in the borough and parish of Newbury at a point about 40 yards to the north of the bridge over the Kennett and Avon Canal.

To lay down and maintain conduits, aqueducts, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, temporarily or permanently, public and private roads, highways, footpaths, streets, quays, pavements, squares, alleys, bridges, public places, canals, towing-paths, railways, tramways, sewers, drains, and watercourses in the aforesaid parishes and places.

The intended Order will also authorize the Company to effect the following objects, viz:—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements over lands, houses, springs, streams, waters, and other hereditaments for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, and to demand, collect, and recover rates, rents, and charges for such supply, 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 this Order, and to confer other rights and privileges.

The order will enable the Company and the Mayor, Aldermen, and Burgesses, or the Urban Sanitary Authority of the Borough of Newbury, and the Improvement Commissioners or Urban Sanitary Authority of Speenhamland, and any local board, trustees, surveyors, bodies and persons within the limits of the Order, to contract and agree with the Company for a supply of water

in bulk or otherwise for any purpose whatsoever, and will enable such Commissioners, Corporations, local board, trustees, surveyors, bodies, and persons to appropriate and apply funds, and raise additional funds by rates or otherwise for such purpose.

The Order will, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of any Act of Parliament or Charter, which would interfere with its objects, and it will incorporate with itself all, or some of the provisions of the "Waterworks Clauses Acts, 1847 and 1863," and such parts of the "Railway Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands, and such other matters as may be deemed expedient.

The order will also confer upon the Company the other powers mentioned, or referred to, in the "Gas and Waterworks Facilities Act, 1870," and all other powers usually conferred upon Water Companies.

On or before the 30th day of November, 1875, a copy of this advertisement and a plan and section of the proposed works will be deposited for public inspection with the Clerk of the Peace for the said borough of Newbury, and with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in the said county, and also at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order, when deposited at the Board of Trade, and copies of the Order when made, may be obtained on application at the offices of Messrs. John and G. N. Tanner, Solicitors, Speenhamland, and William Bell, 27, Great George-street, Westminster, at the price of one shilling 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 day of January, 1876, and copies of such representation, or objection must at the same time be sent to the said Messrs. John and G. N. Tanner, the Solicitors for the promoters.

Dated this 12th day of November, 1875.

John and G. N. Tanner, Solicitors, Speenhamland, Newbury.

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

In Parliament—Session 1876.

Temple and Warleggan Railway.

(Incorporation of Company; Construction of Railways from Temple Mineral Railway to Shallow-water, to Northwood and Stalker, and to Warleggan, and to join the Cornwall Railway, near Glynn Siding; Compulsory purchase of lands, tolls; Running powers over railways of, agreements with, and other provisions affecting the Temple Mineral, the Bodmin and Wade-bridge, the Cornwall, and the London and South Western Railway Companies; Amendment of Acts.)

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

1. To incorporate a Company and to enable the Company to be incorporated (hereinafter called "the Company") to make and maintain in the county of Cornwall the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads,

buildings, yards, and other works and conveniences connected therewith (that is to say):

- (1) A railway (No. 1) commencing in the parish of Temple by a junction with the authorised line of the Temple Mineral Railway, at or near the authorised termination thereof, as described in the Temple Mineral Railway Act, 1874, and terminating in Shallowwater Common, in the parish of Blisland, at a point 120 feet or thereabouts eastward from the foot-bridge over the Temple stream connecting Hawks Tor Common with Shallowwater Common, which intended railway (No. 1) will be made or pass from, in, through, or unto all or some of the parishes or places following, viz.:—Temple, St. Neot, Blisland, and Cardinham.
 - (2) A railway (No. 2) commencing in the parish of Temple by a junction with the intended railway (No. 1), in a field No. 79 on the Tithé Commutation Map for the parish of Temple, at a point 150 feet or thereabouts to the east of the westernmost hedge of that field, and about 93 feet from the Temple stream, and terminating in the parish of St. Neot, at or near the front of the clay-dry of the Northwood and Hulker Clay Works, in the last mentioned parish.
 - (3) A railway (No. 3) commencing in the parish of Temple by a junction with the authorised line of the Temple Mineral Railway, at or near the termination thereof as aforesaid, and terminating in the parish of Cardinham, at a point 66 feet or thereabouts to the south-east of the Account House of Trevedow Mine, in a plantation numbered 124 in the Tithé Commutation Map of the said parish of Cardinham, which intended railway (No. 3) will be made or pass from, in, through, or into all or some of the parishes or places following, viz.:—Temple, Warleggan, and Cardinham.
 - (4) A railway (No. 4) commencing by a junction with the intended railway (No. 3) at or near its termination as above described, and terminating by a junction with the Cornwall Railway at or near the point (near the eastern end of the siding on that railway known as Glynn Siding) at which that railway crosses over the road which leads from Cardinham over New Bridge to Lostwithiel, and which passes through the gateway of Glynn Eastern Lodge, which intended railway (No. 4) will be made or pass from, in, through, or into, all or some of the parishes or places following, viz.: Cardinham, Warleggan, Saint Neot, Saint Winnaw, and Braddock, otherwise Broad-oak.
2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.
3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways and tramways within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.
4. To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments for the

purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways and portions of railway, stations, and works hereafter mentioned belonging to the Temple Mineral Railway Company, and to the Bodmin and Wadebridge Railway Company, and the Cornwall Railway Company, and to alter the tolls, rates, and duties which the last-mentioned Companies are respectively now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or of any other purposes whatsoever, and for the purposes of their traffic of every description, the railways of the Temple Mineral Railway Company, the Bodmin and Wadebridge Railway Company, and the Cornwall Railway Company respectively, and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing rooms for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said railways respectively.

7. To empower the Company, on the one hand, and the Temple Mineral Railway Company, the Bodmin and Wadebridge Railway Company, the Cornwall Railway Company, and the London and South Western Railway Company, or any or either of these Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, and appropriation, and distribution of the tolls, rates, income and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been, or may be made touching any of the matters aforesaid.

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

9. And it is also intended, so far as may be requisite or desirable, for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say, The Temple Mineral Railway Act, 1874, 2 William 4, cap. 47, 5 and 6 William 4, cap. 93,

28 and 29 Vic., cap. 370, The Bodmin and Wade-bridge Railway (Deviations) Act, 1874, and all other Acts relating to the Bodmin and Wade-bridge Railway Company; 9 and 10 Vic., cap. 335, 24 and 25 Vic., cap. 215, and all other Acts relating to the Cornwall Railway Company; 4 and 5 William 4, cap. 88, and all other Acts relating to the London and South Western Railway Company.

10. And notice is hereby also given, that on or before the 30th day of November, 1875, plans and sections of the works proposed to be authorised by the Bill, shewing the situation, lines, and levels thereof, 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 Cornwall, at his office at Bodmin, 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 and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made or will be situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

11. 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 10th day of November, 1875.

Argles and Rawlins, 85, Gracechurch-street, London, E.C., Solicitors.

J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament, session 1876.

The Burry Port and North Western Junction Railway.

(Incorporation of Company for Construction of Railway from the Burry Port and Gwendreath Valley Railway to the Central Wales and Carmarthen Junction Railway near the Llanarthney Station; Transfer to new Company of Powers of the Burry Port and Gwendreath Valley Railway Company as to Construction of part of their authorised Undertaking; Working Arrangements with the last-named Company and the London and North Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that it is intended 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.

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith commencing by a junction with the authorised Burry Port and Gwendreath Valley Railway in the parish of Llanon, in the county of Carmarthen, in a field numbered 104 upon the deposited plans referred to in "The Kidwelly and Burry Port Railway Act, 1865," on the north-eastern side of the bridge carrying the turnpike-road over the site of the Kidwelly and Llanelly Canal, and at a point two yards or thereabouts from the said bridge, passing thence through or into the parishes of Llanarthney and Llanddarog, in the same county, and terminating

in the said parish of Llanarthney by a junction with the Central Wales and Carmarthen Junction Railway, at a point $9\frac{1}{2}$ chains or thereabouts measuring in a westwardly direction along the said railway from the western end of the down platform of the Llanarthney Station of the said Central Wales and Carmarthen Junction Railway.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, drains, sewers, pipes, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works, to deviate from the line of railway both vertically and horizontally to such an extent as may be defined in the Bill.

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

To enable the Company on the one hand, the Burry Port and Gwendreath Valley Railway Company and the London and North Western Railway Company on the other hand, or either of them, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway or any part thereof, and also of the undertaking, or of any part of the undertaking of the Burry Port and Gwendreath Valley Railway Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic; the payment 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 constructing 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 which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company on the one hand and the Burry Port and Gwendreath Valley Railway Company on the other, to contract and agree as to the transfer to the Company of so much of the authorised railway of the said other Company as lies to the north or north-east of the weir situate at or near to 11 miles 37 chains on the deposited plan of the said authorised line of railway, and the vesting, and to provide for the vesting in the Company of the said portion of railway and all the lands acquired or contracted to be acquired, and all the powers, duties, and obligations of the said Burry Port and Gwendreath Valley Railway Company with reference thereto, and the Bill will confirm any agreement which may be made touching such transfer and vesting.

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 52 Geo. 3, cap. 173; the 58 Geo. 3, cap. 75; the 6 Geo. 4, cap. 115; the 28 and 29 Vict., cap. 218; the 29 and 30 Vict., cap. 5; the 31 and

32 Vict., cap. 1; and the 34 and 35 Vict., cap. 176. "The Burry Port and Gwendreath Valley Railway Act, 1872," and of any other Acts relating to the Burry Port and Gwendreath Valley Railway Company and The Swansea and Carmarthen Railways 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, 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 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 Carmarthen, at his office at Llandovery, 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 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.

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 eleventh day of November, 1875.

Sutton and Ommanney, 80, Coleman-street, London, Solicitors for the Bill.

In Parliament—Session 1876.

Midland and Alexandra Park Railway.

(Incorporation of Company; Construction of Railways from Tottenham and Hampstead Junction Railway to the Alexandra Park; Compulsory Purchase of Lands; Tolls; Running Powers over parts of Tottenham and Hampstead Junction Railway and Railway in Alexandra Park; Power to Midland and Tottenham and Hampstead Junction Railway Companies to exercise powers of intended Act; Agreements with the Midland, the Tottenham, and Hampstead Junction, and the Great Eastern Railway Companies, and the Muswell Hill Estate Company (Limited); Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter referred to as the Company), and to effect the objects, or some or one of the objects following, (that is to say):—

To authorise the making and maintaining of the railways hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, namely,

A Railway, No. 1, commencing by a junction with the Tottenham and Hampstead Junction Railway, in the parish of Hornsey, otherwise St. Mary, Hornsey, in the county of Middlesex, at or near the end of the Wingwalls on the eastern side of the covered way, carrying the said Tottenham and Hampstead Junction Railway under the Edgware and Highgate Branch of the Great Northern Railway, and passing in, through, or into the several parishes of Hornsey, otherwise St. Mary, Hornsey, and Tottenham, both in the county of Middlesex, and terminating in the parish of Tottenham by a junction with the

railway in the Alexandra-park, at or near the bridge carrying that railway over a road in the grounds of the said park near the western corner of the terrace at the south-western end of the Palace.

A Railway, No. 2, wholly in the parish of Hornsey, otherwise St. Mary, Hornsey, in the county of Middlesex, commencing by a junction with Railway No. 1 at a point 15 chains or thereabouts northward from the commencement thereof as above described, and terminating by a junction with the Tottenham and Hampstead Junction Railway at a point 2 chains 40 links or thereabouts west from the western retaining wall of the bridge carrying the Great Northern Railway over the said Tottenham and Hampstead Junction Railway.

To authorise the deviating laterally from the lines of the intended works to the extent shown upon the plans hereinafter mentioned, and also the deviating vertically from the levels shown on the sections hereinafter mentioned.

To authorise the crossing, diverting, altering, or stopping up, temporally or permanently, of all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, rivers, bridges, railways, and tramroads within the parishes aforesaid, 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 Bill.

To authorise the purchasing and taking by compulsion, and also by agreement, of lands, houses, and tenements, and hereditaments, or parts thereof, for the purposes of such railways and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments, or parts thereof so purchased or taken.

To authorise the levying of tolls, rates, and charges upon or in respect of the intended railways and works, and upon and in respect of the railways or portions of railways and stations over which it is proposed to take running powers, or which it is proposed to use as hereinafter mentioned, and to confer exemptions from payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company and all Companies and persons lawfully working and using the said proposed railways, or any part thereof, to run over, work, and use by their officers, and servants and with their engines, carriages, and waggons, and for the purpose of traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration or otherwise, so much of the Tottenham and Hampstead Junction Railway as is situated between the Crouch Hill Station and the South Tottenham Station, including those stations, and also the Railway in the Alexandra-park aforesaid, from the point of junction therewith of the intended Railway No. 1, above described, to the Alexandra Palace station, including that station, together with all watering places, water, booking offices, platforms, warehouses, sidings, signals, tramways, engine sheds, standing room for engines, turntables, works, and conveniences connected with the aforesaid portions of railway and stations.

To authorise and enable the Company, and the Midland and the Tottenham and Hampstead Junction Railway Companies, or any two of them jointly, or any one of them alone, to exercise and execute the powers and objects of the Bill, or of some part or parts thereof, or to authorise the

exercise and execution thereof, partly by one or more of those Companies, and partly by any other or others of them.

To empower the Company on the one hand, and the Midland and the Tottenham and Hampstead Junction, and the Great Eastern Railway Companies, and the Muswell-Hill Estate Company (Limited), or any or either of them on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, enlargement, working, and using, by any or either of the contracting Companies, of the railways, stations, and works of the other or others of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, and the supply and maintenance of engines, stock and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants; and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of "The Tottenham and Hampstead Junction Railway Act of 1862," and any other Act or Acts relating to the Tottenham and Hampstead Junction Railway Company, "The Local and Personal Acts 7 and 8 Vict. caps 18 and 59," and any other Act or Acts relating to the Midland Railway Company, and "The Great Eastern Railway Act of 1862," and any other Act or Acts relating to the Great Eastern Railway Company.

And notice is hereby given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the same county, and that on or before the said 30th day of November instant a copy of so much of the said plans and sections and book of reference as relates to each parish in or through which the proposed railways and works or any part thereof will be made or be situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as regards each such parish with the parish clerk thereof at his residence.

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

Dated this 18th day of November, 1875.

William Norris, 9, Victoria Chambers,
Westminster.

In Parliament—Session 1876.

Great Northern Railway.

(Extension of time for taking of Land and construction of Works; Additional Lands; Diversion of Footpaths; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session thereof, by the Great Northern Railway Company (who are

hereinafter referred to as the Company) for leave to bring in a Bill for the following or some of the following among other purposes:—

1. To extend the line limited by the "Great Northern Railway Act, 1871," for the construction and completion of the Railway from Stanningley to Pudsey, and described in the said Act as Railway No. 7, and also to extend the time for the construction and completion of the railway connecting the said railway with the Company's Main Line at Bramley, and referred to as Railway No. 8 in the said Act.

2. To extend the time limited by "The Bradford and Thornton Railways Act, 1871," for the construction and completion of the railways by that Act authorised, subject to the deviation thereof authorised by "The Great Northern Railway (Deviations) Act, 1874."

3. To extend the times limited by "The Great Northern Railway (Further Powers) Act, 1874," for the compulsory purchase of lands, and for the construction and completion of the railways referred to in Sections 27 and 28 of the said Act, and authorised by "The Great Northern Railway Act, 1871," and "The Great Northern Railway (Various Powers) Act, 1872," and referred to in the last-mentioned Act as "Dewsbury Line and Extension."

4. To extend the time limited by "The Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873," for the compulsory purchase of lands for the purposes of the Railways Numbered 1 and 2 in the said Act, and also the time limited by the said Act for the construction of the said railways.

5. To enable the Company to stop up in the township and parish of Halifax a footpath commencing at the north-western termination of Mulcture-road, and extending along the south side of the North Bridge Railway Station to the point where the said footpath passes under North Bridge, and to appropriate the soil and site thereof to the purposes of the Company.

6. To enable the Company to acquire compulsorily or by agreement for the purposes of their undertaking, the lands, houses, and property hereinafter described (that is to say):—

Certain land at and near Quarry Gap, in the township of Pudsey and parish of Calverley, in the West Riding of the county of York, bounded on the east by land belonging to James Taylor Ingham, Esq., on the west by the Leeds and Halifax turnpike road, on the north by the Bradford, Eccleshill, and Idle Railway, and on the south by Arkwright-street, and in connection with the said lands, to enable the Company to acquire an easement or right of way in and over Arkwright-street for such purposes and in favour of such persons as the Bill shall define.

7. To enable the Company to stop up and extinguish all rights of way over, and to appropriate to the purposes of their undertaking the soil of so much of a certain bridle road and public footpath as crosses the land hereinbefore last described, and to make provision for a similar right of way along Arkwright-street over and across the Gildersome branch of the Great Northern Railway, and along the east side of the extension of the Bradford, Eccleshill, and Idle Railway to the existing footpath.

8. To enable the Company to stop up and extinguish all rights of way over so much of Pasture-lane, in the township of Horton, in the parish of Bradford, in the West Riding of the county of York, as lies between the junction of

that lane with Lidget-lane and the eastern fence of the field numbered 389 in the same parish on the plans deposited in respect of "The Bradford and Thornton Railways Act, 1871," with the Clerk of the Peace for the said West Riding, in the month of November, 1870, and to appropriate the soil of such part of Pasture-lane aforesaid, and to substitute therefor a new road commencing at a point opposite to the last-mentioned fence, and passing thence under the Bradford and Thornton Railway, and terminating by a junction with Lidget-lane aforesaid.

9. To enable the Company to close and extinguish all rights of way over so much of a public footpath in the said township of Horton, communicating between Pasture-lane aforesaid and Hellingwood-lane, as lies between the farm house and buildings called "Paradise," and the point of junction of the said footpath with Pasture-lane, and to appropriate the soil of such part of the said footpath, and to substitute therefor a new footpath along the southern side of the said Bradford and Thornton Railway through the field numbered 381 in the said parish on the before-mentioned plans, and terminating in the proposed diversion of Pasture-lane; and the Bill will provide for the maintenance and repair of the said several new roads and footpaths by the parties now liable to maintain or repair the existing roads and footpaths.

10. To enable the Company to purchase as aforesaid certain land at New Leeds in the township of Bradford and parish of Bradford, in the West Riding of the county of York, bounded by Mount-street, and by railways and land belonging to the Company.

11. The Bill will enable the Company to purchase land, houses, and other property for the purposes thereof, and will extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Act, 1863," and it will amend and enlarge for the purposes of the Bill and otherwise the powers and provisions of the 9 and 10 Vic., cap. 71, and of any other Acts relating to the Company.

12. Duplicate plans and sections describing the line, situation, and levels of the works proposed to be authorised by the Bill, and of the lands and other property in or through which the same will be made, and also duplicate plans showing the lands and property intended to be taken compulsorily for other purposes under the powers of the Bill, together with a book of reference to such plans respectively, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the parish clerks of the respective parishes of Calverley and Bradford 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 16th day of November, 1875.

Johnston, Farquhar, and Leech,
65, Moorgate-street, E.C.,
Barr, Nelson, and Barr, 4,
South Parade, Leeds. } Solicitors.

Dyson and Co., 24, Parliament-street,
S.W., Parliamentary Agents.

In Parliament.—Session 1876.

Chichester and Midhurst Railway.

(Incorporation of New Company for completion of Railway from Chichester to Midhurst; Powers as to the Chichester and Midhurst Railway Company incorporated by "The Chichester and Midhurst Railway Act, 1864," and amendment of that Act; Powers to London, Brighton, and South Coast Railway Company.)

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 new Company (herein referred to as "the Company"), for the purposes of the Bill.

2. To provide for the dissolution of "The Chichester and Midhurst Railway Company," incorporated by "The Chichester and Midhurst Railway Act, 1864," and for their winding up their affairs, and to vest in, and transfer to the Company to be incorporated by the Bill, the lands acquired, and the works constructed by the said Chichester and Midhurst Railway Company, and to transfer to and vest in the Company, subject to the provisions of the Bill, all the powers, rights, and privileges now or heretofore vested in, and all duties and obligations of the said Chichester and Midhurst Railway Company, with respect to Railway No. 1, authorised by the said Act of 1864, such transfer and vesting to be upon such terms and conditions as may be provided for in, or by the Bill, and to enable the Company to appropriate and use the said lands and works for the purposes of their railway.

3. The works which the Bill will authorise the Company to acquire and complete are the following railway, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Saint Bartholomew, Chichester, by a junction with the London, Brighton, and South Coast Railway, at or near a point distant 214 yards, measuring westward along that railway from the outer or western end of the goods shed at the Chichester station, and terminating in the parish of Cocking by a junction with the Mid-Sussex and Midhurst Branch of the London, Brighton and South Coast Railway at a point opposite or nearly opposite to the supply tank adjacent to the locomotive shed at their Midhurst station, which said railway will pass from, in, through, or into the several parishes and places following, or some of them that is to say—Saint Bartholomew, Chichester, Saint Peter the Great, otherwise the Sub-deanery, Chichester, Mid-Lavant, East Lavant, Binderton, West Dean, Singleton, Cocking, Westlavington, and Midhurst, all in the county of Sussex.

And it is intended by the Bill to confer upon the Company the following or some of the following among other powers.

4. To make deviations from the line of railway and works, both vertically and laterally, to any extent which may be necessary or expedient.

5. To cross, stop up, alter, or divert, whether temporarily or permanently; all such roads, streets, streams, drains, pipes, navigations, and other works as it may be necessary to cross, stop up, alter, or divert in the construction of the said railway and works.

6. To purchase by compulsion or otherwise, lands, houses, and hereditaments for the purpose of the said railway and works, and to vary or extinguish all existing rights and privileges con-

nected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the purposes of the Bill, and to confer, vary, and extinguish other rights and privileges.

7. To levy tolls, rates, and charges for or in respect of the use of the said railway and works, and to alter, vary, or extinguish the tolls, rates, and charges authorised by the said Act of 1864.

8. To enable the Company on the one hand, and the London, Brighton and South Coast Railway Company (herein called the Brighton 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 railway, 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 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.

9. To authorise the Brighton Company to contribute towards the cost of constructing the railway 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 to enable the Brighton Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, and to appoint directors of the Company.

10. The Bill will or may, instead of incorporating a new Company, authorise the Brighton Company to construct and to maintain the railway as part of their undertaking, and otherwise to exercise the powers of the Bill, or the Bill may authorise the Brighton Company to exercise the powers of the Bill jointly with the new Company in such proportions, and upon such conditions as the Bill may define.

11. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "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 repeal or amend "The Chichester and Midhurst Railway Act, 1864;" "The Chichester and Midhurst Railway (Extension) Act, 1865;" and "The Chichester and Midhurst Railway Extension Abandonment Act, 1868;" and will amend and enlarge some of the provisions of the following and any other Acts relating to the Brighton Company, namely, 9 and 10 Victoria, cap. 283; and 10 and 11 Victoria, cap. 244.

12. And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections showing the direction line and levels of the said intended railway and works, and the lands which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and also a copy of this notice, as published in the

London Gazette, will be deposited for public inspection with the clerk of the peace for Sussex, at his office at Lewes, 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, in or through which the said railway and works are intended to be made, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence.

13. 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 13th day of November, 1875.

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

Board of Trade.—Session 1876.

The Brentford Gas Company.

Provisional Order.

Powers to Extend Works for the Manufacture and Storage of Gas and the Conversion of Products; Additional Lands.

NOTICE is hereby given, that the Brentford Gas Company intend to apply to the Board of Trade in the ensuing session for a Provisional Order under the "Gas and Water Facilities Act, 1870."

2. To authorize the Company to construct and maintain, and from time to time alter and enlarge their works for the manufacture and storage of gas, and for the conversion of products resulting therefrom, on a piece of land adjoining their present works, and belonging to the Company, on the south side of High-street, Old Brentford. The said piece of land being

Bounded on the south by the River Thames, on the east by houses belonging to the Brentford Gas Company, and occupied by Mary Snelling, on the north by High-street, Old Brentford, and on the west by the present gas works, and in the parish of Ealing in the county of Middlesex.

3. To purchase by agreement or take on lease other lands for the general purposes of their undertaking, subject to such regulations and conditions as may be defined by the said Order.

4. To vary or extinguish all existing rights and privileges which would or might interfere with the powers aforesaid, and so far as may be necessary for the purposes of the said Provisional Order, to alter, amend, and vary the Brentford Gas Act, 1858, and the Brentford Gas Act, 1868.

5. On or before the 30th day of November instant, a copy of this advertisement as published in the London Gazette, and a map showing the lands proposed to be used for the manufacture and storage of gas as aforesaid, together with those now occupied by the Company's works, will be lodged in the office of the Board of Trade, Whitehall-gardens, and another copy deposited for public inspection in the office of the Clerk of the Peace for the county of Middlesex, at his office in the Sessions House, Clerkenwell.

6. On or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall-gardens, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, on the payment of one shilling for each copy.

7. When the Provisional Order has been granted by the Board of Trade, printed copies

thereof will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office aforesaid, and copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster, on payment of one shilling for each such copy.

8. 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 day of January, 1876, copies of their objections being sent at the same time to Messrs Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, the Solicitors for the Promoters.

Dated this 26th day of November, 1875.

Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Solicitors for the Promoters.

In Parliament.—Session 1876.

Tyne Improvement.

(Consolidation and Increase of Funds, Dues, Rates, and Duties; Repeal of Present and Levying of New Funds, Dues, Rates, and Duties; Alteration, Classification, and Mode of Collection of Dues, Rates, and Duties; Placing of New Moorings; Repeal and Alteration of Acts.)

NOTICE is hereby given, that application will be made to Parliament by the Tyne Improvement Commissioners (herein called "The Commissioners") in the ensuing session, for an Act for the following purposes, or some of them, that is to say:—

1. The alteration and increase of the dues, rates, and duties payable to the Commissioners in respect of ships, or vessels, and of goods, now constituting the Tyne Improvement Fund, that is to say:—

The tonnage rate on vessels entering or leaving the port of Newcastle-upon-Tyne (herein called the port) with cargo.

The dues payable in respect of coals, cinders, coke, grindstones, and salt exported from the port (otherwise called the River Tyne export dues).

The dues, rates, and duties in respect of goods imported and unshipped, received or delivered, within the port, and the dues, rates, and duties in respect of goods shipped on board any vessel in the port for exportation. The ballast dues.

2. The alteration and increase of the dues, rates, and duties payable to the Commissioners for the purposes of the piers at the mouth of the River Tyne, in respect of vessels leaving or clearing outwards from the port, and the assessment likewise of such dues, rates, and duties on vessels entering the port with cargo.

3. The alteration and increase of the dues, rates, and duties payable to the Commissioners in respect of ships or vessels entering or using the docks of the Commissioners, or any shipping, staith, quay, or wharf of the Commissioners, or in respect of coals, minerals, and goods shipped or unshipped, received, or delivered thereat respectively, or in respect of the use of the railways of the Commissioners.

4. The alteration and increase of the tonnage rate for moorings, payable to the Commissioners in respect of ships or vessels entering the port, and the assessment likewise of the same rate on ships or vessels leaving or clearing outwards from the port with cargo.

5. The consolidation into one river fund of the said Tyne Improvement Fund, and the several

dues, rates, and duties now or hereafter constituting the same, and of the fund of the Commissioners, usually called the Tyne Piers Fund, consisting of the rates payable for the purposes of the said piers, and of the fund of the Commissioners, commonly called the River Moorings Fund, consisting of the said tonnage rate for moorings, and to provide that the whole consolidated river fund may be used for all the purposes to which the several dues, rates, and duties forming part thereof are now applicable, and to repeal the provisions of the Acts hereinafter mentioned, which provide for the application of each of the said dues, rates, and duties for a specific purpose.

6. The repeal of all or any of the existing rates, dues, and duties now payable in respect of the Tyne Improvement Fund, the River Moorings Fund, and the Tyne Piers Fund, and the substitution and imposition of other rates, dues, and duties in lieu thereof, for the purposes of the consolidated River Fund to be created by the Act.

7. The levying by the commissioners of a new and additional tonnage due, rate, or duty in respect of ships or vessels passing through the opening bridge at Newcastle-upon-Tyne, and to confer additional powers on the commissioners as to the user or non-user by vessels of such opening bridge.

8. The levying by the commissioners of other new and additional dues, rates, and duties in respect of ships and vessels entering or leaving the port, or in respect of machinery, goods, merchandise, coals, culm, cinders, grindstones, and salt imported or exported into or from the port.

9. To vary and alter the mode of assessing and collecting the dues, rates, and duties now payable to the commissioners, or hereafter to become payable to them, and to prescribe the persons by whom the same shall be payable, and to alter the classification of the same on goods and merchandise, and to prescribe the mode and manner of assessing and collecting the altered and additional dues, rates, and duties to be imposed.

10. To empower the commissioners to place moorings for the purposes of enabling vessels to swing to adjust their compasses, and to impose dues, rates, or duties on all vessels using the same for that purpose.

11. To preserve the rights of the mortgagees of the commissioners, or to substitute for the same equivalent rights on the increased and consolidated dues, rates, and duties of the commissioners.

12. To repeal, alter, and amend "The River Tyne Improvement Act, 1850;" "The Tyne Improvement Act, 1852;" "The Tyne Improvement Act, 1857;" "The Tyne Improvement Act, 1859;" "The Tyne Improvement Act, 1861;" "The Tyne Improvement Act, 1865;" "The Tyne Improvement Act, 1866;" "The Tyne Improvement Act, 1867;" "The Tyne Improvement Act, 1870;" "The Tyne Coal Dues Act, 1872;" "The Tyne Improvement Act, 1872;" and "The Tyne Improvement Commission Act, 1875."

Copies of the Bill for the said 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, 1875.

J and N. G. Cluyton, Newcastle-on-Tyne, Solicitors for the Bill;

Clabon and Fearon, 21, Great George-street, Westminster, Parliamentary Agents.

North-Eastern Railway.

(New Railways, and Widening and Alteration of existing Railways, New Roads and Alteration and stopping up of existing Roads, and Additional Lands, in the Counties of York (North Riding), Durlam, and Northumberland, and in Borough and County of Newcastle-upon-Tyne, and Town and County of Kingston-upon-Hull; Abandonment of portions of existing and authorised Railways; Extension of time for completion of Whitby, Redcar, and Middlesborough Union Railway; Further powers to Company with respect to that Railway; Abandonment of Undertaking of Cleveland Extension Mineral Railway Company and Dissolution of that Company; Vesting in Company of Undertakings of Leeds, Castleford, and Pontefract Junction and Hexham and Allendale Railway Companies; Additional Capital, and Amendment of Acts.

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

To authorise the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, works, conveniences and approaches connected therewith (that is to say):—

1. A railway (No. 1) (being a deviation of the authorised Whitby, Redcar, and Middlesborough Union Railway, partly constructed, hereinafter called the Whitby Railway) wholly situate in the township and parish of Lythe, in the North Riding of the county of York, commencing by a junction with the Whitby Railway at a point thereon about 175 yards (measured along that railway in a south-easterly direction) from the embankment of the Whitby Railway over the culvert which carries that railway across the brook called Over Dale Brook, and terminating by a junction with the Whitby Railway at or near the point marked 5 miles 6 furlongs on the plans of the Whitby, Redcar, and Middlesborough Union Railway (Deviations) deposited with the Clerk of the Peace for the North Riding of the county of York, in the month of November, 1872, which last-mentioned point is 94 chains or thereabouts (measured along the Whitby Railway in a north-westerly direction) from the said point of commencement.
2. A railway (No. 2) wholly situate in the township of Westoe, and parish of Jarrow, in the county of Durham, commencing by a junction with the Pontop and South Shields Branch of the Company, at a point thereon about 310 yards (measured along that branch) north of where the said branch crosses Laygate-lane on the level, and terminating by a junction with the said Pontop and South Shields Branch, at a point thereon about 293 yards (measured along that branch) southward of where the said branch crosses Dean-lane on the level.
3. A railway (No. 3), commencing in the township of Westoe and parish of Jarrow, in the county of Durham, by a junction with the Pontop and South Shields Branch of the Company, at a point thereon about 270 yards (measured along the said branch) northward of where the said branch crosses the road leading from South Shields to Boldon on the level, at the Company's Tyne Dock station, and terminating in the

township of Westoe and parish of Jarrow aforesaid by a junction with the South Shields Branch of the Brandling Junction Railway of the Company, at or near the junction therewith of the Company's South Shields and Sunderland Branch, which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Westoe, Jarrow, Harton, and Whitburn, all in the county of Durham.

4. A railway (No. 4) (being a widening and alteration of the West Hartlepool Railway of the Company) commencing in the township of Stillington and parish of Redmarshall, in the county of Durham, by a junction with the Sim Pasture Branch of the said West Hartlepool Railway, at a point thereon about 90 yards (measured along that branch in a westerly direction) from the junction of that branch with the said West Hartlepool Railway, and terminating in the township of Carlton and parish of Redmarshall, in the said county of Durham, by a junction with the Company's Castle Eden and Stockton Branch (being the Railway No. 4 authorised by the North Eastern Railway Company's Act, 1872), now in course of construction, at a point about 200 yards from the junction of that branch with the said West Hartlepool Railway, and about 29 chains (measured along the said railway in an easterly direction) from the Carlton Station on the last-mentioned railway, which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Stillington, Redmarshall, Carlton, Sedgfield, Whitton, Grindon, Thorp Thewles, and Norton, all in the said county of Durham.
5. A railway (No. 5) (being a widening and alteration of the main line of the North Eastern Railway), commencing in the township of All Saints and parish or parochial chapelry of All Saints, in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, by a junction with the said main line, at or near the bridge which carries it over the street or road called Manor Chare, and terminating in the township of Walker and parish of Long Benton, in the county of Northumberland, by a junction with the said main line at or near the point of junction therewith of the Company's railway from Newcastle-upon-Tyne to Tynemouth, which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, All Saints, Saint Nicholas, Jesmond, Byker and Heaton, all in the borough and county of Newcastle-upon-Tyne, and All Saints, Saint Nicholas, Walker, Long Benton, and Heaton, all in the county of Northumberland.
6. A railway (No. 6) commencing in the parish of Brotton, in the North Riding of the county of York, by a junction with the railway of the Company known as the Kiltonthorpe Railway, at a point thereon 44 yards, or thereabouts, south-east of the point where that railway crosses the public highway leading from Stanghow to Kilton-

thorpe, in the said North Riding, and terminating in the parish of Easington, in the said North Riding, at a point 233 yards, or thereabouts, in a northerly direction, measuring from the northern corner of a farmhouse called Stabdale, or Far Gerrick, in the parish of Skelton, in the said North Riding, marked on the six inch ordnance map for Yorkshire, and 25 yards or thereabouts in an easterly direction measuring from the point where the line of the authorised Cleveland Extension Mineral Railway is shown on the deposited plans thereof as crossing over the Stabdale Beck, in the said parish of Easington, which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Brotton, Skelton, Little Moorsholme, Great Moorsholme, Kilton, Gerrick, Liverton, and Easington, all in the said North Riding.

7. A railway (No. 7) (being a widening and alteration of the Stockton and Darlington Railway of the Company) commencing in the township of Stockton, and parish of Stockton-upon-Tees, in the county of Durham, by a junction with the said Stockton and Darlington Railway at a point thereon about 143 yards (measured along the railway in a south-westerly direction) from the centre of the bridge which carries that railway over the River Tees, and terminating in the township of Thornaby, and parish of Stainton, in the North Riding of the county of York, by a junction with the said Stockton and Darlington Railway at a point thereon about 225 yards (measured along the railway in a north-easterly direction) from the south-east corner of the South Stockton Station thereon, which intended railway will pass from, in, through, or into, or be situate within the several parishes and townships of Stockton-upon-Tees and Stockton, in the county of Durham, and Stainton and Thornaby, in the North Riding of the county of York.

And to empower the Company to alter the line and levels of so much of the said Stockton and Darlington Railway, in the township of Thornaby and parish of Stainton aforesaid, as extends from the east end of the said bridge which carries that railway over the River Tees to the termination of the last-mentioned intended railway.

To empower the Company, in connection with the proposed widening and alteration of their Stockton and Darlington Railway, to make and execute, in the township of Thornaby and parish of Stainton aforesaid, the new roads, alterations of roads, and other works, and to acquire the lands hereinafter described, that is to say:

1. To make a new road commencing from and out of Bridge-street, at or near the eastern end of the public bridge over the River Tees, called the Stockton-bridge, and terminating by a junction with Mandel-road, at a point thereon about 60 yards (measured along that road in a south-easterly direction) from where the said Stockton and Darlington Railway crosses the said road on the level, and to stop up and discontinue as a road, and appropriate to the purposes of the Company, so much of Bridge-street or Mandel-road as is crossed by the said railway on the level, and as lies within the boundaries of the Company's property, or

to the extent shewn on the plans to be deposited as hereinafter mentioned, and also the subway for foot passengers under the said railway at the said level crossing, and the approaches thereto.

2. To make a new road, commencing from and out of the last-mentioned intended new road, at a point about 40 yards from its commencement, as before described, and terminating by a junction with Thornaby-road on the southern side of the said Stockton and Darlington railway, at a point about 33 yards (measured along the Thornaby-road in a southerly direction) from where that railway crosses the said road on the level, and to stop up and discontinue as a road, and appropriate to the purposes of the Company, so much of Thornaby-road as is crossed by the said railway on the level, and as lies within the boundaries of the Company's property, or to the extent shewn on the plans to be deposited as hereinafter mentioned, and also the subway for foot passengers under the said railway, at the said level crossing, and the approaches thereto.
3. To alter the line and levels of York-street for a distance of about 53 yards from its northern end, and to alter the levels of the following streets and roads, namely, New-street, Darlington-street, Cleveland-street, the road leading out of Mandel-road opposite to New-street, Bridge-street, the back road leading out of Bridge-street opposite to Thornaby-road, and Thornaby-road, to such an extent as may be required for the purpose of connecting those streets and roads respectively with the intended New-road No. 1 or No. 2, as the case may be.
4. To acquire by compulsion, or agreement, and to hold certain lands, houses, and buildings, lying partly on the north-westerly side of the said railway, and between Bridge-street and Thornaby-road, and partly on the western side of and adjoining Thornaby-road near its junction with Bridge-street, and partly on the northern side of Bridge-street, including the sites of the said street and road, or some part thereof, and of all or any roads, streets, courts, passages, or high-ways, lying within the limits of the lands, houses, and buildings, so to be acquired.

To empower the Company in the township of Willington and parish of Brancepeth, in the county of Durham, to make the diversion and alterations in the line and levels of the road hereinafter described, that is to say:—

To divert and alter the line and levels of the undermentioned portion of the road which is crossed by the Company's Durham and Bishop Auckland Branch on the level at or near the Willington Station thereon, that is to say, so much thereof as lies between a point thereon about 75 yards (measured along the said road in an easterly direction) from the said level crossing and another point thereon about 60 yards (measured as aforesaid in a westerly direction) from the said level crossing, or some part or parts thereof, and to carry the said road over the said branch by a bridge, and to stop up and discontinue as a road, and appropriate to the purposes of the Company, so much of the existing road as is crossed by the said branch on the level, and as extends for a distance of about 12 yards in a westerly direction, and about 12 yards in an easterly direction from the said level crossing.

To enable the Company to make all necessary approaches and other works in connection with the proposed new and alteration of existing roads, and to stop up, discontinue, and extinguish all rights of way over and into the portions of roads to be altered respectively, or some of them, and over or into all or any of the roads or streets communicating therewith respectively.

To authorise the Company to purchase, by compulsion or otherwise, lands, houses, and buildings, or any estates or interests in or easements over lands, houses, and buildings, situate in the before-mentioned parishes, townships, extra-parochial and other places, for the purposes of the proposed railways, roads, and other works, and also to purchase, in like manner, for the purpose of extending the station, siding, warehouse, mineral, goods, and other accommodation of the Company, and for other purposes connected with their undertaking, or for the accommodation of the traffic thereof, the lands, houses, and buildings following; or some of them, that is to say:

In the North Riding of the county of York:—

Certain lands, houses, and buildings in the townships of Skelton and Stanghow, or one of them, and parish of Skelton, lying on both sides of the Cleveland Branch of the Company near Boosbeck, and adjoining and on the east side of the road leading from Whitby to Skelton, where that road is crossed by the said Branch:

Certain lands in the township of Brotton and parish of Skelton, lying on the north side of and adjoining the said Cleveland Branch and near to Crag Hall Ironstone Mine.

Certain lands in the townships of Wilton, Lackenby, and Lazenby, or some or one of them; and parish of Wilton, lying on the northern side of the Company's Railway from Middlesbrough to Saltburn and near to and eastwardly of the Lackenby Ironworks.

Certain lands and buildings in the townships of Eston and Normanby and parish of Eston, lying on both sides of and adjoining the said railway from Middlesbrough to Saltburn; and between the eastern boundary of the said township of Eston, where crossed by the said railway near the Eston Grange Ironworks, and the western boundary of the said township of Normanby, where crossed by the said railway near the Normanby Ironworks.

Certain lands in the township and parish of Ormesby, lying on the south side of the said railway from Middlesbrough to Saltburn, and on the east side of and adjoining the Cargo Fleet Station thereon. And certain other lands in the same township and parish, lying on the south side of the said Railway and on the east side of and near to the Navigation Inn.

In the county of Durham:—

Certain lands, houses, and buildings in the townships of East Thirkley, Middridge, and Middridge Grange, and parish of St. Andrew Auckland, lying on both sides of and adjoining the Company's Stockton and Darlington Railway; and situate between New Sildon and the boundary between the townships of Middridge Grange and School Aycliffe where crossed by that Railway.

Certain lands in the township of School Aycliffe and parish of Heighington, lying on both sides of and adjoining the last-mentioned railway and between the western boundary of the said township, where crossed by the said railway, and Sim Pasture.

In the county of Northumberland:—

Certain lands in the township of Fourstones

and parish of Warden, lying on the north side of and adjoining the Newcastle and Carlisle Railway of the Company, and east of and adjoining or near to the Fourstones Station thereon.

In the town and county of the town of Kingston-upon-Hull:—

Certain lands in the township of Southcoates, and parish of Drypool, lying on the western side of and adjoining the Company's Victoria Dock Branch, and between Holderness-road and Hedon-road.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subjected to the liability imposed by Section 92 of "the Lands Clauses Consolidation Act, 1845."

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, and buildings proposed to be purchased, taken, used, appropriated, or interfered with under the powers or for the purposes of the intended Act, or with the public roads proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all turnpike roads, highways, streets, and other roads, footpaths, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within or adjoining to the parishes, townships, and extra-parochial or other places aforesaid, which it may be necessary to cross, divert, alter, or stop up, or interfere with for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To empower the Company to levy tolls, rates, and duties for or in respect of the proposed railways and works, or some of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To make provision in reference to the maintenance and repair of any roads that may be made or altered under the authority of the intended Act, by and at the expense of the parties who are for the time being legally liable for the maintenance and repair of the other roads in the parishes, townships, or places within which the roads made or altered will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act.

To authorise the Company to abandon and discontinue the maintenance of the undermentioned portions of their Pontop and South Shields and Harton Branches, which will be rendered unnecessary by the construction of the intended Railways Nos. 2 and 3, that is to say—

1. So much of the said Pontop and South Shields Branch as is situate between the points of commencement and termination of the intended Railway No. 2.
2. So much of the said Pontop and South Shields Branch as is situate between the point of commencement of the intended Railway No. 3, and the south-western side of the road leading from South Shields to Boldon, which is crossed by the said branch on the level near the Company's Tyne Dock Station.
3. So much of the said Harton Branch as extends from a point thereon about 100 yards (measured along the said branch in a

northerly direction) from the lane called Green-lane, where crossed by the said branch on the level, to the junction of the said branch with the Company's Brandling Junction Railway:

and either to retain for the purposes of the Company, or to sell and dispose of, or to confer other powers upon the Company with respect to all or any of the lands over which the portions of railway to be abandoned have been constructed, and any lands of the Company adjoining or near thereto.

To authorise the abandonment of the construction of so much of the authorised Whitby, Redcar, and Middlesborough Union Railway as lies between the points of commencement and termination of the intended Railway No. 1, and the retention or sale and disposition of all or any of the lands taken or acquired for the purposes of or in connection with the portion of railway so to be abandoned.

To extend the time limited by "the Whitby, Redcar, and Middlesborough Union Railway Act, 1875," for the construction of so much of the authorised Whitby, Redcar, and Middlesborough Union Railway as will not be abandoned under the powers of the intended Act, or some part thereof.

To confer further powers upon the Company, as lessees of the undertaking of the Whitby, Redcar, and Middlesborough Union Railway Company, or otherwise, in reference to that undertaking, and to vest in or enable them to exercise all or some of the rights, powers and authorities of that Company, whether with reference to the completion and maintenance of that undertaking, or the levying of tolls, rates, and charges, or otherwise, and to apply their funds towards any of the purposes aforesaid.

To authorise the abandonment of the construction of the Railways authorised by the Cleveland Extension Mineral Railway Act, 1873, and to dissolve the Cleveland Extension Mineral Railway Company, and provide for the relinquishment of their undertaking, and for the payment out of Court or transfer of the money or stock deposited with or transferred to the account of Her Majesty's Paymaster-General on behalf of the Court of Chancery as in that Act mentioned, and to release the Cleveland Extension Mineral Railway Company from all penalties for not completing or opening those railways, and to vary or extinguish all rights, powers, privileges, obligations, agreements, contracts, and arrangements which would interfere with those objects, and to repeal or amend the said Act, and to confirm and give effect to any agreement between the Company and the Cleveland Extension Mineral Railway Company in relation to all or any of the matters aforesaid or otherwise, and to transfer to and vest in the Company all or some of the rights, powers, and privileges, lands and works now belonging to or vested in the Cleveland Extension Mineral Railway Company.

To vest or provide for the vesting of the undertaking of the Leeds, Castleford, and Pontefract Junction Railway Company (hereinafter called the Castleford Company) in and its amalgamation with the undertaking of the Company, upon such terms and conditions as have been or may be agreed upon, or as may be provided for or prescribed by the intended Act, and to empower the Company to substitute shares or stock of the Company for shares of the Castleford Company, and to create and issue shares or stock in their own undertaking for that purpose, and to dissolve or provide for the dissolution of the Castleford Company, and to pro-

vide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers and servants, of all the rights, powers, privileges, liabilities, and obligations of the Castleford Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise, and for the cancelling or extinguishment of any shares held by the Company in the capital of the Castleford Company.

To vest or provide for the vesting of the undertaking of the Hexham and Allendale Railway Company (hereinafter called the Hexham Company) in and its amalgamation with the undertaking of the Company, upon such terms and conditions as have been or may be agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Hexham Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations of the Hexham Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise; and to enable the Company to purchase, pay off, cancel, or extinguish all or any of the shares or stock in the capital of the Hexham Company.

To empower the Company to increase their capital, and to raise further sums 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 or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing, 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 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 London Gazette, will be deposited for public inspection with the several clerks of the peace following, that is to say: as regards the railways, works, and lands wholly in the North Riding of the county of York, and the railway partly in that Riding, and partly in the county of Durham, with the clerk of the peace for the said Riding, at his office at Northallerton; as regards the railways, works, and lands wholly in the county of Durham, and the railway partly in that county and partly in the North Riding of the county of York, with the clerk of the peace for the said county of Durham, at his office in the city of Durham; as regards the railway partly in the borough and county of Newcastle-upon-Tyne, and partly in the county of Northumberland, with the clerk of the peace for the town and county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; as regards the lands in the county of Northumberland, and the railway partly in that county and partly in the borough and county of Newcastle-upon-Tyne, with the clerk of the peace for the county of Northumberland, at his office in Newcastle-upon-Tyne; and as regards the lands in the town and county of the town of Kingston-upon-

Hull, with the clerk of the peace for that town and county, at his office in Kingston-upon-Hull; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed railways and works are intended to be made, or within which any lands proposed to be acquired under the powers of the intended Act are situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish at his place of abode.

And it is proposed by the intended Act to 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, 17 and 18 Vic. cap. 211, 26 and 27 Vic. cap. 122, 28 Vic. cap. 111, 28 and 29 Vic. cap. 368, 33 Vic. cap. 7, and 37 and 38 Vic. cap. 105, respectively relating to the Company and its undertaking; the Whitby, Redcar, and Middlesborough Union Railway Acts, 1866, 1873, 1874, and 1875; the Leeds, Castleford, and Pontefract Junction Railway Acts, 1873 and 1874, and the Hexham and Allendale Railway Acts, 1865 and 1866, and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to alter, amend, or repeal for the purposes to be authorised by the intended Act, and to make other provision in lieu of the provisions so altered, amended or repealed.

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

Dated this 17th day of November, 1875.

*Richardson, Gutch, and Co., Solicitors,
York.*

In Parliament—Session 1876.

North and South (Gravesend Tunnel) Junction Railway.

(Incorporation of Company; Construction of Railway from London, Tilbury, and Southend Railway, in Grays Thurrock parish, to London, Chatham, and Dover Railway at Sole-street station, with a tunnel under the River Thames; Compulsory purchase of lands, purchase by agreement of existing ferries and rights of ferry over River Thames, tolls, facilities against, working Agreements with, and other provisions affecting the London, Tilbury, and Southend, the Great Eastern, and the London, Chatham and Dover Railway Companies' 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 a Company and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the Railway hereinafter mentioned, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway commencing in the parish of Grays Thurrock, in the county of Essex, by a junction with the London Tilbury and Southend Railway, at or near the half mile post in the said parish on the down line of Railway indicating 20 and a half-miles along that railway, from London, passing thence under the River Thames by means of a tunnel (to be used also for foot passengers) and terminating in the parish of Cobham, in the county of Kent, by a junction with the London Chatham and Dover Railway, opposite or nearly opposite the goods shed of that Railway at the Sole-street station on that Railway.

Which intended Railway will be made or pass from, in, through, or into the parishes, townships extra parochial, and other places following, or some or one of them, that is to say, Grays Thurrock and Little Thurrock, in the county of Essex, the bed and shore of the River Thames, and Northfleet, Gravesend, Nurstead, and Cobham, in the county of Kent.

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

3. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the Bill, and to purchase by agreement with the owner or owners thereof, all or any ferries or ferry, or rights of ferry, over the River Thames, now existing or exercised within the distance of two miles below the intended tunnel, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works.

5. To require the London, Tilbury, and Southend Railway Company, the Great Eastern Railway Company, and the London, Chatham, and Dover Railway Company (hereinafter called "the three Companies,") and each of those Companies, upon such terms and conditions as shall be agreed upon, or shall be provided by the Bill, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "the Railway and Canal Traffic Act, 1854,") to or from or over the whole or any part of the railways belonging to them respectively, or under their respective management or control, to and from the railway of the Company, or any part or parts thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be) to alter and vary the tolls which the three Companies are now respectively authorised to receive and take upon their respective railways, or the railways so under their management or control; and to confer, vary, or extinguish exemptions therefrom.

6. To empower the Company on the one hand, and the three Companies, or any or either of them, on the other hand, from time to time to enter into and carry into effect and recind contracts, agreements, and arrangements with respect to the construction, working, use, man-

agement, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the contracting Companies, or any 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 respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

8. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—15 and 16 Victoria, cap. 84, and all other Acts relating to the London, Tilbury, and Southend Railway Company; and 25 and 26 Victoria, cap. 223, and all other Acts relating to the Great Eastern Railway Company; and 16 and 17 Victoria, cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company; 9 Geo. 4, cap. 56; 3 and 4 Wm. 4, caps. 5, 51, and 101; 31 Vic., cap. 60; 5 and 6 Vic., caps. 58 and 59; 19 and 20 Vic., cap. 26; 37 and 38 Vic., cap. 89; 38 and 39 Vic., cap. 47, and all other Acts relating to the borough of Gravesend and Milton, and the Corporation thereof; and 39 Geo. 3rd, cap. 73.

9. And notice is hereby also given, that on or before the 30th day of November, 1875, plans and sections of the works proposed to be authorized by the Bill, shewing the situation, lines, and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex at his office at Chelmsford, in that county, and with the Clerk of the Peace for the county of Kent at his Office at Maidstone, in that county, and that on or before the said 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 works or any part thereof are or is intended to be made, or will be situated; together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

10. 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 11th day of November, 1875.

J. Howard Russel, Solicitor, 30, Queen-street, Cannon-street, E.C.

J. U. Kees, 13, Great George-street Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Thames (Tower) Tunnel.

(Incorporation of Company; Construction of Carriage-road under River Thames, with Approaches; Acquisition and Improvement of Tower Subway; Interference with and Improvement of Streets; Powers of Corporation of London and Metropolitan Board of Works, &c.; Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the following works, or some of them, with all necessary approaches, tunnels, shafts, buildings, works, and conveniences connected therewith (that is to say):—

1. A carriage-road (No. 1) commencing in the district of the Tower of London, in the county of Middlesex, at the south end of the Minories, passing thence along Postern-row, into and under Trinity-square, then turning southward, and passing along and under Tower Ditch on the western side of the Tower, thence under the River Thames, and terminating in the parish of St. John, Horsleydown, in the borough of Southwark, in the county of Surrey, at a point in Tooley-street nearly opposite the junction of Barnham-street with Tooley-street; which intended Carriage-road and the lands and houses to be taken for the purposes thereof are or will be situated in the parishes, townships, and places following, or some of them, viz.: St. Botolph without Aldgate, in the city of London, the district of the Tower, St. Peter ad Vincula, liberty of the Tower within, liberty of Her Majesty's Tower of London, precinct of the Tower, precinct of Old Tower, Old Tower Without, St. Botolph Without, Aldgate, and the foreshore and bed of the River Thames, in the county of Middlesex, and the bed and foreshore of the River Thames, St. John, Horsleydown, St. Olave, Southwark, and the borough of Southwark, in the county of Surrey.
2. A Carriage-road (No. 2) to be situated in the said district and liberty of the Tower, commencing on Great Tower Hill at a point nearly opposite the Tiger Inn, and about 30 yards northward of the principal entrance to the Tower from Great Tower Hill, thence proceeding northward along Great Tower Hill, and terminating by a junction with the Carriage-road (No. 1) before described, at or near the southern extremity of the ornamental ground in Trinity-square.
3. An extension in the said district and liberty of the Tower of the existing Tower Subway from a point opposite or near to the east end of Lower Thames-street, northward to Trinity Square, at the north-west angle of the Tower ditch.
4. An extension of the existing Tower Subway from a point about 30 yards northward of the present shaft or terminus in Vine-street, in the said parish of St. Olave, Southwark, south-eastward to a point in Tooley-street, nearly opposite the north end of Barnham-street, in the said parish of St. John, Horsleydown.
5. The widening and improvement of George-street, in the district and precinct of the

Tower, and an alteration of the level of that street.

6. The diversion of the southern portion of Vine-street, commencing at a point thereon about 20 yards southward of the Vine public-house in the said parishes of St. Olave and St. John, Horsleydown and terminating in the last-mentioned parish on the northern side of Tooley-street, nearly opposite the junction of Barnham-street with Tooley-street, and the appropriation of the portion of street rendered unnecessary by such diversion.

7. The stopping up and appropriation for the purpose of the intended Carriage-road (No. 1) of Postern-row and a portion of Trinity-square, and an alteration of the roadway on the south side of Trinity-square, in the precinct of Old Tower, and an alteration of the level of Great Tower Hill in the district of the Tower.

The Bill will authorise the Company to exercise the powers, or some of the powers, following, viz. :—

To raise money by shares or stock of one class or different classes, and by borrowing on mortgage, or bond, or perpetual or terminable bonds of annuity, or otherwise.

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

To cross, stop up, alter, or divert, either temporarily or permanently, streets, squares, roads, highways, foot-paths, towing-paths, wharfs, streams, watercourses, drains, sewers, subways, pipes, ways, and approaches within the parishes and places aforesaid, or any of them.

To purchase by compulsion, or by agreement, for the purposes of the intended works, and other the purposes of the Bill, lands, houses, and hereditaments, and easements, in, under, or over any lands, houses, and hereditaments, including certain lands and buildings in the said precinct of Old Tower, bounded on the north by George-street, and on the south by Postern-row; also certain lands and buildings in the said parish of St. John, Horsleydown, bounded on the north by Tooley-street, on the east by Parish-street, and on the west by College-street; and the Bill will vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, or in, under, or over the foreshore, bed, bank, and soil of the River Thames, and any rights of ferry, or other public or private rights, across or affecting the River Thames which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

To make and maintain shafts or openings from the surface of any road, land, street, or square to any portion of the proposed works constructed under the surface thereof, and to appropriate and use the subsoil and under surface of any such road, land, street, or square for the purposes of the proposed works, subject to such provisions and limitations as may be mentioned in the Bill.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings, or the whole of which, may not be required to be taken or used for the purposes thereof.

To purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf,

or other property, any part of which may be required for the purposes of the Bill.

To sell and convey, demise, and lease or otherwise dispose of, any lands and hereditaments, or any right or interest in any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and, if thought necessary or advisable, to exempt the Company and their superfluous lands from the provisions of "the Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates, and duties, in respect of the use of the said carriage-roads and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to lease such tolls, rates, and duties, and all or any of the proposed works.

To sell, or demise, and lease, from time to time, the undertaking of the Company, or any part thereof, and the tolls, rates, and charges authorised to be taken by the Bill for the use of the intended works, or any of them, to any other Company, or to any Corporation, body, or person or persons, upon, and subject to such terms and conditions as may be authorised or prescribed by the Bill.

The Bill will also contain powers to effect the following objects, or some of them, viz. :—

To authorise the Company, on the one hand, and the Mayor, Aldermen, and Commonalty of the City of London (hereinafter called "the Corporation") and the Metropolitan Board of Works, the Whitechapel District Board of Works, the St. Olave District Board of Works, and the Tower Subway Company, or any of them, on the other hand, to enter into and carry into effect contracts and arrangements with respect to the construction, management, and maintenance of the proposed works, or any of them, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters; and the Bill will sanction and confirm any contracts or arrangements which may be made with reference to such matters, and provide for vesting in the Corporation and the Metropolitan Board of Works, or one of them, upon terms to be agreed on or prescribed by the Bill, of the undertaking of the Company, and of any lands or property acquired under the powers of the Bill, and for the maintenance thereof by them, and the application of their respective funds, rates, and revenues thereto.

To authorise the Corporation and the Metropolitan Board of Works, or either of them, to promote the Bill, and to execute the works hereinbefore described, and to exercise all or some of the powers mentioned or referred to in this notice, or to subscribe and contribute funds towards the making and maintaining of the intended roads, streets, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company, interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loans of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to enable the Corporation and the Metropolitan Board of Works respectively, for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage or bond, or otherwise, and to appoint directors of the Company.

To authorise and empower the Company, with the approval of the Corporation, or the Commissioners of Sewers of the city of London, or

the Metropolitan Board of Works, or the police authorities of the City, or of the Metropolis, or some other public body, to make, vary, and rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended roads, and upon any other roads within the city of London or the Metropolitan area, and to prescribe the route, or routes, which any particular traffic, or class of traffic, shall follow, and to enforce the observance of such bye-laws, routes, and regulations, and impose and recover penalties for the breach or non-observance thereof.

To authorise and empower the Company to purchase, by arbitration or agreement, and hold, alter, and improve the existing Tower Subway and undertaking of the Tower Subway Company, with all the rights, powers, and privileges connected therewith, and to provide for the distribution of the purchase money, or consideration, and the dissolution of the Tower Subway Company.

And the Bill will vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and it will exempt the Company and their undertaking from the payment of any Metropolitan, parochial, and other rates and assessments, and confer other rights and privileges.

And the Bill will, or may, 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," and the provisions of "the Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and to interference with roads.

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 provisions, or some of them, of the several Acts of Parliament following, that is to say:—3 and 4 Vict., cap. 131; 10 and 11 Vic., cap. 37; 26 and 27 Vict., cap. 46; 27 and 28 Vic., cap. 61; 30 and 31 Vic., caps. 1, 3, and 55; and all other Acts relating to or affecting the City and Corporation of London, "the Metropolis Management Act, 1855," and all other Acts relating to or affecting the Metropolitan Board of Works, and the local management of the Metropolis, and 31 and 32 Vic., cap. 8; and 34 and 35 Vic., cap. 7, relating to the Tower Subway Company.

Plans and sections defining the lines, situation, and levels of the intended roads, and other works, and the lands, houses, and other property, which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November inst., be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey; and with the Clerk of the Peace for the liberty of Her Majesty's Tower of London, at his office at No. 110, Ely-place, Holborn; 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 of the parishes, or extra-parochial places, in or through which the intended works, or any part of them, are or is intended to be made, or in which any lands or houses to be taken compulsorily under

the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—For the parishes of Saint John, Horsleydown, and Saint Olave, with the clerk of the District Board of Works for Saint Olave district, at his office at No. 86, Queen Elizabeth-street, Saint John's Southwark; for the parish of Saint Botolph Without, Aldgate, in the City of London, with the parish clerk of that parish, at his residence; and for the other parishes and places mentioned in this notice, with the clerk of the District Board of Works for the Whitechapel district, at his office, No. 15, Great Alie-street, Whitechapel.

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 15th day of November, 1875.

Newman, Stretton, and Hilliard, 75, Cornhill, London, Solicitors.

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

In Parliament.—Session 1876.

Metropolis Water Companies.

(Alteration of Rates or Rents of Metropolitan Water Companies, and mode of assessing such Rates or Rents; Supply of Water by Meter; Amendment of Acts of Companies and of Metropolis Water Acts, 1852 and 1871.)

NOTICE is hereby given, that application is intended to be made in Parliament in the ensuing session for an Act to make further provisions with respect to the supply of water within the limits or some part of the limits within which the provisions of the Metropolis Water Acts, 1852 and 1871 are in force, and by the said Act it is intended to apply for the following or some of the following among other powers:—

1. To alter the water rents, rates, and charges now authorised to be taken by the New River Company, the East London Water Works Company, the Southwark and Vauxhall Water Company, the Company of Proprietors of the West Middlesex Waters Works Company, the Company of Proprietors of Lambeth Water Works, the Governor and Company of Chelsea Water Works, the Grand Junction Water Works Company, and the Company of Proprietors of the Kent Water Works.

2. To alter the basis upon which such rents, rates, and charges are or may be assessed in respect of the premises supplied.

3. To alter the 45th section of "The Valuation (Metropolis) Act, 1869," so far as that section applies or may be deemed to apply to the said rents, rates, and charges.

4. To provide that a supply of water for public and for trade purposes shall be afforded by the respective Companies by meter upon such terms and conditions as shall be provided for in or by the Bill.

5. To enable any person or persons supplied or entitled to be supplied with water by any of the said Companies for domestic or other purposes to require in such circumstances and upon such conditions as may be provided for in the Bill, that such supply shall be furnished by meter, to be provided either by such person or persons, or by the Company, and if by the latter, upon the payment of a meter rent to be fixed by the Bill.

6. To insert in the Act all necessary provisions with respect to such meters and a supply of water thereby.

7. To amend in other respects the Metropolis Water Act, 1852, and the Metropolis Water Act, 1871, and the Acts of the Companies.

8. To alter and extinguish all such existing rights and privileges, and to amend all such other provisions as may be necessary or expedient for any of the purposes of the Act.

9. And notice is hereby further given, that the said Act will alter, and if need be, repeal parts of the several Acts now in force relating to any of the said Companies, and especially those relating to the supply of water and the charges therefor, and it will confer upon the Mayor, Aldermen, and Commons of the city of London, and upon the Metropolitan Board of Works respectively, all such powers, rights, and privileges as may be necessary or expedient for or with reference to the obtaining, and the cost of obtaining the said Act, and of carrying it into execution.

Dated this 19th day of November, 1875.

William Corrie, Remembrancer, Guildhall, London.

J. E. Wakefield, Clerk to the Metropolitan Board of Works, Spring Gardens.

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

In Parliament.—Session 1876.

Sittingbourne and Sheerness Railway Company.

(Distribution and Apportionment of Surplus Moneys among the Ordinary Shareholders; Alteration of Distribution of Surplus under "London Chatham and Dover Railway (Various Powers) Act, 1866;" Appointment of Committee, &c.; Realization, Conversion, and Distribution of Assets; Winding-up and Dissolution of the Company; Amendment, &c., 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 an Act for effecting the following or some of the following purposes, that is to say:—

To enable and to require the Sittingbourne and Sheerness Railway Company (hereafter called "the Company"), or the Directors or other representatives of that Company, or any Committee of Shareholders to be appointed for the purpose, or the Receiver of the estate and effects of the Company appointed by the Court of Chancery or such other body or person as may be appointed or provided by the intended Act, after payment and discharge of all purchase and other moneys, interest, costs, expenses, liabilities, mortgage, and other debts, claims, and demands, firstly, secondly, and thirdly mentioned or specified in the eleventh paragraph of the Heads of Agreement set forth in Schedule A of "The London Chatham and Dover Railway (Various Powers) Act, 1866," and of the respective amounts due to the Company's preferential Shareholders and Creditors other than mortgagees, as fourthly mentioned in the said Heads of Agreement, and of all costs and expenses of and incidental to the carrying of the said Heads into full effect, and the winding-up and dissolution of the Company, and of all other debts and liabilities of the Company, or otherwise, to pay to and distribute among the original Shareholders in the Company, who have not accepted ordinary stock of the London Chatham and Dover Railway Company's capital by that Act, and by the said Heads directed to be created and issued, the balance or surplus of all funds, moneys, and revenue of every description now or which may hereafter come into their or his hands, or

No. 24270.

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under their or his control, and also of all sums of money, rents, interest or revenue derived or to be derived from or by the sale of any surplus stock, surplus lands or other property, or otherwise by realization of the assets of the Company, which they may become possessed of, or entitled to, or interested in, under or by virtue of "The Sittingbourne and Sheerness Railway Act, 1856," "The Sittingbourne and Sheerness Railway Act, 1857," "The Sittingbourne and Sheerness Railway (Increase of Capital) Act, 1859," "The Sittingbourne and Sheerness Railway (Increase of Capital) Act, 1861," and "The London Chatham and Dover Railway (Various Powers) Act, 1866," or any of those Acts or otherwise howsoever, and to provide for the distribution of such funds and moneys in the manner or according to the scale to be prescribed by the said Bill, and for the purposes aforesaid to alter, amend, vary or repeal so much and such provisions of the last-mentioned Act, and of the said Heads of Agreement set forth in Schedule A to that Act, as directs such surplus or balance to be otherwise divided, applied, or disposed of, or as are inconsistent with the objects and purposes of the intended Act.

To provide for the payment of all the costs, charges, and expenses of or incidental to the application for, the obtaining of, and the subsequent carrying out of the purposes of the intended Act out of such surplus or balance or the assets of the Company or otherwise.

To provide for the appointment of a Committee from the body of Directors, or from the body of the original Shareholders in the Company, or such other body or person as may be provided or appointed by the intended Act, and to make other provision, and confer all such powers as shall be deemed necessary or expedient for carrying the objects and purposes of the said Bill into effect; to provide for the sale and disposal of all lands and interests in lands or other property, and the realization of all assets and securities, and for the conversion into money of the whole estate and property of or belonging to the Company, and the payment and discharge of all such moneys, costs, liabilities, debts, claims, and demands as aforesaid; and to provide for the payment and distribution of the balance or surplus moneys thereof amongst such of the original Shareholders of the Company as aforesaid, or among such persons and in such manner as may be prescribed by the intended Act, and for the winding-up and dissolution of the Company.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, and if necessary to repeal all or some of the powers and provisions of the following local and personal Acts, that is to say, the Act 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 22 and 23 Vic., cap. 90; 24 and 25 Vic., cap. 127, relating to the Sittingbourne and Sheerness Railway Company, and of "The London Chatham and Dover Railway (Various Powers) Act, 1866," and the Heads of Agreement in Schedule A to that Act, so far as may be necessary for effecting the objects and purposes of the intended Act.

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

Dated this 17th day of November, 1875.

Durnford and Co., 45, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Stockton and Middlesbrough Corporations.—
Water.

(Purchase, by compulsion or agreement, and transfer of the undertaking of the Stockton and Middlesbrough Waterworks Company to the Corporations of Stockton-on-Tees and Middlesbrough; Winding-up and Dissolution of Company; Power for Corporations to carry on Undertaking; Joint Committee; Extension of Limits of Supply; Construction of Reservoirs and other Works; Compulsory Purchase of Lands; Diversion and Appropriation of Water; Powers to raise Money; to levy Rates; to grant Annuities; to break up Roads; Provisions as to supply of Water, in bulk or otherwise, to Corporation of Darlington and other Urban Sanitary Authorities, Rural Sanitary Authorities, or Local Authorities; Supply of Water to Consumers within the Borough of Darlington; Option to Corporation of Darlington to join with the Corporations of Stockton-on-Tees and Middlesbrough in the undertaking to be authorised by the Bill; 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 Mayor, Aldermen, and Burgesses of the boroughs of Stockton-on-Tees, in the county of Durham and Middlesbrough, in the North Riding of the County of York (hereinafter called the Corporations), for an Act for all or some of the following objects and purposes (that is to say):—

To enable the Corporations, by compulsion or agreement, to acquire and to provide for the transfer to and vesting in the Corporations of all or any part of the undertaking, works, lands, waters, streams, property (both real and personal), powers, rights, privileges, and authorities of the Stockton and Middlesbrough Waterworks Company (hereinafter called the Company), for such prices or considerations, and upon such terms, conditions, and stipulations as may be agreed upon between the Corporations and the Company, or as may be settled by arbitration, or as may be expressed and contained in or provided for by the intended Act, and to authorise the Company to sell and transfer their undertaking, property, and rights accordingly.

To confirm and carry into effect any agreements between the Corporations and the Company, for the sale and purchase of the undertaking, property, and rights of the Company, which may have been entered into prior to the passing of the intended Act.

To provide for the dissolution and winding up of the Company; and for the distribution of the purchase-money or other consideration amongst the shareholders and other persons entitled thereto.

To authorise the Corporations to carry on the undertaking of the Company, to maintain, improve, alter, and enlarge the existing waterworks, to break up streets, roads, highways and places, to lay, relay, take up, repair, and remove reservoirs, conduits, and other works and mains, pipes, and other apparatus and things, from time to time, to construct and maintain new works, to supply water within and throughout the whole of the Company's limits, or any part or parts thereof, to acquire, hold, and use patent rights and licences thereunder, to purchase, sell, let, hire, and otherwise deal in meters, fittings, and other apparatus, articles and things used in the sale supply, or consumption of water, and to

have and exercise all or any of the powers, rights, authorities and privileges of the Company in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively; and also such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid as may be necessary, proper, and convenient for the Corporations to have and exercise, whether the same are or are not usually conferred upon a Corporation or sanitary authority empowered to construct and maintain waterworks and supply water, and are or are not necessarily incidental to such construction and maintenance of waterworks and supply of water; but the enactments in force with reference to the limitation of the profits of the Company shall not apply after the proposed transfer.

To authorise the Corporations to levy or impose a water rate, and new or increased water rents, and other rates, rents, duties and charges, to vary existing rates, rents, duties and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties and charges.

To authorise the Corporations to apply any rates, rents, duties and charges levied by them or under their control, and to apply any other moneys or property belonging to them or under their control for any of the purposes of the intended Act, and to grant life, terminable or perpetual annuities, or rent-charges, or other annual sums or debenture stock, and to borrow money on mortgage or debenture, or debenture stock, and to charge as well the undertaking rates, revenues, and property which they may acquire under the intended Act, as also the respective borough rates and borough funds of the boroughs of Stockton and Middlesbrough, or any other rate or rates levied within the said boroughs, and all the present and future estates, rates, revenues, and property of the Corporations or any of them, or any part or parts thereof respectively; with and as security for all or any, or any part of such annuities, rent-charges, or annual sums of money, or money to be borrowed on mortgage or debenture, or debenture stock as aforesaid, and to authorise trustees and others to lend money on mortgages, debentures, or debenture stock of the Corporations, and to take and hold annuities of the Corporations.

To enable the Corporations to enter into contracts and agreements with any sanitary or other local authority, Corporation, bodies, or persons for the supply of water in bulk or otherwise.

To confer all necessary powers upon all such sanitary and local authorities, Corporations, bodies, and persons, and to enable them to levy rates and to borrow money on the security thereof, and to apply to the purposes of the intended Act, and of any such contract, any rates, funds, or moneys levied, borrowed, or otherwise raised, or over which they have control.

To extend the limits of supply beyond the Company's present limits, so that the Corporations may have powers for supplying water to all or any part of the following parishes, townships, and extra-parochial and other places, that is to say, Cotherstone, Romaldkirk, Lartington, Low Startforth, High Startforth, Startforth, Rokeby, Wycliffe, Gilling, Ovington, Cliffe, Mansfield, Cleasby, Yarm, South Stockton, Thornaby, Mandale, Stainton, Maltby, Acklam, West Acklam, Linthorpe, Marton, Newport, Middlesbrough, North Ormesby, Ormesby, Cargo Fleet, Eston Junction, South Bank, Normanby, Wilton, Lackenby, Lazenby, Kirkleatham, Warrenby, Coatham, East Coatham, West Coatham, Eston, in the North Riding of the county of York,

and Barnard Castle, Marwood, Westwick, Staington, Streatlam and Staington, Staindrop, Cleatlam, Whorlton, Little Newsham, Winston, Headlam, Langton, Gainford, Gainford (detached), Ingleton, Piercebridge, Carlbury, Ulnaby, Coniscliffe, High Coniscliffe, Low Coniscliffe, Killerby, Summerhouse, Denton, Darlington, Cockerton, Hopetown, Blackwell, Hurworth, Neasham, Haughton, Haughton-le-Skerne, Barmpton, Great Burdon, Sadberge, Morton Palms, Fighting Gocks, Dinsdale, Low Dinsdale, Oak Tree, Middleton-one-Row, Middleton St. George, Egglecliffe, Aislaby, Urray Nook, Long Newton, Bisopton, Redmarshall, Whitton, Grindon, Wynyard, Carlton, Elton, Preston-upon-Tees, East Hartburn, Stockton, Stockton-upon-Tees, Norton, Billingham, Wolveston, Newton Bewley, Coopen Bewley, Cowpen, Haverton Hill, Port Clarence, in the county of Durham:

To authorise the Corporations to construct and maintain the several additional works and alterations, extensions, and enlargements of existing works hereinafter mentioned, or some of them, which will be wholly situate within the counties of York and Durham, that is to say:

- (1) Grassholm Reservoir.—A compensation reservoir (hereinafter called the "Grassholm Reservoir") for the purpose of impounding, diverting, and appropriating the waters of the River Lune and its tributaries, to be situate in the townships of Lune and Mickleton, in the parish of Romalldkirk, in the North Riding of the county of York, commencing in those townships at a point in the said River Lune about 710 yards measured in a straight line in a south-westerly direction from the centre of the bridge over the said River Lune known as the Grassholm Bridge, and terminating at an embankment about 400 yards in length, to be constructed in a north-westerly and south-easterly direction across the said River Lune at a point thereon about 620 yards measured in a straight line in a north-easterly direction from the junction of the stream called Easter Beck with the said River Lune in the said townships of Lune and Mickleton.
- (2) Conduit No. 1.—A conduit, aqueduct or lines of pipes in a tunnel, commencing in the said township of Mickleton and parish of Romalldkirk, by a junction with the said River Lune at a point thereon 280 yards or thereabouts, measured in a straight line in a south-westerly direction from the centre of the said Grassholm Bridge, and terminating by a junction with a stream known as Rokehole Sike or Hill Gill at a point on such last-mentioned stream 503 yards or thereabouts in an easterly direction from the south-east corner of West New House Farm buildings in Baldersdale, in the township of Hunderthwaite and parish of Romalldkirk; and which said Conduit No. 1 is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Romalldkirk, Mickleton, Mickleton Moor, Hunderthwaite, Baldersdale, and New Houses, all in the North Riding of county of York.
- (3) Blackton Reservoir.—A compensation reservoir (hereinafter called the "Blackton Reservoir") for the purpose of impounding, diverting, and appropriating the waters of the River Balder and its tributaries, to be situate in the townships of Hunderthwaite and Cotherstone, and the division of Baldersdale, in the parish of Romalldkirk, in the North Riding of the county of York, commencing in those townships at a point on the

said River Balder about 270 yards or thereabouts measured in a straight line in a westerly direction from the junction of Hunder Beck with the said River Balder, and terminating at an embankment about 460 yards in length, to be constructed in a northerly and southerly direction across the said River Balder, at a point thereon about 450 yards or thereabouts measured in a straight line in a south westerly direction from a bridge crossing the said River Balder and carrying the footpath from New Houses to Willy Pot House in the said townships and places of Hunderthwaite, Cotherstone, and Baldersdale.

- (4) Hury Reservoir.—A supply reservoir (hereinafter called the "Hury Reservoir") for the purpose of impounding, diverting, and appropriating the waters of the River Balder and its tributaries, to be situate in the townships of Hunderthwaite and Cotherstone and the division of Baldersdale, in the parish of Romalldkirk, in the North Riding of the county of York, commencing at a point in the River Balder at the foot of the aforesaid Blackton Reservoir and terminating at an embankment about 500 yards in length, to be constructed in a northerly and southerly direction across the said River Balder at a point thereon about 250 yards or thereabouts in a westerly direction from the centre of a bridge near Hury Mill carrying the public road known as Briscoe-lane over the said River Balder, in the division of Baldersdale, in the township of Cotherstone, and the township of Hunderthwaite, all in the parish of Romalldkirk.
- (5) Lartington Tank.—A tank or reservoir (hereinafter called the "Lartington Tank") to be situate in the division of Cotherstone in the township of Cotherstone, and parish of Romalldkirk, in the North Riding of the county of York, near the south-west corner of the field immediately to the west of the junction of Naby-lane with the public road from Lartington to Cotherstone known as Main Close, and belonging or reputed to belong to the Rev. Thomas Witham, and in the occupation of John Clarkson.
- (6) Whorley Reservoir.—A reservoir (hereinafter called the "Whorley Reservoir") to be situate wholly in the parochial chapelry and township of Whorlton, and parish of Gainford (detached), in the county of Durham, in a field on the north side of and adjoining the public road leading from Barnard Castle to Winston, known as West Hill, and belonging or reputed to belong to John Harrison Stapton, and in the occupation of Joseph Dodds, M.P., and Matthew Dodds, or one of them.
- (7) Sadberge Reservoir.—A service reservoir (hereinafter called the "Sadberge Reservoir") to be situate in the township of Sadberge, and parish of Haughton-le-Skerne, in the county of Durham, in a field or close of land on the south side of the turnpike road or highway leading from Stockton to Darlington, and immediately on the south-west side of the village of Sadberge, known as Beacon Hill, and belonging or reputed to belong to, and in the occupation of, James Senior.
- (8) Normanby Reservoir.—A service reservoir (hereinafter called the "Normanby Reservoir") to be situate wholly in the township of Normanby, in the parish of Eston, in the North Riding of the county of York, in a field or close of land lying between Flat's-lane and the Cleveland Railway

- known as "Barley Field," and belonging or reputed to belong to the Trustees of the Normanby Settled Estates; Isaac Henry Tyas; James Stovin Pennyman; George Baker Forster; and the Rev. Henry Baugh Thorold, clerk, and in the occupation of the executors of the late John Dean.
- (9) Conduit No. 2.—One or more conduits, aqueducts or lines of pipes, commencing in the said division of Baldersdale, in the township of Cotherstone, and parish of Romalldkirk, in the North Riding of the county of York, at or in the south side of the said intended Hury Reservoir, and near the site of the intended embankment of such reservoir, and terminating in the division of Cotherstone, in the township of Cotherstone, in the parish of Romalldkirk, in the said North Riding of the county of York, at or in the west side of the said intended Lartington Tank; which said Conduit No. 2 is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Romalldkirk, Baldersdale, Cotherstone, East Briscoe, and Lartington, in the North Riding of the county of York.
- (10) Conduit No. 3.—One or more conduits, aqueducts or lines of pipes, commencing in the said division of Cotherstone, in the township of Cotherstone, and parish of Romalldkirk, in the said North Riding of the county of York, in the east side of the said intended Lartington Tank, and terminating in the parochial chapelry and township of Whorlton, in the parish of Gainford (detached), in the county of Durham, in the south side of the said intended Whorley Reservoir; which said Conduit No. 3 is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Romalldkirk, Cotherstone, Lartington, in the North Riding of the county of York, and Marwood, Barnard Castle, Gainford (detached), Westwick Cleatlam, Whorlton, and Whorley Hill, in the county of Durham.
- (11) Conduit No. 4.—One or more conduits aqueducts or lines of pipes, commencing in the said parochial chapelry and township of Whorlton, and parish of Gainford (detached), in the county of Durham, in the south side of the said intended Whorley Reservoir, and terminating in the said township of Sadberge, and parish of Haughton-le-Skerne, in the county of Durham, in the north side of the said Sadberge Reservoir; which said Conduit No. 4 is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Gainford (detached), Whorley Hill, Whorlton, Winston Cleatlam, Gainford, Pierce Bridge, Carlbury, Ulnaby, High Coniscliffe, Low Coniscliffe, Coniscliffe, Bondgate, Cockerton, Darlington, Haughton-le-Skerne, Haughton, Great Burdon, Morton Palms, and Sadberge, all in the county of Durham.
- (12) Conduit No. 5.—One or more conduits, aqueducts or lines of pipes commencing in the said township of Sadberge, and parish of Haughton-le-Skerne, in the county of Durham, in the south side of the said intended Sadberge Reservoir, and terminating in the said township of Normanby, in the parish of Eston, in the North Riding of the county of York, in the west side of the said intended Normanby Reservoir; and which said Conduit No. 5 is intended to pass from, in, through or into the several parishes, townships, extra-parochial, and other places following, that is to say, Haughton-le-Skerne, Sadberge, Long Newton, Elton, Hartburn, East Hartburn, Preston-upon-Tees, Stockton-upon-Tees, Stockton, in the county of Durham, and South Stockton, Thornaby, Stainton, Linthorpe, West Acklam (detached), Newport, Middlesbrough, North Ormesby, Ormesby, Normanby, and Eston, in the North Riding of the county of York.
- (13) Conduit No. 6.—One or more conduits, aqueducts or lines of pipes, commencing in the said division of Cotherstone, in the township of Cotherstone, and parish of Romalldkirk, in the North Riding of the county of York, in the east side of the said intended Lartington Tank, and terminating in the division of Cotherstone, and parish of Romalldkirk aforesaid, in a certain stream called Scar Beck, immediately on the east side of a certain bridge carrying the public road leading from Lartington to Cotherstone over the said Scar Beck, and known as Scarbeck Bridge, and which said Conduit No. 6 is intended to be situate wholly in the division of Cotherstone, in the township of Cotherstone, in the parish of Romalldkirk, in the North Riding of the county of York.
- (14) Conduit No. 7.—One or more conduits, aqueducts or lines of pipes, commencing in the parochial chapelry and township of Whorlton, and parish of Gainford (detached), in the county of Durham, in the east side of the said intended Whorley Reservoir, and terminating in the township of Winston, and parish of Winston in the county of Durham, in a certain stream known as Walker Hall Gill, at a point on such last-mentioned stream about 400 yards or thereabouts measured in a south-westerly direction in a straight line from the south-west corner of Walker Hall-buildings; which said Conduit No. 7, is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Gainford (detached), Winston, Whorley Hill and Whorlton, all in the county of Durham.
- (15) Conduit No. 8.—One or more conduits, aqueducts or lines of pipes commencing in the township of Sadberge and parish of Haughton-le-Skerne in the county of Durham, in the south side of the said intended Sadberge Reservoir, and terminating in the township of Low Dinsdale and parish of Dinsdale, in the county of Durham, in the east side of the existing service reservoir of the Stockton and Middlesbrough Waterworks Company; which said Conduit No. 8, is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Haughton-le-Skerne, Sadberge, Middleton St. George, Low Dinsdale, and Dinsdale, all in the county of Durham.
- (16) Road Diversion No. 1.—A diversion and alteration in the line and levels of the public road, situate wholly in the township of Lune and parish of Romalldkirk, in the North Riding of the county of York, commencing at a point on the road leading from Low Selsset to Grassholm, 300 yards or thereabouts, measured in a straight line in an easterly direction from the south-east corner of the Low Selsset Farm buildings, and terminating at a point on the said

road 100 yards or thereabouts measured in a straight line in a westerly direction from the centre of Grassholm Bridge over the River Lune.

- (17) Road Diversion No. 2.—A diversion and alteration in the line and levels of the public road situate wholly in the township of Lune and parish of Romalldkirk, in the North Riding of the county of York, commencing at a point on the road leading from Grassholm to Stake Hill Farm, 100 yards or thereabouts measured in a straight line in a northerly direction from the centre of Grassholm Bridge over the River Lune, and terminating at a point on the said road 430 yards or thereabouts, measured in a straight line in a southerly direction, from the south corner of the Turn Hill Farm buildings.
- (18) Road Diversion No. 3.—A diversion and alteration in the line and levels of the public road from Grassholm to Mickleton, situate wholly in the townships of Lune and Mickleton, in the parish of Romalldkirk, in the North Riding of the county of York, commencing in the said township of Lune, at a point on the said road 70 yards or thereabouts measured in a straight line in a north-westerly direction from the centre of Grassholm Bridge over the River Lune, and terminating in the township of Mickleton at a point 70 yards or thereabouts measured in a straight line in an easterly direction from the centre of the said Grassholm Bridge.
- (19) Road Diversion No. 4.—A diversion and alteration in the line and levels of the public road leading from Blackton to Low Birk Hat, situate wholly in the division of Baldersdale, and townships of Cotherstone and Hunderthwaite, in the parish of Romalldkirk, in the North Riding of the county of York, commencing in the said division of Baldersdale and township of Cotherstone, at a point on the said road 300 yards or thereabouts measured in a straight line in a north-easterly direction from the north-east corner of Blackton Farm buildings, and terminating in the said township of Hunderthwaite at a point on the said road 40 yards or thereabouts measured in a straight line in a westerly direction from the south-west corner of the Low Birk Hat Farm buildings.
- (20) Road Diversion No. 5.—A diversion and alteration in the line and levels of the public road leading from Willy Pot House to West Briscoe, situate wholly in the division of Baldersdale, in the township of Cotherstone, and parish of Romalldkirk, in the North Riding of the county of York, commencing at a point on the said road 170 yards or thereabouts, measured in a straight line in a north-easterly direction from the north corner of Willy Pot House Farm buildings, and terminating at a point on the said road 200 yards or thereabouts measured in a straight line in a westerly direction from the north-west corner of the West Briscoe Farm buildings.
- (21) Road Diversion No. 6.—A diversion and alteration in the line and levels of the public road, leading from Hury to Hury Mill, situate wholly in the township of Hunderthwaite and parish of Romalldkirk, in the North Riding of the county of York, commencing at a point on the said road 450 yards or thereabouts measured in a straight line in a north-westerly direction from the centre of the public road-bridge over the River Balder, near Hury Mill, and terminating at a point on the said road 170 yards or thereabouts

measured in a straight line in a north-westerly direction from the centre of the said bridge.

To empower the Corporations to construct and maintain all necessary and proper embankments, dams, channels, basins, byewashes, weirs, culverts, cuts, bridges, road diversions, road approaches, and other roads and communications, sewers, drains, sluices, filtering beds, reservoirs, wells, weirs, engines, engine-houses, pumps, conduits, catch-waters, tanks, mains, pipes, and other apparatus, for the effectual construction, maintenance, and use of the said intended works, or incidental thereto, for collecting, impounding, conveying, and distributing water in, to, and within the parishes, townships, and places aforesaid, or any of them.

To enable the Corporations to take, divert, and collect into or by means of the said reservoirs, catchwaters, conduits, pipes, and other works hereinbefore mentioned, or into any other reservoirs, catchwaters, conduits, pipes, or other works of the Company or of the Corporations, or some or any of them, and to impound, appropriate, and use for the purposes of the undertaking, and for the supply of water to all places which they are now authorised to supply with water, and to all places which they may by the intended Act be authorised to supply, and for the storing, use, and supplying of water for compensation, and for the supply of water in bulk, and for all or some of the waters of the several brooks and streams called—

The River Lune and its tributaries:—

Carl Beck, Eller Beck, Wythes Beck, Wemmer Gill Beck, Her-Gill Beck, Green Grain, Blake House Gill, Black-Pots Sike, Stony Beck, Hey Sike, Long Grain, Arn Gill Beck, Keekham Beck, Long Sike, Philip Reed Beck, Force Beck, Scot Sike, Goal Sike, Lune Head Beck, Conny-Pot Beck, Rayback Sike, Cleve Beck, Middle Gullann Sike, East Gullann Sike, West Gullann Sike, Rowton Sike, Renny-Gill Sike, Dowhill Sike, Dowhill Gill, Grow Sike, Folly Gutter, Little Gill, Cottle Sike, Soul-Gill Beck, Soul Gill, Soul-Gill Grain, Stot Sike, Raven Sike, Pindhill Sike, Mickleburnt Sike, Rowantree Beck, Mawkhole Sike, Rough Sike, Great Brook, Whey Sike, Kelton Beck, Wester Beck, and Easter Beck.

The River Balder and its tributaries:—

How Beck, Yawd Sike, Duck Sike, Lathew Sike, Hury Mill Race, How Gill, Acre Sike, Hill Gill, Rokehole Sike, Blind Beck, Foul Sike, Black Sike, East Carni Gill, West Sike, West Carni Gill, Mea Sike, Hag Sike, Baxton Beck, Black Beck, Old Shop Sike, Slate Sikes, Balder Beck, Round Hill Sike, Black Sike, Stony Sike, Red Gill, Spaniel Sike, Cross Gill, Cross Gill West Sike, Cross Gill East Sike, Great Ay Gill, Great Ay Gill Sike, Little Ay Gill, Mir Gill, Blea Gill Herne, Blea Gill, Gill Sike, Water Knott Gill, Hunder Beck, Mawmon Sike, Dunmoss Sike, Goal Gill, Crawlaw Gill, Slates Hill Gill, Crawlaw Beck, Yoke Sike, West How Sike, How Sike, Burners Sike, Willypot Gill, Croft Gill, Water Sike, and the several tributaries thereof respectively, and all brooks, rivulets, streams, watercourses, surface waters, and other waters and springs which flow into, or form part of, the said rivers, streams, and becks, or which may or can be intercepted by, or may be diverted into the existing waterworks of the Company, or into the intended reservoirs and other works, and as may be found, in, upon, or under any lands to be acquired by the Corporations under the powers of the intended Act, the waters of which said several

brooks, streams, and other watercourses, now flow or proceed directly or derivatively into or supply the River Tees and the navigable channel thereof.

To authorise the Corporations to take, purchase, and acquire, by compulsion or agreement, and to appropriate and use lands, houses, mills, fishlocks, buildings, streams, springs of water, and other waters and hereditaments, in or near the several parishes, townships, extra-parochial and other places aforesaid, or some of them, and to take on lease and take grants of easements of, in or under, over or through, any lands, houses, mills, fishlocks, springs, streams, brooks, and waters, and other hereditaments as are delineated on the plans to be deposited in respect of the Bill, or as may be required, or deemed necessary or desirable for any of the purposes of the intended reservoirs, lines of pipes, and other works, or otherwise, for the purposes of the intended Act, and any rights, interests, or easements, in, over, or in connection with such lands, houses, mills, fishlocks, buildings, streams, and springs of water, and other property, and to alter, vary, or extinguish all existing rights or privileges connected with such lands, houses, waters, and other property.

To authorise the temporary occupation and use of lands, houses, buildings, easements and hereditaments for obtaining materials for the construction of the said intended reservoirs and lines of pipes or otherwise for the purposes of the intended Act and to incorporate with such variations and amendments as may be proper or requisite, all or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the railway during the construction thereof, or to make other provisions with reference thereto.

To authorise deviations and alterations in and from the lines and levels of the reservoirs, lines of pipes and other works shown on the plans and sections (to be deposited as hereinafter mentioned) within the limits of deviation shown on those plans, or as may be prescribed in the intended Act.

To empower the Corporations within the several parishes, townships, extra-parochial and other places aforesaid, or any of them, to make, lay down, complete, and maintain, and from time to time alter, vary, replace, repair and restore conduits, culverts, pipes, telegraph pipes and wires, drains, tunnels and other works for or in connection with the conveyance or distribution of water, and temporarily or permanently to use, improve, cross, remove, alter, divert, stop up, raise, lower, break up, pass along, through, over, across, or under, or interfere with any turnpike and other roads, highways, footpaths, streets, passages, telegraph posts and wires, rivers, streams, bridges, places, railways or tramways (whether public or private), pipes, conduits, canals, goits, sewers, drains, watercourses or other work of any description which it may be necessary or expedient to use, improve, cross, remove, alter, divert, stop up, raise, lower, break up, pass along or interfere with for carrying into effect any of the objects or purposes of the intended Act, and to vary or extinguish all existing rights and privileges which might in any way prevent, impede, or interfere with the accomplishment of any of the objects or purposes of the intended Act, and to confer other rights and privileges.

The Bill will make provision for enabling, and reserve power to, the Mayor, Aldermen and Burgesses of the borough of Darlington, to take part in the undertaking authorised by the Bill,

at a period and upon conditions to be defined in the Bill, and the Bill will confer upon the said last mentioned Mayor, Aldermen, and Burgesses, in the event of their electing so to participate, like powers of levying, &c., district and other rates, and levying and receiving water rents and rates, of borrowing money, of appointing members of the Joint Committee, and of exercising the rights and privileges, and performing the duties and obligations conferred by the Bill upon the Corporations, with such restrictions, limitations, or modifications, nevertheless, as the Bill may define.

To incorporate and extend, and make applicable to the objects and purposes of the said Bill, all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Act, 1847," and all other Acts amending or extending those Acts, or any of the provisions thereof.

To alter, amend, repeal, vary, or enlarge, so far as it may be necessary or expedient, some or all of the provisions of the following local and personal Acts of Parliament, that is to say:—The 4th and 5th Vic., cap. 68; "The Middlesbrough Improvement Act, 1841," "The Middlesbrough Improvement Act, 1856," "The Middlesbrough Improvement Act, 1858," "The Middlesbrough Extension and Improvement Act, 1866," "The Middlesbrough Extension and Improvement Act, 1874," and any other Act or Acts relating to the borough of Middlesbrough, "The Stockton Extension and Improvement Act, 1852," "The Stockton-on-Tees Extension and Improvement Act, 1869," "The Stockton and Middlesbrough Road Act, 1856," and any other Act or Acts relating to the borough of Stockton-on-Tees, 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, and any other Act or Acts relating to the Company; the 48 George III, cap. 48; the Tees Conservancy and Stockton Dock Act, 1852; the Tees Conservancy Act, 1854; the Tees Conservancy Act, 1858; the Tees Conservancy Act, 1863; the Tees Conservancy Act, 1867; the Pier and Harbour Orders Confirmation Act, 1874, and the Tees Conservancy Act, 1875, and any other Act or Acts relating to the Tees Conservancy; the Darlington Gas and Waterworks Act, 1849; the Darlington Local Board Act, 1854; and the Darlington Local Board Act, 1861, and any other Act or Acts relating to the supply of water to the borough of Darlington, and any other Act or Acts which it may be deemed necessary to repeal, vary, or alter, for carrying into execution the objects and purposes of the intended Act, and to make other provisions in lieu thereof.

To repeal, extinguish, vary, or modify all existing powers, rights, privileges, and exemptions, which would or could in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the intended Act, or the execution of any of the powers thereof, and to confer, vary, or extinguish other powers, rights, privileges, and exemptions.

And notice is hereby given, that duplicate plans and sections of the several works to be authorised by the intended Act, and of the lands, houses, and other property to be taken for the purposes thereof, together with a book of reference to such plans, and copy of such 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, in the said county; and with the clerk of the peace for the North Riding of the county of York, at his office in Northallerton, in the said North Riding; 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 of the parishes in or through which the said intended works are proposed to be made; or any lands and houses proposed to be taken, are situate; and also a copy of this notice as published in the London Gazette; will be deposited for public inspection with the clerk of each such parish at his place of abode, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 19th day of November, 1875.

H. G. Faber, Town Clerk,
Stockton, } Solicitors
Jno. T. Bell, Town Clerk,
Middlesbrough, } for the
Bill.

Wyatt, Hoskins, and Hooker, 28, Parli-
ament Street, Westminster, Parli-
amentary Agents.

Penarth, Sully, and Cadoxton Railway.

(Incorporation of Company for Construction of Railways between Penarth Railway and Cadoxton, in the county of Glamorgan; Running Powers over portions of Railways of Penarth Harbour, Dock, and Railway and Great Western Railway Companies; Working Agreements with those Companies, and Taff Vale Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company,") and to empower the Company to make and maintain in the county of Glamorgan the Railways hereinafter described with all necessary stations, approaches, sidings, works, and conveniences connected therewith, that is to say:—

Railway No. 1.—A Railway to be situate wholly within the parishes of Llandough, Cogan and Penarth, commencing in the said parish of Llandough by a junction with the Penarth Harbour, Dock, and Railway Company's Railway at a point thereon two hundred and twenty yards or thereabouts (measured along that railway) south-eastward of the occupation bridge over such railway, near Cogan Pill House, and terminating in the said parish of Penarth, in a field numbered 62 on the tithe commutation map for that parish, at a point one hundred and forty yards or thereabouts south-eastward of a house in the occupation of James Edwards, known by the name of West House.

Railway No. 2.—A Railway to be situate wholly within the parishes of Penarth, Lavernock, and Sully, commencing in the said parish of Penarth, by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating in the said parish of

Sully in a field numbered 83 on the tithe commutation map for that parish, at a point four hundred and forty yards or thereabouts, southward of Sully Parish Church.

Railway No. 3.—A Railway to be situate wholly within the parishes of Sully, Saint Andrews, and Cadoxton-juxta-Barry, commencing in the said parish of Sully by a junction with the intended Railway No. 2 at the termination thereof before described, and terminating in the said parish of Cadoxton-juxta-Barry in a field numbered 325 on the tithe commutation map for that parish at a point 230 yards or thereabouts southward of Cadoxton Mill.

To empower the Company to purchase and take by compulsion and agreement, and to hold lands, houses, and property, and easements therein, in the parishes aforesaid, for the purposes of the intended railways and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and property so to be purchased and taken which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by the ninety-second section of the Lands Clauses Consolidation Act, 1845.

To empower the Company to cross, divert, alter, and stop up, whether temporarily or permanently, all streets, roads, highways, footways, railways, tramways, watercourses, drains, sewers, pipes, and telegraphs which it may be necessary so to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand, take, and recover tolls, rates, and charges for and in respect of the use of the intended Railways and works, and to grant exemption from the payment of tolls, rates, and charges.

To empower the Company and any other Company or Companies for the time being working the traffic on the railways of the Company, to run over and use with engines, carriages, waggons, and trucks, and for traffic of every description, and with their clerks, officers, and servants, the undermentioned portions of Railways, together with the stations, sidings, watering-places, water, and other works and conveniences connected therewith respectively; upon such terms and conditions as may be agreed upon or settled by arbitration or provided for by the intended Act (that is to say):—

(1.) So much of the Railways of the Penarth Harbour Dock and Railway Company (hereinafter called the Penarth Company) as lies between the commencement of the intended Railway No. 1 and the Southern Junction of the Great Western Railway with the Penarth Railway:

(2.) So much of the Great Western Railway Company's railway as lies between that junction and the last-mentioned Company's passenger station at Cardiff, including that station:

and to empower the Company and the Penarth Company and their lessees, the Taff Vale Railway Company, and the Company and the Great Western Railway Company to make and carry into effect agreements with respect to the matters aforesaid.

To enable the Company on the one hand and the Penarth Company, the Taff Vale Railway

Company, and the Great Western Railway Company, or any or either of them on the other hand, to enter into and carry into effect agreements for and with respect to the working, use, management, and maintenance of the intended railways and works or any part thereof, and the supply of rolling and working-stock and of officers and servants for the conduct and conveyance of the traffic on the intended railways and works, and the payments to be made and the conditions to be performed in reference to such working, use, management, and maintenance, and for and with respect to the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and for and with respect to the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to confirm or give effect to any agreement which may have been or may before the passing of the intended Act be entered into between the Company and the Penarth Company, the Taff Vale Railway Company, and the Great Western Railway Company, or any or either of them with reference to the matters aforesaid, or any of them.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter and amend all or some of the provisions of the Acts (local and personal) following, or some of them, that is to say:—

The Acts 19 and 20 Vic., cap. 122, and 20 and 21 Vic., cap. 69, and any other Act or Acts relating to or affecting the Penarth Company.

The Acts 6 and 7 William IV., cap. 82, and 36 and 37 Vict., cap. 158, and any other Act or Acts relating to or affecting the Taff Vale Railway Company.

The Act 5 and 6 William IV., cap. 107, and any other Act or Acts relating to or affecting the Great Western Railway Company.

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 intended railways and works, showing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans and an ordnance map with the general course and direction of the intended railways 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 Glamorgan, at his office at Cardiff, 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 intended railways or works will be made or pass, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish, at his residence.

And 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 18th day of November, 1875.

B. Matthews, }
E. W. Williams, } Cardiff.

Solicitors for the Bill.

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

In Parliament.—Session 1876.

London and Blackwall Railway.

(Widening of portions of Railway near Fenchurch-street and at Shadwell; Purchase of Lands for Station Enlargements and Improvements, and of new Station at Shadwell; Powers to Great Eastern, East London, and London Brighton and South Coast Railway Companies as to such new Station; Agreements with them and with London and St. Katherine Dock Company and other powers; Amendment of Acts.

NOTICE is hereby given, that the London and Blackwall 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 widen and improve:—

1. A portion of the London and Blackwall Railway on the northern side thereof, namely, from a point immediately adjacent to the west side of Crutched Friars, in the parish of St. Olave's, Hart-street, in the city of London, to a point about 7 chains east of the bridge carrying the said railway over the Minories, in the parish of St. Mary, Whitechapel. The widening and improvement will be wholly situate in the parishes of St. Olave, Hart-street, St. Katherine, Coleman-street, St. Botolphs without Aldgate, in the city of London, or some or one of them, and St. Mary, Whitechapel, in the county of Middlesex, and in connection with, and as part of such widening and improvement, to alter, enlarge, and improve the Fenchurch-street Station of the Company.

2. So much of their railway on both sides, in the parish of St. George in the East, as is situate between Anthony-street and a point $1\frac{1}{2}$ chain or thereabouts east of Dean-street, and to construct a new station there for the joint use and occupation of the Company and of the East London and London Brighton and South Coast Railway Companies, or one of the said two last named Companies in lieu of the existing Shadwell Station of the Company.

2. To empower the Company, to acquire for the purpose of extending the station and other accommodation of the Company, and of providing and constructing the said new station at Shadwell, the lands, houses and other property hereinafter described or referred to (that is to say):

Certain lands, houses, and buildings situate near to and at the west end of the Company's Shadwell Station, and lying between Upper Chapman-street and Martha-street on the north, and Cornwall-street on the south, in the parish of Saint George in the East, in the county of Middlesex, also certain lands, houses, and property in the parish of All Saints, Poplar in the said county, situate near to and at the east end of the Company's West India Dock Station, also certain lanes, houses, and property in the said parish of All Saints, Poplar, near to and adjoining the Company's Millwall Junction Station, also certain lands situate in the parish of Saint Mary, Whitechapel, near to the present Leman-street Station, and situate at the east end of that station.

(3.) To vest, or provide for the vesting in the Company, any land which has been or

may be acquired for the purposes of the Leman-street Station.

4. To construct all necessary works and conveniences in connection with the before-mentioned works, stations, and improvements, and to enable the Company to cross, divert, alter, use, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, and pipes, so far as may be necessary in constructing and maintaining the said works, stations, and improvements, and to appropriate and use for the purposes aforesaid, any or any part of the roads or streets so diverted, altered or stopped up, to deviate from the line of works to any extent within the limits of deviation shown upon the deposited plans, to purchase compulsorily or by agreement, lands, houses, and other property, and to purchase and acquire compulsorily or by agreement easements, rights, or limited interests in or over lands, houses, and other property for the purposes of the said Bill, and to exercise other rights and privileges, and to levy rates, tolls, and charges in respect of the widened portions of railway.

5. To enable the Company and the Great Eastern Railway Company on the one hand, and the East London and London Brighton and South Coast Railway Companies, or either of them, on the other hand, to enter into and carry into effect agreements or arrangements with reference to the construction, maintenance, and use of the before-mentioned new station at Shadwell, and as to the payments to be made by the said Companies or any of them, and the rights and powers of the respective Companies in reference thereto.

6. To authorise the Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise, 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 to confer similar powers upon the East London and London Brighton and South Coast Railway Companies with respect to, and for the purposes of the before-mentioned new station and works.

7. To authorise the Company on the one hand, and the Great Eastern Railway Company on the other, to enter into agreements with reference to the exercise by the Company, either alone or jointly with the Great Eastern Railway Company, of all or any of the powers of the Bill, and to enable the Great Eastern Railway Company to treat the share and loan capital which may be raised or expended by the Company under the powers of the Bill, as expended share capital or stock or debentures, or debenture stock referred to in the lease of the London and Blackwall Railway to the Great Eastern Railway Company, on under any existing agreement for the like purposes.

8. To extend the time limited by any of the Acts of the Company for the re-sale of any lands not actually required by the Company for the purposes of their undertaking, and to confer further powers for the letting or disposal of any of the said lands.

9. To authorise the Company and the Great Eastern Railway Company on the one hand, and the London and St. Katharine Docks Company on the other hand, to enter into arrangements as to the branch and the lands connected therewith, leading from the railway of the Company to the London Docks, and as to the user and occupation thereof, and the lease of the same or otherwise to the Dock Company, and to confirm and

give effect to any agreement already entered into between the Companies in respect thereof, and to enable the Railway Companies to grant and the Dock Company to accept any such lease.

10. 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 amongst other Acts, the powers and provisions of the following and of any other Acts relating to the London and Blackwall Railway Company, namely: "the London and Blackwall Railway, Lease Act 1865," "the London Blackwall and Millwall Extension Railway Act, 1865," "the London, Blackwall, and Millwall Extension Railway Act, 1868," "the London, Blackwall, and Millwall Extension Railway Act, 1870," and of the following, and of any other Acts relating to the Great Eastern Railway Company, namely, 25 and 26 Vic., cap. 223, and 28 and 29 Vict., cap. 100, and also of the 28 and 29 Vic. cap. 51, and of the several other Acts relating to the East London Railway Company, and also of the 9 and 10 Vic., cap. 283, and of the several other Acts relating to the London Brighton and South Coast Railway Company, and also if necessary of the several Acts relating to the London and St. Katharine Docks Company.

11. 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 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, 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 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 city of London, at his office at Sessions House, Old Bailey, 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 parishes in which the intended works are proposed to be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice, will be deposited as follows, that is to say, as relates to any parish within the city of London, including the parish of St. Botolph without Aldgate, with the parish clerk of each such parish, at his residence, as relates to the parishes of St. Botolph without Aldgate, and St. Mary, Whitechapel, with the clerk of the Whitechapel District Board of Works, at his office in Great Alie-street, Whitechapel, as relates to the parish of St. George in the East, with the vestry clerk at his office in the Vestry Hall, Cable-street, and as relates to the parish of All Saints, Poplar, with the clerk of the Poplar District Board of Works, at his office at 117, High-street, Poplar.

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 12th day of November, 1875.

Hollinsworth, Tyerman, and Andrewes, 4, East India-avenue, Leadenhall-street, City, Solicitors for the Bill.

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

In Parliament—Session 1876.

MILNER'S PATENT FOR IMPROVEMENTS IN THE METHOD OF PRODUCING WHITE PIGMENTS FROM LEAD.

(Confirmation of Patent.)

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 pass an Act for the following purposes:—

To continue and confirm certain Letters Patent, bearing date the 22nd day of June, 1872 (No. 1881), granted to Edward Milner, of Springfield, Warrington, in the county of Lancaster, Salt Manufacturer, for the term of fourteen years, for Improvements in the Method of producing White Pigments from Lead.

To enable the said Edward Milner, or the Assignee or Assignees of his right and interest in the said Letters Patent, to pay the stamp duty of £50 on the said Letters Patent, and, upon such payment being made, to enable the Commissioners of Patents or their Clerk to stamp the said Letters Patent or a duplicate thereof.

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 22nd day of November, 1875.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Metropolis Gas Companies.

(Amendment or repeal of "Metropolis Gas Act, 1860," and of "City of London Gas Act, 1868;" Powers for securing a Uniform Supply of Gas within the limits of the Metropolis Gas Act, 1860; Alteration of Rates and of present obligations and powers of Companies now supplying Gas within the said limits; 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 amend the Metropolis Gas Act, 1860, and to make further provision for regulating the supply of gas within the limits of the said Act, and for other purposes relating thereto; and by the said intended Act provision will be made for the following, or some of the following, among other purposes:—

1. To alter, regulate, and improve the quality and illuminating power of the gas to be supplied within the said limits, and the mode in which and the pressure under which the gas shall be supplied; also the mode of testing the illuminating power and purity of the gas, and to provide for the payment of the expense attending such testing, and to require the Companies now or for the time being supplying gas within the said limits to adopt both, by arrangements inter se, and otherwise, the most efficient means of carrying on their undertakings with the greatest economy and efficiency, and, if need be, to alter and rearrange the districts assigned to the said Companies, or to some of them.

2. To alter and regulate the supply of gas within the said limits, and the amount, payment, and recovery of gas-rents and meter-rents, and to alter the existing rates and charges, and to alter and regulate the mode of keeping and rendering the accounts of the said Companies, and to provide for the inspection, audit, publication, and revision of such accounts, and for the protection of the consumers against having to pay for losses or expenses improperly incurred

by or which ought to be borne by the Companies.

3. To provide that any amalgamation of any of the Companies affecting the city of London shall be subject to the approval of the Corporation of London, and elsewhere to that of the Metropolitan Board of Works.

4. To alter, regulate, and define the share capital and borrowing powers of the said Companies.

5. To alter the profits and rates of dividend and interest of the said Companies, and to alter or repeal any power which any such Company possesses of applying surplus profits in the payment of arrears of dividends, and also the power of creating a sinking insurance, or contingent fund, and to limit the dividend upon borrowed money converted into capital by the Companies or any of them.

6. To appoint officers for any of the purposes of the intended Act, and to provide for the payment of such officers.

7. To provide for the settlement, by arbitration or otherwise, of all differences relating to the subject matters of the intended Act, or incidental thereto.

8. To vary and extinguish all such existing rights and privileges, and to make all such other provisions as may be necessary or expedient for the purpose of carrying into execution any of the objects of the Act.

9. And notice is hereby given that it is intended by the proposed Act, so far as may be necessary for the purposes thereof, to alter and, if need be, repeal, wholly or partially, amongst other Acts, "The Metropolis Gas Act, 1860," and "The City of London Gas Act, 1868," and also the several local, personal, and other Acts now in force relating to any of the said Companies; and also to amend and enlarge some of the powers and provisions of "The Metropolis Management Act, 1855," and of the several other Acts relating to the Metropolitan Board of Works or the metropolis, and to confer upon the Mayor, Aldermen, and Commons of the city of London, and upon the Metropolitan Board of Works, respectively, all such powers, rights, and privileges as may be necessary or expedient for or with reference to the obtaining and the cost of obtaining the said intended Act, or incidental thereto, and of carrying it into execution.

Dated this 19th day of November, 1875.

William Corrie, Remembrancer, Guildhall, London.

J. E. Wakefield, Clerk to the Metropolitan Board of Works, Spring-gardens.

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

In Parliament.—Session 1876.

Thanet Gas.

Repeal or Alteration of the whole or part of the Company's Act of Incorporation (5 Geo. 4, cap. 75), and particularly of Section 47; to define Company's Limits; Additional Capital; Capitalisation of Moneys expended on Works out of Revenue; Borrowing Powers; Purchase of Lands by Agreement; Incorporation 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 to repeal, alter, enlarge, or amend the powers and provisions of an Act passed in the 5th year of the reign of His Majesty King George the 4th, intituled "An Act for lighting with Gas the

towns or villages of Margate, Ramsgate, and Broadstairs, and places adjacent, in the county of Kent," and particularly section 47 of the said Act, and in the said Bill powers will be applied for to effect or to enable the Isle of Thanet Gas Light and Coke Company (hereinafter called the Company) to effect all or any of the following objects:—

To raise money by the creation and issue of new shares and stock of the Company, and by borrowing on mortgage or bond, or otherwise, or by any of those means, and to attach (if they think fit) to such shares or stock, or any part thereof, a preference or priority of dividend over the existing or ordinary shares of the Company, or other special privileges, to create and issue debenture stock, to alter the number and amount of the Company's existing shares, and to make provisions for the classification, division, and regulation of the Company's existing share capital.

To capitalise moneys expended by the Company upon their works out of revenue, and to make provision for the distribution of the shares, stock, and capital representing such expenditure, amongst the proprietors, or some class or classes of proprietors of the Company, and to authorise the borrowing of money in respect of such capitalised moneys.

To declare and define with greater precision the Company's existing limits of supply.

To acquire lands by agreement for the general purposes of the Company other than the manufacture of gas or residual products.

To incorporate with the said Bill either wholly or in part the Gas Works Clauses Acts, 1847 and 1871, and the Companies Clauses Acts, 1845, 1863, and 1869, or some or one of those Acts, and to confer upon the Company all rights, powers, and privileges usual or necessary for carrying into effect the objects of the Bill, and to vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

And notice is hereby 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 9th day of November, 1875.

M. and O. Daniel, Ramsgate, Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

Worksop Gas.

Application to the Board of Trade for a Provisional Order for Powers to raise Additional Capital; to maintain and continue existing Gas Works, and enlarge same for manufacture and supply of Gas and residual Products; and for other purposes.)

NOTICE is hereby given, that in pursuance of the provisions of the Gas and Water Facilities Act, 1870 and 1873, The Worksop Gas Company, hereinafter called "The Company," intend to apply on or before the 23rd December, 1875, to the Board of Trade for a Provisional Order for the following or some of the following amongst other powers (that is to say)—

1. To authorize the Company 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 intended Order.

2. To maintain and continue, and if need be to

enlarge for the manufacture of gas and of the residual products arising therefrom, and the storage thereof, their existing gas works, situate in the parish of Worksop, in the county of Nottingham, on two pieces of land containing respectively one thousand square yards and three thousand eight hundred and ninety-eight square yards or thereabouts, belonging to the Company, and which said piece of land containing one thousand square yards is situate in the township of Worksop, in the said parish of Worksop, and is bounded northward by the public highway called the "Canal Road," southward by land belonging to Joseph Beard and Joseph Garside, eastward by land belonging to the said Joseph Garside, and westward by the street or public highway called Beaver Place, and which said piece of land containing three thousand eight hundred and ninety-eight square yards is situate in the township of Radford, in the said parish of Worksop, and is bounded northward in part by the said public highway called the Canal Road, and in other part by land belonging to the said Joseph Garside and Daniel Fossick Alderson, southward by the River Ryton, eastward by land belonging to the said Joseph Garside and Daniel Fossick Alderson, and westward by land belonging to the devisees of the late Richard Sanderson, deceased, the Manchester, Sheffield, and Lincolnshire Railway Company, and by the said public highway called the Canal Road, and to apply all or any part of such additional capital for the above purposes, and for the general purposes of their undertaking.

3. To fix and regulate the capital of the Company, and to authorise the Company to create and issue Debenture Stock.

4. So far as may be necessary for the purposes of the said Provisional Order to alter, amend and vary all or some of the provisions of "The Worksop Gas Act, 1856."

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

On or before the 30th day of November, 1875, a copy of this advertisement as published in the London Gazette, and a map showing the lands in Worksop aforesaid, now occupied by the Company's works for the manufacture and storage of gas and residual products arising in the manufacture of gas, will be deposited for public inspection with the Clerk of the Peace for the county of Nottingham at his office at Newark, and at the office of the Board of Trade, Whitehall-gardens, London.

Printed copies of the Draft Provisional Order will on or before the 23rd day of December, 1875, be deposited at the office of the Board of Trade aforesaid, and on and after that date copies thereof will be supplied to all persons applying for the same at the offices of Messrs. Hodding and Beavor, Solicitors, Worksop, and of Messrs. Marriott and Jordan, 3, Westminster-chambers, Victoria-street, Westminster, on payment of one shilling for each copy.

When the Provisional Order has been made and settled by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Nottingham at his office at Newark, and copies may be obtained upon application at the said offices of Messrs. Hodding and Beavor, and at the said offices of Messrs. Marriott and Jordan at the price of one shilling for each copy.

All persons desirous of making any representations 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, Whitehall-gardens, London, on or before the 15th day of January, 1876, and a copy of such objections must at the same time be sent to Messrs. Hodding and Beevor or to Messrs. Marriott and Jordan aforesaid.

Dated this 15th day of November, 1875.

Hodding and Beevor, Worksop, Solicitors for the Company.

Marriott and Jordan, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agents.

Session 1876.

Bideford and Westward Ho Light Railway.
(Incorporation of Company; Construction of Light Railway from Bideford to Westward Ho.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for the following purposes, or some of them, namely:—

To incorporate a Company (hereinafter called "the Company,") and to authorise the Company to make and maintain the following railway, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parishes of Bideford and Northam, or one of them, in the county of Devon, at a point $4\frac{1}{2}$ chains or thereabouts, measured in a northerly direction from the bridge over the creek immediately to the north of the town of Bideford, and close to the River Torridge, and terminating in the parish of Northam, in the county of Devon, at a point 7 chains or thereabouts, measured in a southerly direction, from the south-west corner of the Nassau Baths at Westward Ho; which said intended railway will be made to pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Bideford, Abbotsham, and Northam, all in the county of Devon.

To construct, subject to the provisions of "the Regulations of Railways Act, 1868," the said railway as a light railway.

To empower the Company to purchase and acquire lands, houses, and other property, by compulsion or agreement, and for the purposes of the said intended railway and works. And also to alter, cross, divert, or stop up, turnpike and other roads, railways, tramways, bridges, canals, rivers, streams, sewers, pipes, and other works.

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

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some one of them, that is to say:—

"The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "the Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "the Railways Clauses Consolidation Acts, 1845, 1863."

To authorise the Company to raise money for the purpose of their undertaking, by the creation and issue of shares, and by borrowing on mortgage or bond, and to exercise all other usual and necessary powers for carrying into effect the objects of the said Bill.

And notice is hereby given, that plans and sections of the said intended railway and works, together with a book of reference to such plans and ordnance maps with the line 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office in Exeter, and that on or before the said 30th day of November, a copy of so much of such plans, sections and books of reference respectively as relates to each parish in or through which the said railway and works 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 places, with the clerk of some parish immediately adjoining thereto at his residence. And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1875.

William Ley, 61, Carey-street, W.C., London;

Rooker and Bazeley, Bideford, North Devon, Joint Solicitors for the Bill.

In the Matter of the Companies Acts, 1862 and 1867, and of the International Patent Pulp and Paper Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice was, on the 23rd day of November, 1875, presented to the Master of the Rolls by the said Company, and that the said petition is directed to be heard before the Master of the Rolls on the 4th day of December, 1875; 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 charges for the same.

Webster and Graham, of 17, Ely-place, Holborn, London, Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Silkstone Fall Colliery Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice, Chancery Division, was, on the 25th day of November, 1875, presented to Her Majesty's High Court of Justice, by the Sheffield Wagon Company Limited, carrying on business at Sheffield, in the county of York, creditors of the said Silkstone Fall Colliery Company Limited; and that the said petition is directed to be heard before the Master of the Rolls, on the 4th day of December, 1875; 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.

Bell, Brodrick, and Gray, of 9, Bow Churchyard, Cheapside; Agents for *Rodgers, Thomas, and Co.*, of Sheffield, Yorkshire, Solicitors for the Petitioners.

In the Matter of the Blaen Caelan Company Limited (Incorporated 1870), and in the Matter of the Companies Acts, 1862 and 1867.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of the High Court of Justice, was, on the 22nd day of November, 1875, presented to his Lordship the Master of the Rolls by Cecil Birch, of No. 14, Inverness-road, Bayswater, in the county of Middlesex, Gentleman, a contributory of the said Company; and that the said petition is directed to be heard before his Lordship the Master of the Rolls, on the 4th day of December, 1875; 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 26th day of November, 1875.

Keighley, Shea, and Bevan, 16, Philpot-lane, E.C., Solicitors for the Petitioner.

In the Matter of the Equitable Permanent Benefit Building Society, sometimes called the Equitable Deposit Bank, Land, Building, and Investment Society, or the Equitable Land, Building, and Investment Society and Deposit Bank, and in the Matter of the Companies Acts, 1862 and 1867.

BY an Order made by the Vice-Chancellor Sir Charles Hall in the above matters, dated the 19th day of November, 1875, on the petition of William John Johnson, of No. 121, Fleet-street, in the city of London, Printer, it was ordered that the said Equitable Permanent Benefit Building Society, sometimes called the Equitable Deposit Bank, Land, Building, and Investment Society, or the Equitable Land, Building, and Investment Society and Deposit Bank, be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.

Benju. Bodman, of 123, Cannon-street, E.C., Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and of the Pontypool Fire Brick and Coal Company Limited.

BY an Order made by the Vice-Chancellor Sir Charles Hall in the above matter, dated the 17th day of November, 1875, on the petition of William Arthur, of Pontypool, in the county of Monmouth, Ironworker, a creditor of the said Company, it was ordered that the voluntary winding up of the said Pontypool Fire Brick and Coal Company Limited be continued, but subject to the supervision of the High Court of Justice, and that any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit; and that the creditors, contributories, and Liquidators of the said Company, and all other persons interested, should be at liberty to apply to the Judge at Chambers, as there might be occasion. And that the authority conferred on Mr. John Gane and Mr. Barnabas Frederick Kelly, the Liquidators appointed at the Extraordinary General Meeting of the Company, in the petition mentioned, held on the 5th. of October,

1875, to exercise all or any of the powers mentioned and contained in the 159th and 160th sections of the Companies Act, 1862, be continued.

J. H. Wrentmore, of 64, Chancery-lane, Middlesex; Agent for *Greenway and Bytheway*, of Pontypool, Monmouthshire, Solicitors for the said Petitioner.

In the Matter of the Companies, Acts, 1862 and 1867, and in the Matter of the Kent Tramways Company.

BY an Order made by the Master of the Rolls in the above matter, dated the 19th day of November, 1875, on the petition of George Wells, of 12, North-street, in the city of Westminster, Civil Engineer, Frederic Thomas Percy Wells, of No. 12, North-street aforesaid, Gentleman, and Arthur Gilbert, of Worcester Park, in the county of Surrey, Gentleman, it was ordered that the said Kent Tramways Company be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867, and it was ordered that the costs of the petitioners, and of John Marshall and Thomas Birrell Marshall of this petition, be taxed by the Taxing Master, and paid out of the assets of the said Company, and the Court did not think fit to make any order as to the costs of George Albemarle Cator, Richard Henegan Lawrie, and Septimus Francis Porter.—Dated this 26th day of November, 1875.

Keighley, Shea, and Bevan, 16, Philpot-lane, E.C., Solicitors for the said Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Wedgwood Coal and Iron Company Limited.

BY an Order made by the Vice-Chancellor Sir Richard Malins in the above matters, dated the 19th day of November, 1875, on the petition of Arthur Meeking, of 23, Rood-lane, in the city of London, Merchant's Clerk, it was ordered that the voluntary winding up of the said Wedgwood Coal and Iron Company Limited be continued, subject to the supervision of the High Court of Justice, Chancery Division; and that any of the proceedings under the said voluntary winding up might be adopted, as the Judge should think fit; and the creditors, contributories, and Liquidators of the said Company, and all other persons interested, were to be at liberty to apply to the Judge at Chambers as there might be occasion; and by the said Order Frederick Bertram Smart, of Nos. 85 and 86, Cheapside, in the city of London, Public Accountant, was appointed Liquidator of the said Company in the place of Harwood Walcot Banner.

Mercer and Mercer, 1, Copthall-court, Solicitors for the Petitioner.

In the Matter of the Vale of Neath Colliery Company Limited.

NOTICE is hereby given, that the Vice-Chancellor Sir James Bacon has fixed Thursday, the 9th day of December, 1875, at twelve o'clock at noon, at his chambers, No. 11, New-square, 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.

High Court of Justice.—Chancery Division.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the North Wales Benefit Building Society.

THE Vice-Chancellor Sir James Bacon has, by an Order, dated the 1st day of November, 1875, appointed John Stanley Blease, of

Commerce-chambers, Lord-street, Liverpool, in the county of Lancaster, Public Accountant, to be Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1875.

In the Matter of the British National Insurance Corporation Limited, and in the Matter of the Winding-up Acts, 1862 and 1867.

THE creditors of the above-named Company are required, on or before the 23rd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to James Waddell, of Mansion House-chambers, Queen Victoria-street, in the city of London, Public Accountant, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Master of the Rolls, in Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Thursday, the 13th day of January, 1876, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 18th day of November, 1875.

NAVY CONTRACTS FOR FRESH BEEF.

Contract Department, Admiralty, Whitehall, November 8, 1875.

TENDERS, addressed to the Director of Contracts, Admiralty, Whitehall, S.W., will be received until two o'clock, on Wednesday, 1st December, 1875, for the supply of

FRESH BEEF,

at the following places, for six calendar months from the 1st January next.

ENGLAND.

Chatham; Cowes; Dartmouth; Deal, and in the Downs; Dover; Falmouth; Gravesend; Harwich; Holyhead; Hull, Hawke Roads, and in the Humber; Jersey; Liverpool; London Bridge to Woolwich, inclusive; Milford Haven; Pembroke, and Pater; Netley; Newhaven; Penzance; Plymouth (Oxen); Portland, and in Portland Roads; Portsmouth (Oxen); Ramsgate; Rock Ferry; Sheerness (Oxen); Shields, North; Sunderland; Yarmouth, N.

SCOTLAND.

Aberdeen; Cromarty; Granton; Greenock; Inverness; Lerwick; Oban; Queensferry; Rothesay; Stornoway; Wick.

IRELAND.

Bantry; Belmullet; Carrickfergus; Castletown (Berehaven); Foynes; Galway; Killybegs; Kingstown and Dublin; Lough Foyle; Lough Swilly; Moyville; Queenstown and Kinsale; Rathmullen; Tarbert; Waterford; Youghal.

Forms of tender, * containing all particulars and full conditions of contract can be had on application, in writing or otherwise, to the Director of Contracts, Admiralty, Whitehall, S.W.

Their Lordships do not bind themselves to accept the lowest or any tender.

* Forms of Tender are as follows:—(1) For Oxen for Fresh Beef, at Portsmouth and Plymouth. (2) For Oxen for Fresh Beef, at Sheerness. (3) For Fresh Beef at Falmouth. (4) For Fresh Beef at Portland. (5) For Fresh Beef at all other places. Applications should state which Form is required.

MEAT AND BREAD.

Contract Department, Admiralty, Whitehall, November 24, 1875.

TENDERS will be received on Thursday, the 9th December, until two o'clock, p.m., for the supply of

MEAT AND BREAD,

to the Royal Marines at Walmer, from the 1st January to the 30th June next.

Their Lordships do not bind themselves to accept the lowest or any Tender, and they reserve to themselves the power of accepting any part of a Tender.

Forms of Tender containing all particulars may be obtained at this Office on application, either personally or by letter.

Oldham King's Arms Hotel Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the King's Arms Hotel, Yorkshire-street, Oldham, in the county of Lancaster, on the 30th day of October, 1875, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 13th day of November, 1875, the following Special Resolution was duly confirmed:—

"That the Company be voluntarily wound up, in accordance with the Articles of Association and the Companies Acts, 1862 and 1867; and that Samuel Buckley, of 124, Greengate-street, Oldham, and William Wrigley, of 9, Clegg-street, Oldham, be and hereby are appointed Liquidators of the Company."

William Wrigley, Chairman.

Companies Acts, 1862 and 1867.

The Hellin Sulphur Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the offices of the Company, No. 80, Bishopsgate-street Within, in the county of Middlesex, on the 28th day of October, 1875, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 15th day of November, 1875, the following Special Resolution was duly confirmed:—

"That a bill of complaint having been filed against the Company by the holders of the mortgage debentures issued by the Company in consequence of non-payment of the interest due on the 1st July last, and it having been shown to the satisfaction of the Company that it is unable to provide for the same, or of its other liabilities, it is advisable that the Company be, and it hereby is, wound up voluntarily, and that Edward Mesnard, of 10, Old Jewry-chambers, Accountant, and Egbert Charles Septimus Hely, Secretary of the Company, be, and they are hereby appointed Liquidators of the Company."

W. H. O'Shea, Chairman.

AT an Extraordinary General Meeting of the Shareholders of the Coventry Independent Newspaper and General Printing Company Limited, held at the Castle Hotel, Broadgate, in the city of Coventry, on Tuesday, the 16th day of November, 1875.

Carried—"That the Resolution unanimously passed at an Extraordinary General Meeting of the Shareholders of the Company, held on the

25th day of October, 1875, namely, 'That the Coventry Independent Newspaper and General Printing Company Limited, be voluntarily wound up pursuant to the provisions of the Companies Act, 1862, and that Mr. J. H. Cooper be appointed Liquidator' be confirmed."

John Astley, *Chairman*.

The Pier Head Sugar Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company duly convened and holden at the registered office of the Company, No. 16, Leadenhall-street, in the city of London, on Monday, the 25th day of October, 1875, the following Extraordinary Resolutions were duly passed:—

1. "That it having been proved to the satisfaction of the Company that it cannot, by reason of its liabilities, continue its business, and that it is desirable to wind up the same, resolved that this Company be wound up voluntarily.

2. "That Mr. Walter Pleydell Bouverie, of No. 16, Leadenhall-street, in the city of London, Gentleman, be and is hereby appointed the Liquidator of the Company's affairs."

G. Lee Morris, *Chairman*.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Denbigh Hall Colliery Company Limited, duly convened and held at the registered Office of the Company, at Tipton, in the county of Stafford, on the 13th day of October, 1875, it was resolved:—

1. "That the Company be wound up voluntarily.

2. "That Mr. Rowland Hill be appointed Liquidator."

And further that an Extraordinary General Meeting of the Company, duly convened and held on the 27th day of October, 1875, at the said registered Office of the Company, it was resolved that the said several Resolutions passed at the Extraordinary General Meeting held on the 13th day of October, be confirmed.—Dated this 22nd day of November, 1875.

Edwin Dixon, *Chairman*.

The Companies Acts, 1862 and 1867.

The Town Manure Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and holden at No. 7, Poultry, in the city of London, on Monday, the 12th day of July, 1875, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and holden in like manner, at the same place, on Thursday, the 29th day of July, 1875, the said Special Resolutions were also duly confirmed as follows:—

1. "That it having been proved to the satisfaction of the Company that it cannot by reason of its liabilities continue its business, that it is advisable to wind up the same voluntarily.

2. "That the same be wound up voluntarily accordingly.

3. "That Baker Philip Daniels and Roger Swire Tomlin be, and are hereby appointed, Liquidators thereof, and that their joint remuneration shall not exceed the sum of fifty guineas.

4. "That the said Liquidators be instructed to consult with a Committee consisting of the Directors and two shareholders, viz., Mr. R. Milburn and Colonel F. C. Maude, to prepare and submit to the shareholders a scheme for the reconstruction of the Company, such scheme to preserve as far as possible the interests of the existing members of the Company.

5. "That in the meantime the said Liquidators be at liberty to carry on the works and business of the Company."

Arthur Langdale, *Chairman*.

Penhale Wheal Vor Tin and Copper Mining Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the registered office of the Company, No. 16, Great Winchester-street, in the city of London, on Tuesday, the 19th day of October, 1875, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and holden in like manner, at the same place, on Saturday, the 13th day of November, 1875, the said Special Resolutions were also duly confirmed as follows:—

1. "That the Company be wound up voluntarily.

2. "That a Liquidator be appointed for winding up the affairs of the Company, and that Mr. Beatty be the Liquidator.

3. "That the Liquidator be, and is hereby authorised to sell the Mine, plant, and machinery by public auction or private contract, and in the event of the said Mine and machinery being sold by private treaty, the Liquidator shall be empowered to sell the same either for cash or shares to a new Company that may be formed for working the Mine, but before such private sale is finally concluded, the contract shall be submitted to a Committee composed of the present directors, and of such other shareholders as the meeting may direct, for their approval.

4. "That Messrs. Tate and Tebb be added to the Committee.

5. "That notwithstanding the above resolutions for winding up the Company and selling the property to a new Company yet to be established, this meeting authorises and empowers the directors to postpone such winding up should they succeed in raising the funds necessary for carrying on the proper working of the Mine, in which case the directors will call a meeting to annul such winding up."

Thomas Holroyd, *Chairman*.

Bollin Cotton Spinning Company Limited.

AT an Extraordinary General Meeting of the Members of the Company, duly convened and held at 7A, Princess-street, in the city of Manchester, on Tuesday, the 26th day of October, 1875; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 16th day of November, 1875, the following resolutions were unanimously passed and confirmed:—

1. "That the Company be wound up voluntarily.

2. "That Mr. Henry Darlington be appointed Liquidator for the purpose of winding up the affairs of the Company and distributing the property."

John Henry Nichols, *Chairman*.

Liverpool Borough Bank.

Notice of Meeting.

IHARMOOD WALCOT BANNER, of Liverpool, in the county of Lancaster, Accountant, one of the Liquidators appointed to wind up voluntarily the affairs and distribute the assets of the Liverpool Borough Bank, a Banking Company duly registered in England under the provisions of the Joint Stock Banking Companies Act,

1857, do hereby call a General Meeting of the proprietors and contributories of the said Banking Company, and do hereby give notice that the same will be held on Monday, the 20th day of December, 1875, at twelve o'clock at noon, at the registered office of the said Banking Company, situate at No. 24, North John-street, Liverpool aforesaid, for the purpose of considering an account made up by the Liquidator of the said Company, showing the state of affairs of the said Company, and the progress which has been made in winding up the same down to the expiration of the eighteenth year after the passing of the resolution for winding up the affairs of the said Company, and a report stating the reason why the winding up has not been completed.—Dated this 22nd day of December, 1875.

Harmood W. Banner.

The Wisbeach Mustard Mills Company Limited.

NOTICE is hereby given, that pursuant to the 142nd section of the Companies Act, 1862, a General Meeting of the above-named Wisbeach Mustard Mills Company Limited, will be held at eleven o'clock in the forenoon, on Thursday, the 30th day of December, 1875, at No. 1, Bridge-street, in Wisbech Saint Peters, in the Isle of Ely, in the county of Cambridge, and at such Meeting the Liquidator will produce an account showing the manner in which the winding up of the Company has been conducted and its property disposed of.—Dated this 16th day of November, 1875.

George J. Moore, Liquidator.

Manchester Publishing and Bookbinding Company Limited,

NOTICE is hereby given, that a General Meeting of the Members of the said Company will be held at the Temperance Hall, Oldham, in the county of Lancaster, on Friday, the 7th day of January, 1876, at 7 o'clock in the evening, for the purpose of having an account laid before them showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators.—Dated the 23rd day of November, 1875.
Isaiah Taylor, on behalf of Self and Co-Liquidators.

The Companies Act, 1862.

The Cefn Brwyno Mining Company Limited.

In Liquidation.

NOTICE is hereby given, that the Liquidator of the above Company convenes a General Meeting of the Shareholders of the Company, to be held at his offices, No. 6, Bishopsgate-street Without, in the city of London, on Wednesday, the 29th day of December next, at twelve o'clock at noon precisely, for the following object, viz.:—To receive from the Liquidator an account showing the manner in which the winding up has been conducted and the property of the Company disposed of.—Dated this 24th day of November, 1875

Joseph John Pyne, Liquidator.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Ormston, John Carr, Thomas William Carr, Robert Cornfoot Carr, Arnold Ormston Carr, and Joseph James Carr, as Wine and Spirit Merchants and Brewers, of North Shields, in the county of Northumberland, under the firm of Carr, Ormston, and Carrs, was, on the 17th day of November instant, dissolved by mutual consent, so far as regards the said Thomas William Carr, who on that day retired from the concern.—As witness our hands this 20th day of November, 1875.

Jno. Ormston.

John Carr.

Tho. W. Carr.

Rob. C. Carr.

Arnold O. Carr.

J. J. Carr.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Charles William Learoyd and Albert John Learoyd, as Fancy Cloth Manufacturers, at Huddersfield, in the county of York, under the style or firm of James Learoyd and Sons, is dissolved by mutual consent, as on and from the 30th day of June, 1875. All debts due to or by the said partnership will be received or paid by the said Charles William Learoyd.—Dated the 23rd day of November, 1875.

C. W. Learoyd.

Albert J. Learoyd.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Thomas Harries, Hopkin Thomas, William Henry Williams, and George Redford, as Colliery Proprietors, at Pontyberem, in the Gwendraeth Valley, in the parish of Llanelly, and Burry Port, in the parish of Pembrey, both in the county of Carmarthen, or elsewhere, under the firm of Harries and Company, was, on the 9th day of November instant, dissolved, by mutual consent, so far as regards the said Hopkin Thomas and William Henry Williams, who retire from the firm; and that all debts due and owing to or by the late firm will be received and paid by the said Thomas Harries and George Redford, who henceforth will carry on the said business of Colliery Proprietors, at both of the said places above-named, under the style or firm of Harries and Redford.—As witness our hands this 22nd day of November, 1875.

Thomas Harries.

Hopkin Thomas.

W. Hy. Williams.

Geo. Redford.

THE Partnership heretofore subsisting between the undersigned, John Barclay, John Walker, and Alfred Robert Gibbons, as Warehousemen, in Queen Victoria-street, in the city of London, under the style or firm of Barclay, Walker, and Gibbons, has been this day dissolved by mutual consent, in so far as regards the said John Barclay. All debts due to or by the said firm will be paid and received by the said John Walker and Alfred Robert Gibbons, by whom the business will in future be carried on.—Dated this 24th day of November, 1875.

John Barclay.

Jno. Walker.

A. R. Gibbons.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Guy and James William Elsmore, under the firm of J. W. Elsmore and Co., carrying on business as Grocers and Provision Dealers, at No. 22, Sandwell-street, Walsall, in the county of Stafford, was this day dissolved by mutual consent; and that all debts due to and from the firm will be received and paid by the said James William Elsmore.—As witness our hands this 22nd day of November, 1875.

William Guy.

James William Elsmore.

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on by us the undersigned, George Atha Linsley and George William Linsley, as Gunsmiths and Jewellers, at Leeds, in the county of York, under the firm of Linsley and Son, was this day dissolved by mutual consent. All debts owing to and by the said partnership will be received and paid by the said George William Linsley, by whom the said business will in future be carried on.—Dated this 19th day of November, 1875.

Geo. A. Linsley.

Geo. Wm. Linsley.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hopkinson and Law Hopkinson, heretofore trading together as Woollen Cord Manufacturers, at Sheepridge, near Huddersfield, in the county of York, under the firm of George Hopkinson and Sons, was this day dissolved by mutual consent; and that the said Law Hopkinson will in future carry on the said business and will pay and receive all debts due to or from the said firm.—Dated this 19th day of November, 1875.

John Hopkinson.

Law Hopkinson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Blew and James Dyson Austen, under the style or firm of Blew and Austen, as Lace Manufacturers, at No. 10, Bridge-street, in the city and county of Bristol, is dissolved by mutual consent, as on and from the 23rd day of November instant; and that in future the said business will be carried on by the said James Dyson Austen alone, on his separate account; and he will continue to receive and pay all debts due to and owing by the said firm.—Witness our hands this 23rd day of November, 1875.

George Blew.

James Dyson Austen.

NOTICE is hereby given, that the Partnership between the undersigned, Thomas Weekes, William Weekes, and Henry Tinnoth Weekes, in the trade or business of Lime and Cement Manufacturers, at Halling, near Rochester, Kent; and Phoenix Wharf, Church-street, Battersea, Surrey; and Halling Wharf, Stratford, Essex, trading under the firm of the Executors of the late Thomas Weekes, was this day dissolved by mutual consent; and in future the business will be carried on by the said Thomas Weekes and William Weekes, on their joint account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 23rd day of November, 1875.

Thomas Weekes.
William Weekes.
Henry Tinnoth Weekes.

NOTICE is hereby given, that the Partnership heretofore existing between Samuel Harmer, Alfred William Simmons, and Henry Harley, under the style of Harmer, Simmons, and Harley, Printers and Stationers, 68, Coleman-street, and 21, Little Trinity-lane, E.C., was dissolved by mutual consent on November the 13th, 1875, as far as regards Alfred William Simmons.—Dated this 24th day of November, 1875.

Samuel Harmer.
Alfred William Simmons.
Henry Harley.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Joseph Rhoday and George Henry Read, of 61, Norfolk-street, Liverpool, in the county of Lancaster, Ships' Ironmongers, Brassfounders, and Plumbers, trading under the style or firm of Rhoday and Read, has been dissolved by mutual consent as from the 20th day of November instant. All debts due and owing to and by the said firm will be received and paid by Mr. William Knox, of Lord-street, Liverpool aforesaid, Accountant.—Dated this 3rd day of November, 1875.

Joseph Rhoday.
Geo. H. Read.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Ormerod, of Newchurch-road, Bacup, in the county of Lancaster, James Pilling, of Dale-street, Bacup aforesaid, John Holt, of Acre Mill, near Bacup aforesaid, and Richard Lord, of Dale-street, Bacup aforesaid, carrying on business as Cotton Manufacturers, at Bacup aforesaid, under the style or firm of Ormerod and Company, was this day dissolved by mutual consent. All debts owing to and by the said firm will be received and paid by the said George Ormerod and James Pilling, who will in future carry on the business under the same name of Ormerod and Company.—Dated this 18th day of November, 1875.

George Ormerod. *John Holt.*
James Pilling. *Richard Lord.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, Samuel Entwistle and Thomas Holden, under the style or firm of Entwistle and Holden, at Bolton, as Alhambra Quilt Manufacturers, is hereby dissolved by mutual consent. All moneys due to the firm will be received by the said Thomas Holden, who will pay all debts due from it.—Dated this 29th day of October, 1875.

Samuel Entwistle.
Thomas Holden.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Garton, William Russell, and William Proctor Baker, as Brewers, carrying on business at Lawrence Hill, Bristol, under the style or firm of Charles Garton, Russell, and Co., is, by mutual consent hereby dissolved, as on and from the 30th day of June, 1875. The business will be continued by the undersigned, Charles Garton and William Proctor Baker, who will receive and pay all debts owing to and from the said late firm.—Dated this 23rd day of November, 1875.

Chas. Garton.
Wm. Russell.
W. Proctor Baker.

NOTICE is hereby given, that the Partnership business heretofore subsisting and carried on between us the undersigned, Thomas Brindle and George Frederick Hinshelwood, as Manufacturers, at Preston, in the county of Lancaster, under the style or firm of T. Brindle and Co., was this day dissolved by mutual consent. All debts owing by and to the said partnership firm will be received and paid by the said Thomas Brindle, who will in future carry on the said business on his own sole account.—Dated this 24th day of November, 1875.

T. Brindle.
Geo. Fred. Hinshelwood.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Richard Peace and Robert Orrell, in the business of Dress Goods Manufacturers, carried on in the city of Manchester, under the style or firm of Peace, Orrell, and Co., has been this day dissolved by mutual consent.—As witness our hands the 23rd day of November, 1875.

John Richard Peace.
Robert Orrell.

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, Jacob Isaac and Thomas Williams, as Builders, Contractors, and Quarrymen, at Sketty, near Swansea, in the county of Glamorgan, was this day dissolved by mutual consent. And notice is hereby further given, that the said Jacob Isaac will pay all debts due from, and receive all moneys due to the said partnership.—Dated 13th day of November, 1875.

Thomas Williams.
Jacob Isaac.

WE the undersigned, James Wilson Robertson and George Norfolk, heretofore carrying on business as Bullion Dealers, Refiners, and Jewellers, at No. 100, Aldersgate-street, in the city of London, under the style or firm of J. W. Robertson and Co., do hereby give notice, that the said partnership has been this day dissolved by us by mutual consent. All debts due and owing by or to the said copartnership to be received and paid by the said George Norfolk.—Dated this 24th day of November, 1875.

J. W. Robertson.
George Norfolk.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Leyshon Andrew and William Andrew, as Brewers and Maltsters, at the Oxford-street Brewery, Oxford-street, in the town of Swansea, in the county of Glamorgan, in the name or under the style or firm of Andrew Brothers, has been dissolved by mutual consent as from the 1st day of October, 1875; and all debts due and owing to and from the said firm will be received and paid by the undersigned Leyshon Andrew, who will in future carry on the said business.—Dated this 20th day of November, 1875.

Leyshon Andrew.
Wm. Andrew.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Paul Lord and Paul Smith Lord, carrying on business as Ironmongers, under the style or firm of Paul Lord, at No. 29, Newborough-street, Scarborough, has this day been dissolved by mutual consent. The business will in future be carried on by the undersigned Paul Smith Lord, by whom all debts owing to and by the firm will be received and paid.—Dated this 19th day of November, 1875.

Paul Lord.
Paul S. Lord.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joshua Proctor Brown Westhead, Marcus Brown Westhead, John Allan Bates, Edward Hasleham, William Lowe Royle, and John Henry Goodwin, as Merchants and Manufacturers, in the city of Manchester, under the firm of J. P. Westhead and Co., is this day dissolved by mutual consent.—Dated this 26th day of July, 1875.

J. P. Brown Westhead. *W. L. Royle.*
M. Brown Westhead. *John Allan Bates.*
Edward Hasleham. *J. H. Goodwin.*

NOTICE is hereby given, that the Copartnership subsisting between us the undersigned, heretofore carrying on business at Leeds aforesaid, as Provision Merchants, under the style of Houseman and Topham, has this day been dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said George Houseman, by whom the business will in future be carried on.—Dated this 22nd day of November, 1875.

George Houseman.
E. A. Topham.
Arthur Topham.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Gates, William Knott, and William Henry Stone, carrying on business as Cotton Yarn Merchants, at 234, Bethnal Green-road, in the county of Middlesex, under the style or firm of Gates, Knott, and Co., has been this day dissolved by mutual consent, as and from the 6th day of November instant.—Dated the 20th day of November, 1875.

T. Gates.
W. Knott.
W. H. Stone.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Stephen Symonds and James Cunliffe, carrying on business at Manchester, in the county of Lancaster, and at Handforth, in the county of Chester, as Cotton Printers and Bleachers, under the firm of Symonds, Cunliffe, and Co., was this day dissolved by mutual consent. All debts due by or owing to the said late firm will be received and paid by the said Stephen Symonds. — As witness our hands this 22nd day of November, 1875.

Stephen Symonds.
James Cunliffe.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, David Rhys Stephen and Ebenezer Rees, as Timber and Slate Merchants, at Swansea, in the county of Glamorgan, under the style or firm of Stephen and Rees, was, on the 16th day of November, 1875, dissolved by mutual consent. — As witness our hands this 23rd day of November, 1875.

David Rhys Stephen.
Ebenezer Rees.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Dare, of Ealing, and Richard Dare, of Hammersmith, both in the county of Middlesex, formerly carrying on business as Wholesale and Retail Boot and Shoe Sellers, at Hammersmith aforesaid, has been dissolved by mutual consent. — As witness our hands this 1st day of June, 1875.

William Dare.
Richard Dare.

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Joseph Pearson, David Shakespeare, William Pearson the younger, and Frederick William Walton, as Coalmasters, at Withymoor and Bournehill Collieries, in the several parishes of Dudley, in the county of Worcester, and Rowley Regis, in the county of Stafford, under the style or firm of Pearson and Shakespeare, is this day dissolved by mutual consent, so far as concerns the said Joseph Pearson. — As witness our hands the 23rd day of October, 1875.

Joseph Pearson. *Wm. Pearson, jun.*
David Shakespeare. *F. W. Walton.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Henry Levy and Harry Levy, lately carrying on business as Cigar Merchants, at 9A, New Broad-street, in the city of London, under the style or firm of Henry Levy and Son, has been this day dissolved by mutual consent. — Dated this 19th day of October, 1875.

H. Levy.
Harry Levy.

NOTICE is hereby given, that the Partnership lately subsisting between John Harmer Walls and Henry Gardner, as General Commission Agents, and carried on at No. 35a, Wilton-street, Finsbury, in the city of London, was this day dissolved by mutual consent. — Dated this 22nd day of November, 1875.

J. H. Walls.
Henry Gardner.

NOTICE is hereby given, that the Partnership lately subsisting between us, at Wareham, in the county of Dorset, in the practice, profession, or business of Surgeons, Apothecaries, Accoucheurs, or General Medical Practitioners, was dissolved by mutual consent, as and from the 1st day of January last. — As witness our hands this 20th day of November, 1875.

Charles Willcox.
Woodruffe Daniel.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Heald, William Mathwin, Francis Brichta, and William McAllum, as Merchants, Ship and Insurance Brokers, and Commission Agents, at No. 6, Billiter-street, in the city of London, under the style or firm of Heald, Mathwin, and Company, was, on the 1st day of September last, dissolved by mutual consent. — Dated this 5th day of October, 1875.

Jos. Heald. *Francis Brichta.*
William Mathwin. *W. McAllum.*

NOTICE is hereby given, that the Partnership between Edward Pattison and Thomas Pattison, in the business of Wholesale Grocers and Tea Merchants, at 62, Clayton street, and 11, Side, both in Newcastle-upon-Tyne, under the style of Pattison Brothers, was, on the 18th day of November, 1875, dissolved, pursuant to a power contained in the articles of partnership. — Dated this 22nd day of November, 1875.

Ed. Pattison.

CHARLES CROOKES, 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 Charles Crookes, late of Hemel Hempstead, in the county of Hertford, Gentleman (who died on the 19th day of July, 1875, and whose will was proved in Her Majesty's High Court of Justice, Probate Division, the Principal Registry, on the 17th day of November, 1875, by Thomas Robinson, of Edenhurst, Seven Oaks, in the county Kent, and Alexander Robert Eyre, of South Park, Seven Oaks, Kent aforesaid, Esqrs., two of the executors therein named), are hereby required to send in their claims to us, the undersigned, on or before the 24th day of January, 1876, after which day the executors will proceed to apply and distribute the whole of the assets of the said testator, Charles Crookes, among the persons entitled thereto; and will not be liable for any part of such assets to any person of whose claim the executors shall not then have had notice. — Dated 22nd day of November, 1875.

RIXONS, 52, Gracechurch-street, London, E.C.,
Solicitors for the said Executors.

KREEDUNTH LUTCHMANA ROW, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., 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 Kreedunth Lutchmana Row, late of Madras, in the East Indies, deceased (who died on the 8th day of May, 1874, and to whose personal estate and effects in England, letters of administration with the will annexed, were on the 17th day of November, 1875, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, to Julian Byrne, of No. 33, New Broad-street, in the city of London, Esq., the lawful Attorney of Runnoray Chungal Row and Pavar Manjee Row, both of Madras, in the East Indies, the executors named in the said will), are required to send in their debts, claims, or demands to the administrator, at the offices of his Solicitors, Messrs. Freshfields and Williams, of 5, Bank-buildings, London, on or before the 6th day of January next, at the expiration of which time the said administrator will proceed to administer the estate and distribute the assets of the said testator in England, among the parties entitled thereto, having regard to the claims only of which the said administrator shall then have had notice; and for the assets, or any part thereof, so administered or distributed the said administrator will not be liable to any person of whose debt, claim, or demand he shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said administrator. — Dated this 23rd day of November, 1875.

FRESHFIELDS and WILLIAMS, 5, Bank-buildings, E.C.,
Solicitors for the said Administrator.

BENJAMIN PAUL HOBART, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any debts, claims, or demands upon or against the estate of Benjamin Paul Hobart, late of No. 24, Brompton-crescent Brompton in the parish of Kensington, in the county of Middlesex, Gentleman (who died on the 19th day of October, 1875, and whose will was proved in the Probate Division of Her Majesty's High Court of Justice on the 12th day of November, 1875, by John Horatio Nelson Houghton, in the will called J. Nelson Houghton, of Ashley Lodge, St. John's Ryde, Isle of Wight, in the county of Southampton, Gentleman, and James Beeby, of No. 51, Argyl-road, Kensington, in the county of Middlesex, Gentleman, the executors named in the said will), are hereby required to send in the particulars, in writing, of their debts, claims, and demands to the said executors, J. H. N. Houghton and James Beeby, at the offices of their Solicitors, Messrs. Robinson and Hilder, of No. 36, Jermyn-street, St. James's, in the city of Westminster, on or before the 31st day of December, 1875, after 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 only to the claims and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they, the said executors, shall not then have had such notice as aforesaid. — Dated this 22nd day of November, 1875.

ROBINSON and HILDER, 36, Jermyn-street, St. James's, London,
Solicitors for the said Executors.

HARRY CLARKE, Deceased.
Pursuant to the Statute 22 and 23 Vic. cap. 35.

ALL persons having claims against the estate of Harry Clarke, late of the Stag and Hounds, Old Market-street, in the city and county of Bristol, Licensed Victualler, deceased, are requested to send particulars thereof to the undersigned, on behalf of the executors of the will of the said deceased, on or before the 20th day of December next, when the executors will distribute the estate among such of the creditors as they shall then have notice of.—Dated this 22nd day of November, 1875.

BENSON and THOMAS, 39, Broad-street, Bristol, Solicitors to the Executors.

MARY ANN MILLER, Deceased.

Pursuant to the 29th section of the Act of Parliament of the 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 Mary Ann Miller, late of No. 61, Falkland-road, Kentish Town, in the county of Middlesex, Widow (who died at No. 61, Falkland-road aforesaid, on the 18th day of January, 1875, and letters of administration of whose personal estate were duly granted to Dosey King, wife of Thomas King, of No. 1, Shrubland-road, Lee Bridge-road, Leyton, in the county of Essex, by Her Majesty's Court of Probate, Principal Registry, on the 10th day of August, 1875), are hereby required to send, in writing, the particulars of their claims or demands to the undersigned, Solicitors of the said Dosey King, at their offices, situate at No. 3, West-street, Finsbury-circus, in the city of London, on or before the 31st day of December, 1875. And notice is hereby also given, that at the expiration of the last-mentioned day the said Dosey King will proceed to distribute the assets of the said Mary Ann Miller amongst the parties entitled thereto, having regard to the claims of which the said Dosey King has then had notice; and that the said Dosey King will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said Dosey King has not had notice at the time of the distribution.—Dated this 20th day of November, 1875.

CAREY, WARBURTON, and DE PAULA, 3, West-street, Finsbury-circus, Solicitors of the said Dosey King.

Mrs. ISABELLA LUCY JONES, known as Mrs. OWEN JONES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons being creditors or otherwise having any claims upon the estate of Isabella Lucy Jones, formerly of No. 9, Argyle-place, Regent-street, in the county of Middlesex, and late of No. 1, Charles-street, Berkeley square, in the same county, Widow, deceased (who died on the 28th day of August, 1875, and whose will, with a codicil thereto, was proved on the 17th day of September, 1875 in the Principal Registry of Her Majesty's Court of Probate by William Dempsey, of No. 26, Great George-street, Westminster, Civil Engineer, and William Ranyard, of No. 34, Great Coram-street, Brunswick-square, Solicitor, the executors named in the said codicil), are required, on or before the 31st day of December next, to send to me, the undersigned, William Ranyard, the particulars of such claims against the said estate, and that after that day the said executors will proceed to distribute the whole of the assets of the said testatrix among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and they will not be answerable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 24th day of November, 1875.

WM RANYARD, 34, Great Coram-street, Solicitor, one of the said Executors.

WILLIAM VICKERS, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of William Vickers, late of Doncaster, in the county of York, Tailor, deceased (who died on the 15th day of June, 1869 and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Wakefield on the 4th day of November, 1869), are hereby requested to send in particulars, in writing, of all such claims and demands to Samuel Hawkworth, of Scarborough, in the county of York, Floor Cloth Manufacturer, the surviving executor under the will of the said William Vickers, deceased, or to me, the undersigned, his Solicitor, on or before the 31st day of December, 1875, after which last-named day the said executor will proceed to distribute the whole of the assets of the said deceased among the

parties entitled thereto, having regard only to the claims and demands of which the said executor shall then have had notice; and the said executor will not be answerable or accountable to any person or persons of whose claims and demands he shall not then have had notice.—Dated this 20th day of November, 1875.

F. W. FISHER, Doncaster, Solicitor to the said Executor.

Re JAMES TILLOTSON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of James Tillotson, late of Swinton Bridge, in the township of Swinton, in the county of York, Glass Bottle Manufacturer (who died at Swinton Bridge aforesaid, on the 26th day of November, 1872, and whose will was proved on the 28th day of March, 1873, in the District Registry at Wakefield attached to Her Majesty's Court of Probate by Isabella Tillotson, Widow, the relict of the said deceased, and Peter Waddington, of Mexbrough, in the said county, Boat Builder, the surviving executors named in the said will), are required on or before the 1st day of March next, to send written particulars of such claims or demands to me, the undersigned, the Solicitor to the said executors, at the expiration of which time the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims only of which they shall then have had notice, and that the said executors will not be liable for the said assets, or any part thereof, so distributed to any person of whose 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 me forthwith.—Dated this 22nd day of November, 1875.

FREDK. HARROP, of Swinton and Rotherham, Solicitor to the said Executors.

WILLIAM LANKESTER, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of William Lankester, late of the town and county of Southampton, Ironmonger, deceased (who died on the 22nd day of April, 1875, and whose will, with two codicils, was proved on the 1st day of June, 1875, by William Goddard Lankester, Charles Lankester, and Ebenezer Daniel Williams, the three executors therein named), are hereby required to send the particulars of such claims to us, the undersigned, as Solicitors for the said executors, on or before the 25th day of December next, after which date 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 they shall then have had notice, and the said executors will not be answerable or liable for the assets so distributed to any person of whose claim they shall not then have had notice, and all persons indebted to the said William Lankester are requested to pay the amount due from them to the said executors forthwith.—Dated this 22nd day of November, 1875.

SHARP, HARRISON, COX, and TURNER, 71, French-street, Southampton.

WALTER THOMAS GUNTHORPE JOHNSON, 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 upon or against the estate of Walter Thomas Gunthorpe Johnson, late of the Snow Shoes Public-house, No. 114, Pimlico-road, Pimlico, in the county of Middlesex, Licensed Victualler, deceased (who died on the 23rd day of October, 1875, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 19th day of November, 1875, by Ellen, the wife of the said deceased, the sole executrix named in the said will), are hereby required to send in the particulars of their debts, claims, or demands to us, the undersigned, the Solicitors to the said executrix, on or before the 25th day of December next, after which date the executrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which she shall then have had notice, and that the said executrix 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 received notice.—Dated this 23rd day of November, 1875.

LAYTON, SON, and LENDON, 29, Budge-row, Cannon-street, Solicitors for the said Executrix.

Mr. RICHARD HOLDEN, Deceased.
Pursuant to the Act 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 upon or against the estate of Richard Holden, late of the city of York, Chemist and Druggist (who died on the 23rd day of September, 1874, and whose will was proved in the York District Registry of Her Majesty's Court of Probate on the 23rd day of November, 1874, by Elizabeth Robinson, the sole executrix therein named), are, on or before the 31st day of December next, to send particulars, in writing, to the said executrix, at the office of William Phillips, her Solicitor, situate at No. 16, Lendal, in the said city of York, after which time the said executrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which she shall then have received notice; and will not be liable for the assets so distributed to any person of whose debt or claim she shall not have notice at the time of such distribution.—Dated this 23rd day of November, 1875.

WM. PHILLIPS, 16, Lendal, York, Solicitor of the said Executrix.

Mr. JONATHAN NOWELL CRAVEN, Deceased.
Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that creditors and all other persons having any claims or demands upon or against the estate of Jonathan Nowell Craven, late of Highborn House, near the city of York, Gentleman, deceased (who died on the 14th day of August, 1875, and whose will was proved in the York District Registry of Her Majesty's Court of Probate on the 9th day of September, 1875, by Hiram Craven, of Fulwell West House, Sunderland, in the county of Durham, Wire Rope Manufacturer, Samuel Smith, of Mea wood, near Leeds, in the county of York, Tanner, and Edward Hoyle, of Moorlands, Bacup, in the county of Lancaster, Cotton Spinner and Manufacturer, the executors named in the said will), are hereby required to send the particulars of their claims or demands upon or against the said estate to the said executors, or to us, the undersigned, as their Solicitors, on or before the 1st day of February next, after which day the executors of the said Jonathan Nowell Craven, deceased, will dispose of the assets of the same Jonathan Nowell Craven among or in trust for the parties entitled thereto, pursuant to his will, having regard to the claims of which they shall then have had notice, and they will not be liable for any part of such assets to any person or persons of whose claims they shall not then have had notice.—Dewsbury, 23rd November, 1875.

CHADWICK and SONS, Solicitors to the said Executors.

JOSEPH JELLIS, Deceased.
Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Jellis, late of Leighton, in the county of Huntingdon, Farmer, deceased (who died on the 13th day of August, 1875, and whose will was proved by Joseph Jellis, of Leighton aforesaid, Farmer, and Alexander Findlay, of Buckworth, in the said county of Huntingdon, Farmer, the executors therein named, in the District Registry at Peterborough of Her Majesty's Court of Probate, on the 29th day of October, 1875), are hereby requested to send particulars of their claims and demands to the said executors, at the offices of their Solicitors, Messrs. Hunnybun and Son, of the town of Huntingdon, on or before the 1st day of January next, after which day the said executors will distribute the assets of the said testator among the parties entitled thereto having regard only to the debts, claims, or demands of which they shall then have had notice, and that the said executors will not be liable for the assets or any part thereof so distributed to any person or persons of whose debts, claims, or demands they shall not then have had notice.—Dated this 24th day of November, 1875.

HUNNYBUN and SON, Huntingdon, Solicitors to the said Executors.

Miss SUSANNAH BIRD ELLIS, Deceased.
Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Susannah Bird Ellis, late of Saint Paul's street, Stamford, in the county of Lincoln, Spinster, deceased (who died on the 10th day of October, 1875, and whose will was proved by the Reverend John George, of Deeping Saint James, in the said county of Lincoln, Clerk, Valentine Stapleton, of Stamford aforesaid, Solicitor, and

the Reverend Henry Macdougall, of Stamford aforesaid, Clerk, the executors therein named, on the 5th day of November, 1875, in Her Majesty's High Court of Justice, Probate Division, Lincoln District Registry), are hereby required to send in particulars of their claims or demands to the undersigned, the Solicitor of the said executors, on or before the 1st day of January, 1876, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice, and that the said executors will not be liable for the estate so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 17th day of November, 1875.

VALENTINE STAPLETON, Stamford, Solicitor, to the said Executors.

THOMAS WINSTANLEY, Deceased.
Pursuant to the Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claims or demands upon or against the estate of Thomas Winstanley, late of Etruria, in the county of Stafford, Coal Merchant, deceased (who died on the 4th day of November, 1875, and of whose estate letters of administration were, on the 12th day of November instant, granted by Her Majesty's High Court of Justice, at the District Registry attached to the Probate Division thereof at Lichfield, to Elizabeth Winstanley, the Widow and relief of the said deceased), are requested to send in particulars of such claims or demands to the undersigned, on or before the 23rd day of December next, after which day the said Elizabeth Winstanley will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which she shall then have had notice; and that she, the said Elizabeth Winstanley, will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand she shall not have had notice as aforesaid. All persons owing any debts to the said deceased are requested to pay the same to the said administratrix, or to the undersigned, forthwith.—Dated this 23rd day of November, 1875.

WM. HENRY BISHOP, Bank chambers, Hanley, Solicitor to the said Administratrix.

HENRY WILLIAM ST. PIERRE-BUNBURY, Deceased.

Pursuant to the provisions of an Act of Parliament passed in the Session of Parliament holden 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 relieve Trustees."

NOTICE is hereby given, that all persons having any claim against the estate of Henry William St. Pierre Bunbury, late of Marchfield House, near Wokingham, in the county of Berks, C.B., a Colonel in Her Majesty's Army, deceased (who died on the 18th day of September, 1875, and whose will was proved by Cecilia Caroline Bunbury and William Craig Emilius Napier, two of the executors, in the Principal Registry of the High Court of Justice, on the 17th day of November, 1875), are hereby required to send in the particulars of such claims to the said executors, at the office of us, the undersigned, as their Solicitors, on or before the 28th day of February, 1876, and in default thereof, the said executors will at the expiration of that time proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and that the said executor will not after that time be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not have had notice.—Dated this 22nd day of November, 1875.

NICHOLL, NEWMAN, MANISFY, and NICHOLL, 8, Howard-street, Strand, Solicitors to the said Executors.

JAMES KNOTT, Deceased.
NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Knott, late of Welbeck House, Ashton-under-Lyne, in the county of Lancaster, Cotton Spinner (who died at Ashton-under-Lyne aforesaid on the 12th day of July, 1875, and whose will was proved by Arthur Buckley Knott, of Early Bank View, in the township of Staley, in the county of Chester, Cotton Spinner, John Frederick Knott, of Staley Bank, Hartshead, in the parish of Ashton-under-Lyne, in the county of Lancaster, Cotton Spinner, and Robert Grundy, of Denmark-place, Stockport-road, Ashton-under-Lyne, in the said county of Lancaster, Cashier, the executors thereof, in the District Registry at Manchester of Her Majesty's Court of Probate on the 30th day of October, 1875), are hereby required, pursuant to the 29th section of the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," to send, in writing, the particulars of their claims or demands to the said exe-

tors, at the offices of Messrs. Brooks, Marshall, and Brooks, Solicitors, 99, Stamford street, Ashton-under-Lyne aforesaid, their Solicitors, on or before the 22nd day of January, 1876. And notice is hereby also given, that after the said last-mentioned day the said Arthur Buckley Knott, John Frederick Knott, and Robert Grundy will proceed to distribute the assets of the said James Knott among the parties entitled thereto, having regard to the debts, claims, and demands of which the said Arthur Buckley Knott, John Frederick Knott, and Robert Grundy have then had notice; and that they will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand the said Arthur Buckley Knott, John Frederick Knott, and Robert Grundy have not had notice at the time of such distribution.—Dated the 22nd day of November, 1875.

BROOKS, MARSHALL, and BROOKS, 99,
Stamford-street, Ashton-under-Lyne, Solicitors for
the said Executors.

Re **JOSEPH ASHFORTH, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims upon the estate of Joseph Ashforth, late of Sheffield, in the county of York, Steel and File Manufacturer, who died on the 4th day of June, 1875, and whose will was proved in the District Registry at Wakefield attached to the Probate Division of Her Majesty's High Court of Justice, on the 16th day of November, 1875, by Eliza Ashforth, widow of the said deceased, and Joseph Samuel Laycock Ashforth, son of the said deceased, Steel and File Manufacturer, both of Sheffield aforesaid, the executors thereof, are hereby required to send in their claims to us the undersigned, at our offices, in Bank-street, in Sheffield aforesaid, on or before the 26th day of December next, after which time the said executors will proceed to distribute the assets of the said Joseph Ashforth, deceased, having regard to the claims only of which they shall then have notice, and they will not afterwards be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1875.

RODGERS, THOMAS, SWIFT, and ASHINGTON,
Solicitors to the said Executors.

Re **HENRY ARMITAGE, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims upon the estate of Henry Armitage, late of Walkley, in the parish of Sheffield, in the county of York, Painter, who died on the 13th day of March, 1875, and of whose personal estate and effects letters of administration were granted by the District Registry at Wakefield attached to Her Majesty's Court of Probate, on the 13th day of April, 1875, to Ellen Armitage, of Sheffield aforesaid, widow of the said deceased, are hereby required to send in their claims to us the undersigned, at our offices, in Bank-street, in Sheffield aforesaid, on or before the 26th day of December instant, after which time the said administratrix will proceed to distribute the assets of the said Henry Armitage, deceased, having regard to the claims only of which she shall then have notice, and she will not afterwards be liable for the assets so distributed, or any part thereof, to any person of whose claim she shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1875.

RODGERS, THOMAS, SWIFT, and ASHINGTON,
Solicitors to the said Administratrix.

THOMAS MILLETT, Deceased.

Statutory Notice to Creditors.

Pursuant to the Act 22 and 23 Victoria, cap. 35, "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having claims upon the estate of Thomas Millett, late of Howard's-lane, in the township of Ecclestone, and county of Lancaster, Farmer, deceased (who died on the 1st day of January, 1875, and of whose will probate was on the 26th day of October, 1875, granted by and out of the District Registry attached to Her Majesty's Court of Probate at Liverpool, to Mary Millett, relict of deceased, and Edwin Hasleden, the executors in the said will named), are required to send written particulars of such claims to the undersigned, Solicitor for the said executors, on or before the 1st day of January next; after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to claims of which they shall

then have had notice, and without being liable for assets so distributed to any person or persons of whose claims they shall not have had notice.—Dated this 6th day of November, 1875.

H. Y. LINDON RILEY, 15, Market-street, St.
Helen's, Lancashire.

THOMAS FISHER, Deceased.

Statutory Notice to Creditors.

Pursuant to the Act 22 and 23 Victoria, cap. 35, "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having claims upon the estate of Thomas Fisher, late of Sutton, in the county of Lancaster, Joiner and Builder, deceased (who died on the 28th day of March, 1875, and of will probate was on the 26th day of October, 1875, granted by and out of the District Registry attached to Her Majesty's Court of Probate at Liverpool, to Alice Fisher and James Fisher, respectively the relict and the brother of the said deceased, and the executors named in his said will, are required to send written particulars of such claims to the undersigned, Solicitor for the said executors, on or before the 20th day of January next, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to claims of which they shall then have had notice, and without being liable for assets so distributed to any person or persons of whose claims they shall not have had notice.—Dated this 20th day of November, 1875.

H. Y. LINDON RILEY, 15, Market-street, St.
Helen's, Lancashire.

THOMAS BOWEN, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Thomas Bowen, formerly of Tyddyn, but late of Welshpool, in the county of Montgomery, Esquire, who died on the 4th day of November, 1875, and whose will was duly proved by the Reverend Charles James Bowen and the Reverend Thomas Wolsley Lewis, the executors named in the said will, on the 18th day of November, 1875, in the District Registry at Shrewsbury of the Probate Division in Her Majesty's High Court of Justice, are hereby required to send in the particulars in writing of such claims and demands to us, on or before the 24th day of December, 1875, at the expiration of which time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and further that the said executors will not be liable for any part of the assets so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1875.

WOOSNAM and TALBOT, County Court Office,
Newtown, Montgomeryshire, Solicitors to the
Executors.

THOMAS RICHARDS, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Thomas Richards, formerly of the Market Hall Vaults, but late of the New Inn, Newtown, in the county of Montgomery, Innkeeper (who died on the 30th day of July, 1875, and whose will was duly proved by John Evans, of Glyn, in the parish of Llandinam, in the county of Montgomery, Farmer, and Richard Griffiths, of Llwydiarth, in the said parish of Llandinam, Farmer, the executors named in the said will, on the 5th day of November, 1875, in the Principal Registry of Her Majesty's Court of Probate) are hereby required to send in the particulars in writing of such claims and demands to us, on or before the 20th day of December, 1875, at the expiration of which time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and further, that the said executors will not be liable for any part of the assets so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1875.

WOOSNAM and TALBOT, County Court Office,
Newtown, Montgomeryshire, Solicitors to the
Executors.

THOMAS FERGUSON, Deceased.

Pursuant to an Act of Parliament of the 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 persons being creditors of or otherwise having any claims upon or against the estate of Thomas Ferguson, late of No. 7, New King's-road, Chelsea, in the county of Middlesex, Gentleman, deceased (who died on the 1st of June, 1875) and whose will was proved on the 3rd day of July, 1875, in the Principal Registry of Her Majesty's Court of Probate, by Emily Ferguson, of No. 7, New King's-road, Chelsea aforesaid, Spinster; Walter Yates, of No. 6, Rawlings-street, Chelsea aforesaid, Accountant; and John Kealy, of No. 26, Danvers-street, Chelsea aforesaid, Gentleman, executors of the said will, are required on or before the 31st day of December, 1875, to send to Messrs. Hargrove, Fowler, and Blunt, of 28, Gresham-street, London, E.C., the Solicitors of the said executors, the particulars of their claims upon or against the said estate, and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto; having regard to the claims of which they shall then have notice.—Dated the 22nd day of November, 1875.

HARGROVE, FOWLER, and BLUNT, 26, Gresham-street, London, E.C.

JOSEPH LOUGH, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands against the estate of Joseph Lough, formerly of No. 155, High-street, Shore-ditch, in the county of Middlesex, Provision Dealer, but late of No. 2, Copeland-villas, Clarendon-road, Waltham-stow in the county of Essex, deceased (who died on the 3rd day of November, 1875, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 17th day of November, 1875, by Teresa Lough, of No. 2, Copeland-villas, Clarendon-road, Walthamstow aforesaid, Widow, the relict of the said deceased, and Jeremiah Death, of 28½, Kingsland-road, in the county of Middlesex, Gentleman, the executors therein named), are hereby required to send in particulars of their claims or demands to the said executors, at the offices of Mr. Richard Bradshaw, No. 52, Cornhill, in the city of London, Solicitor, on or before the 10th day of January, 1876, 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 only to the claims or demands of which the said executors shall then have had notice, and that the said executors will not be liable for such 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 24th day of November, 1875.

RICHARD BRADSHAW, 52, Cornhill, Solicitor to the Executors.

JANE RICHARDS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims, or demands upon or against the estate of Jane Richards, late of Edmund-street, Liverpool, in the county of Lancaster, Widow (who died on the 17th day of April, 1870, and to whose personal estate and effects letters of administration were granted by the District Registry at Liverpool of Her Majesty's Court of Probate, on the 15th day of August, 1870 William Wall, as curator or guardian of her infant children, and to which said estate and effects a cessate grant was made by the said Registry, on the 15th day of July, 1874, to Mary Elizabeth Hatton, late Richards, one of the said infants, she having attained the age of 21 years), are required to send in the particulars of their debts, claims, or demands to the said Mary Elizabeth Hatton, under cover to us the undersigned, the Solicitors for the said administratrix, on or before the 31st day of December next, at the expiration of which time the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice, and the said administratrix will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 23rd day of November, 1875.

BREMNER and SON, 1, Imperial-chambers, 62, Dale-street, Liverpool, Solicitors for the said Administratrix.

WILLIAM PARK, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of William Park, formerly of 2, Wells-street, Jermyn-street, St. James's, London, and late of No. 6, Rue Troyan, in the city of Paris, Republic of France, deceased, Licensed Victualler (who died at No. 6, Rue Troyan aforesaid, on the 29th day of August, 1875, intestate), are hereby required to send in particulars of their claims or demands to the undersigned, on or before the 31st day of December next, after which last-named day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and the undersigned will not be liable to any person or persons of whose claim she shall not then have had notice.—Dated this 15th day of November, 1875.

AMALIE PARK, Administratrix, 71, Cambridge-street, Pimlico, London.

JOSEPH WOOD CRABTREE, Deceased.

Pursuant to an Act of the 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 being creditors of or otherwise having any claims upon or against the estate of Joseph Wood Crabtree, formerly of Apsley House, in Shipley, in the parish of Bradford, in the county of York, Manufacturer, but late of Harlow Carr, in the parish of Pannal, in the said county, Gentleman, who died on the 11th day of April, 1869, and whose will was proved on the 3rd day of June, 1869, in the District Registry at Wakefield attached to Her Majesty's Court of Probate, by Benjamin Crabtree, of Shipley aforesaid, Manufacturer, and George Hargreaves the younger, of Somerset House, in Shipley aforesaid, Manufacturer, the executors of the said will, are required on or before the 31st day of December, 1875, to send to Mr. Walter Gardiner, No. 1, Bond-street, in Bradford aforesaid, the Solicitor of the said executors, the particulars of their claims upon or against the said estate, and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to the claims only of which they shall then have notice; and that the said executors will not be liable in respect of the said assets or any part thereof to any person or persons of whose claim or claims they shall not then have had notice.—Dated this 22nd day of November, 1875.

WALTER GARDINER, 1, Bond-street, Bradford, Solicitor for the said Executors.

JAMES JONES, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Jones, late of the town of Llangadock, in the county of Carmarthen, Gentleman, (who died on the 8th day of March, 1875, and of whose personal estate and effects letters of administration with the will annexed, were granted by the District Registry at Carmarthen of Her Majesty's Court of Probate, on the 28th day of April, 1875, to William Nicholas Lewis and John Lewis, the residuary legatees in trust named in the said will), are hereby required to send in writing to me, the undersigned, the Solicitor to the said administrators, the particulars of their claims or demands, on or before the 1st day of January, 1876. And notice is hereby given, that after the said last-mentioned day the said administrators will proceed to distribute the assets or the said James Jones among the parties entitled thereto, having regard only to the claims and demands of which they the said administrators shall then have had notice, and the said administrators will not be liable for any part of such assets to any person of whose claim or demand they shall not then have had notice.—Dated this 24th day of November, 1875.

J. PROTHERO LEWIS, Llandilo, Carmarthen-shire, Solicitor for the said Administrators.

HENRY BIGGS LAWRENCE, Deceased.

Pursuant to an Act of Parliament of the 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 claims or demands upon or against the estate of Henry Biggs Lawrence, late of Pontypridd, in the county of Glamorgan, Manager of Gas Works, deceased (who died on the 12th day of October, 1874, and whose will was proved in the Llandaff District Registry of Her Majesty's

Court of Probate, on the 24th day of May, 1875, by John Lees Cocker, one of the executors named in the said will, are hereby required, on or before the 26th day of December next, to send particulars in writing of their respective claims against the said estate to us the undersigned, the Solicitors to the said executors, after which day the said executor will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which he shall have had notice, and that he will not after that time be liable for any part of the assets so distributed to any person of whose claim or demand he shall not then have had notice.—Dated this 22nd day of November, 1875.

GROVER and GROVER, Crockherbtown, Cardiff, Solicitors to the Executor.

JAMES THATCHER, Deceased.

Statutory Notice to Creditors.

Pursuant to the Act of Parliament of the 22nd and 23rd of 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 upon the estate of James Thatcher, late of Great Wishford, in the county of Wilts, Farmer and Dealer (who died on the 11th day of July, 1875, intestate, and letters of administration of whose estate and effects were, on the 22nd day of October instant, granted to Elizabeth Thatcher, the Widow of the deceased, by Her Majesty's District Court of Probate at Salisbury), are hereby required to send in their claims to Messrs. Cobb and Smith, of Salisbury, in the county of Wilts. the Solicitors for the said administratrix, on or before the 1st day of January next, at the expiration of which time the administratrix will proceed to distribute the assets of the said James Thatcher among the parties entitled thereto, having regard to the claims of which she shall then have had notice; and further, 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 have had notice at the time of such distribution. And all persons indebted to the said estate are required forthwith to pay their respective debts to the said Messrs. Cobb and Smith.—Dated this 28th day of October, 1875.

COBB and SMITH, Salisbury, Wilts, Solicitors to the Administratrix.

JAMES ADAMS, Deceased.

Pursuant to the Act of Parliament of the 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 all persons having any claims or demands upon or against the estate of James Adams, late of No. 32, Cranbourne-street, Leicester-square, in the county of Middlesex (and who was formerly of No. 344, Kennington-road Lambeth, in the county of Surrey, and afterwards of No. 69, Saint Martin's-lane, in the said county of Middlesex), Picture Dealer, deceased (who died on the 15th day of October, 1876, and whose will, with a codicil thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 19th day of November, 1875, by Elizabeth Harb, Ann Parker, and Caroline Adams (otherwise Bender), and Samuel Joseph Durrell, the executors therein respectively named), are required to send in particulars of their claims or demands upon or against the estate of the said deceased to me, the undersigned, Solicitor to the said executors, on or before the 24th day of December next, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have notice; and that they will not be liable for the said assets or any part thereof, so distributed to any person of whose claim they shall then not have had notice.—Dated this 24th day of November, 1875.

J. H. GRANT, Kennington-cross, S.E., Solicitor to the said Executors.

FRANCIS SAMUEL DANIEL-TYSSEN, 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 and demands against the estate of Francis Samuel Daniel-Tyssen, late of Castle House, Sandgate, in the county of Kent, Esq. (who died on the 3rd day of September, 1875, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 16th day of November, 1875, by the Reverend Charles John Daniel, Clerk, and Lewis Bruce Knight Bruce, Esq., the executors therein named), are hereby required to send full particulars of their claims and demands, in writing, on or before the 1st day of January, 1876, to us, the undersigned, Messrs. Norris, Allens, and Carter, of No. 20, Bedford-row, London, Soli-

citors to the said executors; after which time the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that from the last-mentioned day the said executors will not be liable for such assets, or any part thereof, to any creditor or other person of whose claims or demands they shall not then have had notice.—Dated this 22nd day of November, 1875.

NORRIS, ALLENS, and CARTER, 20, Bedford-row, London, Solicitors to the said Executors.

JOSEPH CUTHBERT, Deceased.

Pursuant to the Act of Parliament made and 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 any claims or demands upon or against the estate of Joseph Cuthbert, late of Bulkington, in the county of Warwick, Wheelwright, deceased (who died on the 25th day of May, 1874, and whose will was proved by Hannah Cuthbert, of Bulkington aforesaid, the relict, and one of the executors therein named, in the District Registry of Her Majesty's Court of Probate at Birmingham, on the 24th day of September, 1874), are hereby required to send the particulars of their claims or demands to me, the undersigned, John Estlin, of Nuneaton, in the county of Warwick aforesaid, Solicitor to the said executrix, on or before the 11th day of December next, after which day the said executrix will proceed to distribute the assets of the said deceased (so far as the same will extend) amongst the parties legally entitled thereto, having regard only to the claims of which she shall then have had notice, and the said executrix 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 24th day of November, 1875.

JOHN ESTLIN, Solicitor to the said Executrix.

ENOCH LEWIS, 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 persons having any claims or demands upon or against the estate of Enoch Lewis, formerly of Mill-lane, Baker, but late of James-street, both in Sutton, within Macclesfield, in the county of Chester, Yeoman, deceased (who died on the 15th day of June, 1875, and whose will was proved by John Leigh, of Sutton aforesaid, Joiner, and Isnao Steel, of Bridge-street, Sutton aforesaid, Yeoman, the executors therein named, on the 15th day of July, 1875, in the Chester Registry of the Court of Probate), are hereby required to send in the particulars of their claims or demands to the said executors, or to the undersigned, their Solicitor, on or before the 31st day of December, 1875; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 22nd day of October, 1875.

HENRY HAND, Church-side, Macclesfield, Solicitor to the said Executors.

WILLIAM HALE, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having claims against the estate of William Hale, late of Welliclose House, Bradford, in the county of Wilts, Gentleman, deceased (who died on the 21st day of September, 1875, and whose will and codicil thereto were proved in the Salisbury District Registry attached to the Probate Division of the High Court of Justice, on the 18th day of November, 1875, by George Ayliffe, of Dursley, in the county of Gloucester, Innkeeper, William Wilkins, of Bradford aforesaid, Brewer, and Alfred Beaven, of Bradford aforesaid, Solicitor, the executors named in the said will), are required to send in the particulars of such claims to the said executors, at the office of Mr. Alfred Beaven, Bradford aforesaid, Solicitor, on or before the 15th day of January next, after which last-named day the said executors will distribute the whole of the assets of the said William Hale amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice, and that such 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 25th day of November, 1875.

ALFRED BEAVEN, Bradford-on-Avon, Solicitor for the said Executors.

In the High Court of Justice.—Chancery Division.—Vice-Chancellor Hall.

In the Matter of an Act of Parliament made and passed in the Session holden in the 19th and 20th years of the reign of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and in the Matter of the Acts to amend and extend the last-mentioned Act, 21 and 22 Victoria, c. 77, and 27 and 28 Victoria, c. 45; and in the Matter of the Manor, or reputed Manor of Stedham, and certain Freehold and Leasehold Hereditaments known as the Stedham Hall Estate, containing altogether 598A. Or. 10P, more or less, situate in the parishes of Stedham, Woolbeding, and Iping, in the county of Sussex, and now in the occupation of Charles Parker Butt, Q.C., and others, and devised by the Will dated the 17th May, 1865, of John Stoveld, late of Stedham Hall aforesaid, Esquire, deceased: and

1872, R., 74.—Between Audrey Jane Ridsdale, George John Townshend Ridsdale, Cecil Ridsdale, Charles Townshend de Blaquiére Ridsdale, Victoria Augusta Georgiana Ridsdale, William Clifford Townshend Ridsdale, Dorothy Townshend Ridsdale, Robert Ferrars Townshend Ridsdale, and Janet Margaret Ridsdale, respectively infants, by the Most Honourable John Villiers Stuart, Marquis Townshend their next friend, Plaintiffs; and James Taylor, Edwin Albery, the Reverend George John Ridsdale and Mary Ridsdale, his wife, and Percy Wyndham Townshend Ridsdale, Mary Constance Ridsdale, and Elizabeth St. Aubyn Townshend Ridsdale, respectively infants, by William John Cavendish Clifford, their guardian, by Orders to revive, Defendants.

PURSUANT to the above-mentioned Acts of Parliament, and the Consolidated General Order of this Court in that behalf, notice is hereby given, that on the 16th day of November, 1875, the above-named plaintiffs, all of the vicarage, South Raynham, in the county of Norfolk, infants, by the above-named defendant, the Reverend George John Ridsdale, of the same place, Clerk, their father and guardian for the purpose presented their Petition to Her Majesty's High Court of Justice (to be heard before the Vice-Chancellor Sir Charles Hall) praying that the conditional agreement, dated 28th August, 1875, with Mr. Alexander Scrimgeour in the Petition mentioned, and the sale to him subject to the stipulations and conditions therein contained of the above-mentioned hereditaments and premises therein comprised might, subject to the provisions and restrictions in the first above-mentioned Act contained, be carried into effect with all proper directions, and also praying that the costs of all parties of and incident and preliminary to, to the said agreement and Petition might be provided for. That the said George John Ridsdale, on behalf of the petitioners and the above-named infant defendants, might execute the deed or deeds of conveyance of the said hereditaments and premises to the purchaser thereof upon the aforesaid sale being carried into effect. And notice is also hereby given, that the petitioners may be served with any Order of the Court, or of the Judge in Chambers, or notice relating to the subject of the said Petition, at the office of Mr. Francis Leach, situate at No. 19, Lancaster-place, Strand, in the county of Middlesex.—Dated this 20th day of November, 1875.

FRANCIS LEACH, Solicitor for the Petitioners.

In Chancery.—Lord Chancellor.—Vice-Chancellor Malins. (Transferred to Her Majesty's High Court of Justice).

In the Matter of the Act to facilitate Leases and Sales of Settled Estates, and the Acts amending the same. And in the Matter of the Seams of Top Hard and Coomb Coal underlying certain Lands, known as the Second Red Soils, containing 4 acres, or thereabouts, situate on the south side of the parish of Hucknall Torkard, in the county of Nottingham, devised by the Will of Ann Truman, deceased, dated the 15th day of September, 1845.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Orders of this Court in that behalf, notice is hereby given, that on the 7th day of August, 1875, Thomas Widdowson, of Hucknall Torkard, in the county of Nottingham, Farmer, and Ann, his wife, Robert Truman Widdowson, of Hucknall Torkard aforesaid, Farmer, Sarah Widdowson, of the same place, Spinster, and William Widdowson, of the town of Nottingham, Druggist, and Jane Widdowson, Annie Widdowson, Elizabeth Widdowson, and Frances Mary Widdowson, respectively infants, by the said Thomas Widdowson, their guardian, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before his Honour the Vice-Chancellor Sir Richard Malins), praying that a certain contract, dated the

15th day of June, 1875, for the sale of the above described property upon the terms and conditions in the Petition mentioned, and that the costs of the Petition might be provided for. And notice is also hereby given, that the petitioners may be served with any Order of the Court, or of the Judge in Chambers, or notice relating to the said Petition, at the offices of Messrs. Dobinson, Geare, and Son, situate at 57, Lincoln's-inn-fields, in the county of Middlesex.—Dated this 24th day of November, 1875.

DOBINSON, GEARE, and SON, 57, Lincoln's-inn-fields; Agents for JOHN MARTIN, Nottingham, Solicitor for the Petitioners.

TO be sold, pursuant to a Decree of the High Court of Chancery, made in a cause Jeff v. Cheetham, with the approbation of the Vice-Chancellor Sir Charles Hall, by Mr. William Bush, the person appointed by the said Judge, at the Mart of the said William Bush, at East parade, Sheffield, in the county of York, on the 14th day of December, 1875, at four o'clock in the afternoon, in three lots, certain freehold property, situate in the parish of Attercliffe, in the county of York, comprising:—

Two brick-built dwelling-houses with conveniences, pig sty, and vacant land, numbered 52 and 50, Swallow-road, Church-street, Attercliffe. A piece of land known as Apple-yard Close, containing 1A. Or. 25P., more or less, situate near the Darnell-road, and occupied in garden plots. And an allotment of land with a frontage to Pothouse-lane, Attercliffe Common, containing 24 perches, more or less.

Particulars and conditions of sale may be had (gratis) of Messrs. Church, Sons, and Clarke, 9, Bedford-row, London, W.C., Solicitors; Messrs. Burbeary and Smith, 6, Campolane, Sheffield, and of the Auctioneer, at 2, East-parade, Sheffield.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Henry Peard Reed, deceased, and in a cause Perry against Reed, the creditors of Henry Peard Reed, late of Avon House, Shirehampton, in the county of Somerset, Coal Merchant and Ship Broker, who died in or about the month of June, 1875, are, on or before the 24th day of December, 1875, to send by post, prepaid, to Mr. Edward Marcus Harwood, of the city of Bristol, the Solicitor of the defendant, Mary Ann Reed, Widow, the 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 Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situate in Rolls-yard, Chancery-lane, Middlesex, on Saturday, the 8th day of January, 1876, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1875.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in a cause Shapland v. Shapland, 1875, S., the creditors of Arden Avery Shapland, formerly of Sutton, in the county of Surrey, but late of Epsom, in the said county, and of 28, King William-street, in the city of London, Solicitor, deceased, who died in or about the month of September, 1875, are, on or before the 1st day of January, 1876, to send by post, prepaid, to Mr. Henry Sowton, of 13, Bedford-row, London, the Solicitor of the defendant, 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 Order. 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, Middlesex, on Tuesday, the 11th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated the 25th day of November, 1875.

PURSUANT to an Order of the late High Court of Chancery, made in the matter of the estate of Edward Else, deceased, and in a cause Price against Dew and another, 1875, C., No. 88, the creditors of Edward Else, late of No. 1, Ralph-cottages, Staines-road, Hounslow, in the county of Middlesex, who died in or about the month of October, 1874, are, on or before the 24th day of December, 1875, to send by post, prepaid, to Mr. John Fraser, of 16, Furnival's-inn, in the city of London, the Solicitor of the defendants, their Christian and surnames in full, with the Christian and surnames, in full, of any partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce

the same before the Vice-Chancellor Sir James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Thursday, the 20th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 12th day of November, 1875.

PURSUANT to a Decree of the High Court of Justice, Chancery Division, made in a cause of Ernest Shirley White and another, plaintiffs, against the Reverend Joseph Henry White and others, defendants, 1875, W., 238, the creditors and persons claiming to be paid out of her separate estate of Teresa Ann Carmichael, late No. 2, St. Stephen's-square, Bayswater, in the county of Middlesex (wife of James Dodington Carmichael, C.B., of No. 2, St. Stephen's-square aforesaid), who died in or about the month of October, 1875, are, on or before the 20th day of December, 1875, to send by post, prepaid, to Messrs. Remnant and Penley, of No. 52, Lincoln's-inn-fields, the Solicitors of the defendants, the executors of the will of the deceased, their Christian and surnames, addresses and descriptions, the Christian and surnames of any partner or partners, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 7th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1875.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Henry Gibbon, late of Higher Lodge Farm, Ullet-road, Liverpool, in the county of Lancaster, Farmer, deceased, and in a cause the Lancaster Banking Company v. Gibbon, the creditors of the said Henry Gibbon, deceased, who died on or about the 8th day of July, 1874, are, on or before the 23rd day of December, 1875, to send by post, prepaid, to Mr. Russell Hugh Worthington Biggs, of Castle-street, Liverpool, in the county of Lancaster, Gentleman, the Solicitor for the defendant, Martha Gibbon, Widow, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the Christian and surnames of any partner or partners, 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 James Bacon, at his chambers, situate No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 14th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1875.

PURSUANT to a Decree of the High Court of Justice, Chancery Division, made in a cause Hulstrom against Reid, 1875, H., 207, the creditors of William Reid, late of No. 29, Great Windmill-street, Golden-square, No. 2, Silver-street, Golden-square, and of No. 3, Saint Martin's-court, Saint Martin's-lane, all in the county of Middlesex, Tobaccoist, who died intestate in or about the month of April, 1875, are, on or before the 20th day of December, 1875, to send by post, prepaid, to Messrs. Belfrage and Middleton, of No. 36, Bedford-row, Middlesex, the Solicitors of the defendant, Maria Reid, the administratrix of the estate and effects of the said William Reid, 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, No. 14, Chancery-lane, in the county of Middlesex, on Wednesday, the 12th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1875.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Buxton against Lewis, 1875, B., No. 240, the creditors of Joseph Holmes Buxton, late of No. 9, Compton-terrace, Islington, in the county of Middlesex, Surgeon, who died in or about the month of May, 1875, are, on or before the 27th day of December, 1875, to send by post, prepaid, to Robert Carter, one of the members of the firm of Norris, Allens, and Carter, of No. 20, Bedford-row, in the county of Middlesex, the Solicitors of the defendant, Joseph Carpenter Lewis, 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 Charles

No. 24970.

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Hall, at his chambers, situated No. 14, Chancery-lane, Middlesex, on Wednesday, the 12th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 16th day of November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST Dividend of 1s. 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Harry Barber, of No. 1, Gresham-buildings, Basinghall street, in the city of London, Wine Merchant, and will be paid by me, at my office, 11, Crooked-lane, in the city of London, on and after Monday, the 6th day of December, 1875, between the hours of twelve and two o'clock.—Dated this 25th day of November, 1875.

GEORGE REID, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

A FIRST and Final Dividend of 2s. 4½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Henshall, of Over, otherwise Winsford, in the county of Chester, House and Ship Builder, and will be paid by me, at the offices of Messrs. John and John Henry Cooke, in Winsford, in the said county, Solicitors for the Trustee, on and after the 25th day of November, 1875.—Dated this 19th day of November, 1875.

W. CROSS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.

A FIRST and Final Dividend of 1s. 4d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Charles Bramham, of Mexbrough, in the county of York, Stone Mason and Builder, and will be paid by me, at my offices, No. 24, Westgate, Rotherham, in the said county of York, on and after Saturday, the 27th day of November, 1875, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon.

J. W. BELLAMY, 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 Robert Lambert, of No. 58, Horseferry-road, Westminster, in the county of Middlesex, County Court Bailiff.

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 Queen's Arms Tavern, Little College-street, Westminster, in the county of Middlesex, on the 3rd day of December, 1875, at five o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

ROBERT LAMBERT, the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Neil Chisholm, of No. 17, Bath-street, Newgate-street, in the city of London, and of No. 148, Regent's Park-road, in the county of Middlesex, 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 office of Mr. Lindus, No. 156, Cheapside, in the city of London, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

H. W. LINDUS, 156, Cheapside, London, E.C., Solicitor for the said Robert Neil Chisholm.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hyman Fouseca, late of 139, Green-street, Bethnal Green, in the county of Middlesex, China and Glass Dealer, but now of 189, Hoxton-street, Hoxton, in the same 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 office of Mr. Louis Barnett, 23, New Broad-street, in the city of London, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

LOUIS BARNETT, 23, New Broad-street, E.C., Solicitor 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 Henry Horscroft, formerly of Salisbury, in the county of Wilts, but now of 48, Brahmah-road, Brixton, in the county of Surrey, Professor of Music.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 123, Globe-road, Mile End, in the county of Middlesex, on the 9th day of December, 1875, at a quarter-past ten o'clock in the forenoon precisely.—Dated this 20th day of November, 1875.

FREDERICK HENRY HORSCROFT, 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 Sheier Wasserberg, of 34, Wilmington-square, Clerkenwell, in the county of Middlesex, Working Jeweller.

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. Louis Barnett, 23, New Broad-street, in the city of London, on the 20th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

LOUIS BARNETT, 23, New Broad-street, E.C., Solicitor 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 Henry Milner, of 12, Clarendon-place, Notting Hill, in the county of Middlesex, 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 office of Mr. Louis Barnett, 23, New Broad-street, in the city of London, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

LOUIS BARNETT, 23, New Broad-street, E.C., Solicitor for the said Henry Milner.

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 Graveley, of No. 147, East India Dock-road, in the county of Middlesex, No. 22, Leadenhall-street, in the city of London, and Nos. 164, 166, and 168, East India Dock-road, in the county of Middlesex aforesaid, Ships' Ironmonger and Engineer, trading under the names, styles, or firms of Graveley and Co. and G. Graveley and Co., at the two last-named addresses.

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 City Terminus Hotel, Cannon-street, in the city of London, on the 9th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 11th day of November, 1875.

C. F. B. BIRCHALL, 77, Gracechurch-street, E.C., Solicitor for the said William Henry Graveley.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Johnson, of No. 38, Noble-street, Aldersgate, in the city of London, and No. 2, Londesborough-road, Stoke Newington, in the county of Middlesex, Warehouseman.

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 Gabriel Shearman, situate at No. 10, Gresham-street, in the city of London, on the 9th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

JOHN G. SHEARMAN, 10, Gresham-street, London, E.C., Solicitor 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 Estelle Le Goaster, of 18, Maddox-street, Regent-street, in the county of Middlesex, Widow, Dressmaker, and Linen and Trousseau Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, 10, Ampton-place, Ampton-street, Gray's-inn-road, in the county of Middlesex, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1875.

EDW. MANIERE, 10, Ampton-place, Ampton-street, Solicitor 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 Andrew Mearns Wallace, of 5, Austin Friars, in the city of London, Sworn Broker.

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. W. Stopher, 24, Coleman-street, in the city of London, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

W. STOPHER, 24, Coleman-street, E.C., Solicitor 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 William Graveson, of 91, Long-lane, Aldersgate-street, in the city of London, Timber Merchant.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the Debtor's Solicitors, situate No. 2, Serjeant's-inn, Chancery-lane, in the city of London, on the 8th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

CORDWELL and TASMAN, 2, Serjeant's-inn, Chancery-lane, Solicitors 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 Douglas Phillips, of No. 4, Stamford-road, Blackfriars, in the county of Surrey, Auctioneer'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 the offices of Mr. Arthur Chandler, 33, Old Jewry, in the city of London, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

ARTHUR CHANDLER, 33, Old Jewry, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Isaac, of No. 91, New Corn Exchange, Mark-lane, in the city of London, and of Maldon, in the county of Essex, Corn Merchant, trading under the style or firm of Thomas Isaac and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Cooper Brothers and Co., No. 14, George-street, Mansion House, in the city of London, on the 14th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

HOLLAMS, SON, and COWARD, Mincing-lane, London, Solicitors for the said Thomas Isaac.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Barker, of 84 and 86, Stepney-green, late of Beulah Cottage, East-street, Cambridge Heath, and formerly of 3, Durham-street, Hackney-road, all in the county of Middlesex, Dealer in Building Materials.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 123, Globe-road, Mile End, in the county of Middlesex, Public Accountants, on the 4th day of December, 1875, at a quarter-past ten o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

WILLIAM HICKS, 123, Globe-road, Mile End, Solicitor for the said Alfred Barker.

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 Thornton, of No. 77, Wilberforce-road, Finsbury Park, and formerly of No. 7, Glenarm-road, Clapton Park, both in the county of Middlesex, Commercial Traveller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 9, King Edward-street, Newgate-street, in the city of London, on the 15th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1875.

A. J. MILES, 9, King Edward-street, Newgate-street, City, E.C., Solicitor 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 Robert Pateman, of 44, High-street, Marylebone, in the county of Middlesex, Cheesemonger and Poulterer.

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, Public Accountants, 1, Guildhall-chambers, Basinghall-street, in the city of London, on the 14th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

WYKEHAM GEO. NICOLI, 201, Great Portland-street, W., Solicitor for the said Frederick Robert Pateman.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jules Posnansky, of 6, Peabody-buildings, Commercial-street, Shoreditch, in the county of Middlesex, formerly trading as Jules Pincassy and Company, Manufacturers and Patentees.

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. James Chapman, Solicitor, 10, Basinghall-street, in the city of London, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

JAMES CHAPMAN, 10, Basinghall-street, Solicitor for the said Jules Posnansky.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Cæsar Emile Ochsenein, of No. 23, Crutched-friars, Mark-lane, in the city of London, Corn, Seed, and Oil Merchant, residing at No. 3, St. John's-terrace, Buckhurst Hill, in the county of Essex.

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 London Warehousemen's Association, situate No. 111, Cheapside, in the city of London, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 11th day of November, 1875.

GEO. A. HAYNES, 17, Ironmonger-lane, Solicitor for the said Cæsar Emile Ochsenein.

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 Harding, of 29, Bury-street, St. Mary Axe, and now of 14½, Mitre-street, Aldgate, both in the city of London, Carpenter 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 Guildhall-yard, in the city of London, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

H. W. CATTLIN, Solicitor 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 Thomas Rook Maples, of 15, Chapel-street, Bedford-row, in the county of Middlesex, and No. 1, Eton-villas, High-street, Wood Green, in the said county, Architect and Surveyor.

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. Langley and Gibbon, of 32, (and not 30, as erroneously printed in last Gazette,) Great James-street, Bedford-row, in the said county, on the 3rd day of December, 1875, at twelve o'clock at noon precisely.—Dated this 5th day of November, 1875.

HENRY GIBBON, Solicitor for the said Debtor.

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 John Blyth, of the city of Lincoln, Linen and Woollen 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 William Tomlinson

Page the younger, Solicitor, Flaxen-gate, Lincoln, on the 11th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

W. T. PAGE, Jun., Flaxen-gate, Lincoln, Solicitor for the said John Blyth.

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 Adam Proctor, of Middle Rasen, in the county of Lincoln, Farmer and Cattle Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Nundy and Dye, Accountants, 19, Guildhall-street, Lincoln, on the 20th day of November, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

W. T. PAGE, Jun., Flaxen-gate, Lincoln, Solicitor for the said Adam Proctor.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Goodyer King, of Nash, in the county of Buckingham, Timber Dealer and Publican.

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 Railway Hotel, Bletchley, in the county of Bucks, on the 3rd day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

J. G. SHEPHERD, 29, Park-street West, Luton, Beds, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas William Hicks, of Battle House, Oxford-road, in the parish of Tilehurst, in the county of Berks, 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 No. 3, Forbury, Reading, aforesaid, on the 9th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 11th day of November, 1875.

FREDERICK ELKINS, 3, Forbury, Reading, Solicitor for the said Thomas William Hicks.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Patrick James Byrne, of New Windsor, in the county of Berks, Architect and Surveyor.

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. Benjamin Chandler Durant, 3, Clarence-villas, Windsor, on the 13th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

B. C. DURANT, Solicitor for the said Patrick James Byrne.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Jackson Huddleston, of Hinckley, in the county of Leicester, Manufacturer of Hosiery.

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. Hiram Abiff Owston, Solicitor, situate at No. 23, Friar-lane, in Leicester aforesaid, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

H. A. OWSTON, 23, Friar-lane, Leicester, Solicitor for the said Debtor.

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 Thomas Morris Miles, of 70, East-street, Bedminster, in the city and county of Bristol, Grocer and Provision Dealer, trading as T. Miles and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ward and Lane, Solicitors, Albion-chambers, Bristol, on the 7th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

WARD and LANE, Albion-chambers, Bristol, Solicitors for the said Debtor.

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 Edwards Clark and John Clark, both of Great Bentley, in the county of Essex, Builders, trading under the style or firm of Clark and Son, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwards Clark, of Great Bentley aforesaid, Builder, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Clark, of Great Bentley aforesaid, Builder, Licensed Victualler, and Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Edwards Clark and John Clark has been summoned to be held at the George Hotel, High-street, Colchester, in the county of Essex, on the 9th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1875.

J. S. POPE, Trinity-street, Colchester, Solicitor for the said Debtors.

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 Edwards Clark and John Clark, both of Great Bentley, in the county of Essex, Builders, trading under the style or firm of Clark and Son, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwards Clark, of Great Bentley aforesaid, Builder, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Clark, of Great Bentley aforesaid, Builder, Licensed Victualler, and Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Edwards Clark has been summoned to be held at the George Hotel, High-street, Colchester, in the county of Essex, on the 9th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1875.

J. S. POPE, Trinity-street, Colchester, Solicitor for the said Debtor.

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 Edwards Clark and John Clark, both of Great Bentley, in the county of Essex, Builders, trading under the style or firm of Clark and Son, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwards Clark, of Great Bentley aforesaid, Builder, and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Clark, of Great Bentley aforesaid, Builder, Licensed Victualler, and Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named John Clark has been summoned to be held at the George Hotel, High-street, Colchester, in the county of Essex, on the 9th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

J. S. POPE, Trinity-street, Colchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sarah Emery, of Congleton, in the county of Chester, Glass, China, and Earthenware Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Tomkinson and Furnival, Hanover-street, Burslem, in the county of Stafford, on the 2nd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

HENRY ED. FURNIVAL, Burslem, Staffordshire, Solicitor for the said Sarah Emery.

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 George Goodall, of the township of Oclestone, in the county of Chester, Auctioneer 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 Crewe Arms Hotel, in Crewe, in the said county of Chester, on the 15th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

JOHN E. GARSIDE, Congleton, Cheshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Caeshire, holden at Macclesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Walker, of Hunslet, Leeds, in the county of York, Maltster, and of King Edward-street, Macclesfield, in the county of Chester, Brewer and Wine and Spirit Merchant, trading at Macclesfield as Walker and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Mitre Hotel, Manchester, on the 16th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

BARCLAY and HENSTOCK, Exchange-chambers, Macclesfield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alexander Balbirnie, of Woodhey, near Rock Ferry, in the county of Chester, lately carrying on business at No. 8, King-street, Liverpool, in the county of Lancaster, under the style A. Balbirnie and Co., as a Wine and Spirit 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. John Parsons-Harris, 7, Union-court, Castle-street, Liverpool, in the county of Lancaster, on the 9th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

J. P. HARRIS, 7, Union-court, Castle-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Willdridge, of 64, Park-street, Birkenhead, in the county of Chester, Grocer and Joiner.

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. R. B. Moore, 11, Duncan-street, Birkenhead, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

R. B. MOORE, 11, Duncan-street, Birkenhead, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Jones, of Northop, and 7, New-street, Mold, both in the county of Flint, Saddler.

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. 23, Bridge-street-row East, Chester, on the 11th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1875.

M. NORDON, 23, Bridge-street-row East, Chester, and 5, Cook-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jane Marsh, of No. 18, Morford-street, in the city of Bath, Widow, 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 5, Westgate-buildings, in the city of Bath, on the 8th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1875.

THOS. WILTON, 5, Westgate-buildings, Bath, Solicitor 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 Page, of Heath Town, Wolverhampton, in the county of Stafford, 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. Charles Barrow, Solicitor, 48, Queen-street, Wolverhampton, on the 11th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

CHA. BARROW, 48, Queen-street, Wolverhampton, Solicitor 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 John Sparks, of Portsdown Hill and Cosham, in the parish of Wymering, in the county of Hants, Coal and Coke 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 Mr. Alfred Starling Blake, No. 21, Union-street, Portsea, in the county of Hants, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

ALFRED S. BLAKE, 21, Union-street, Portsea, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Abraham Studholme, of Kirkbride, in the county of Cumberland, Cattle 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 No. 3, Carruthers-court, Scotch-street, Carlisle, on the 9th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1875.

J. C. WANNOP, No. 3, Carruthers-court, Scotch-street, Carlisle, Solicitor for the said Abraham Studholm.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Williams, of Corwen, in the county of Merioneth, Blacksmith, Machinist, and Implement 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 Wynnstay Arms, Ruabon, in the county of Denbigh, on the 11th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

EVAN JAMES, Brookside, Corwen, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Waters, of North Edward-street, Cardiff, in the county of Glamorgan, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 3, High-street, Cardiff aforesaid, on the 16th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

WILLIAM BRADLEY, 3, High-street, Cardiff, Solicitor for the said Richard Waters.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hall Stephens, of 32, Duke-street, Cardiff aforesaid, Fishmonger.

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, 18, High-street, Cardiff aforesaid, on the 14th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

M. MORGAN, 18, High-street, Cardiff, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William George Trice, of 74, Crockherbtown, Cardiff, in the county of Glamorgan, Music and Pianoforte Dealer, trading under the style or firm of Righton and Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Barnard, Clarke, and Company, No. 3, Lothbury, in the city of London, Public Accountants, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

JOSEPH GIBBS, 10, Tredegar-place, Newport, Monmouthshire, Solicitor for the said William George Trice.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Harrison Page, of Swansea, in the county of Glamorgan, Ship Broker and Coal Exporter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Barnard, Thomas, Cawker, and Co., Temple-street, Swansea, on the 3rd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

HENRY H. FIELD, Swansea, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Robinson, of No. 51, Holderness-road, in the borough of Kingston-upon-Hull, Boot and Shoe Maker and Hat and Cap Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Francis Summers, No. 2, Manor-street, in the borough of Kingston-upon-Hull, on the 8th day of December, 1875, at four o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

FRAS. SUMMERS, 2, Manor-street, Hull, Solicitor for the said Thomas Robinson.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Forster Thompson, of No. 18, Lockwood-street, in the borough of Kingston-upon-Hull, 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. Francis Summers, No. 2, Manor-street, in the borough of Kingston-upon-Hull, on the 8th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

FRAS. SUMMERS, 2, Manor-street, Hull, Solicitor for the said Forster Thompson.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Jackson, of Batley, in the county of York, Grocer 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 house of Mr. William Slater, of the Wilton Arms, in Commercial-street, in Batley aforesaid, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

THOS. F. HUDSON, Batley, Solicitor for the said Robert Jackson.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Plowman, of Yeadon-green, Yeadon, near Leeds, in the county of York, Saddler.

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. C. Malcolm, Solicitor, No. 20, Park-row, in Leeds aforesaid, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

JNO. C. MALCOLM, Solicitor for the said Joseph Plowman.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Stones, of Wakefield, in the county of York, late an Innkeeper, but now 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. Joseph Wainwright, situate in George-street, in Wakefield, in the county of York, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

JOS. WAINWRIGHT, George-street, Wakefield, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Haigh, of Halifax, in the county of York, 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 William Henry Boocock, Solicitor, Silver-street, Halifax aforesaid, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

WM. H. BOOCOCK, Silver-street, Halifax, Solicitor for the said George Haigh.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hirst, of Elland, in the parish of Halifax, in the county of York, Woollen Manufacturer, trading under the firm of Hirst Brothers.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 26, George-street, in Halifax aforesaid, on the 1st day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

WAVELL and CO., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Spence, of Masham, in the county of York, Cooper.

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 Bull Hotel, in the city of Ripon, on the 4th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

HENRY CALVERT, Masham, via Bedale, Solicitor for the said William Spence.

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 John Shaw, of Carr-lane, Slaithwaite, in the parish of Huddersfield, in the county of York, Butcher.

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 Messrs. Ramsden and Sykes, Solicitors, 33, John William-street, in Huddersfield, in the county of York, on the 14th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

RAMSDEN and SYKES, 33, John William-street, Huddersfield, Solicitors for the said John Shaw.

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 George Carpenter Wallis, of Rycroft Glen, Abbeydale-road, near Sheffield, in the county of York, George Campbell, of Industry-road, Darnall, near Sheffield aforesaid, and Frederick Carnelley Sales, of Pye Bank Mount, in Sheffield aforesaid, carrying on business together as Steel and Iron Wire Manufacturers, at British Steel and Iron Wire Mills, at Tinsley, near Sheffield aforesaid, under the style or firm of Willis, Campbell, and Sales, and also carrying on business together as Coal and Coke Merchants and Mineral Agents, at Tinsley and Sheffield aforesaid, under the style or firm of F. C. Sales and Co.

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 Cutlers' Hall, in Church-street, in Sheffield, in the county of York, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1875.

RODGERS, THOMAS, and CO., Solicitors for the said Debtors.

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 George Carpenter Wallis, of Rycroft Glen, Abbeydale-road, near Sheffield, in the county of York, George Campbell, of Industry-road, Darnall, near Sheffield aforesaid, and Frederick Carnelley Sales, of Pye Bank Mount, in Sheffield aforesaid, carrying on business together as Steel and Iron Wire Manufacturers, at British Steel and Iron Wire Mills, at Tinsley, near Sheffield aforesaid,

under the style or firm of Wallis, Campbell, and Sales, and also carrying on business together as Coal and Coke Merchants and Mineral Agents, at Tinsley and Sheffield aforesaid, under the style or firm of F. C. Sales and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Carpenter Wallis, has been summoned to be held at the Cutlers' Hall in Church-street, in Sheffield, in the county of York, on the 7th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

RODGERS, THOMAS, and CO., Solicitors 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 George Carpenter Wallis, of Rycroft Glen, Abbeydale-road, near Sheffield, in the county of York, George Campbell, of Industry-road, Darnall, near Sheffield aforesaid, and Frederick Carnelley Sales, of Pye Bank Mount, in Sheffield aforesaid, carrying on business together as Steel and Iron Wire Manufacturers, at British Steel and Iron Wire Mills, at Tinsley, near Sheffield aforesaid, under the style or firm of Wallis, Campbell, and Sales, and also carrying on business together as Coal and Coke Merchants and Mineral Agents, at Tinsley and Sheffield aforesaid, under the style or firm of F. C. Sales and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George Campbell has been summoned to be held at the Cutlers' Hall, in Church-street, in Sheffield, in the county of York, on the 7th day of December, 1875, at half-past one o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

RODGERS, THOMAS, and CO., Solicitors 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 George Carpenter Wallis, of Rycroft Glen, Abbeydale-road, near Sheffield, in the county of York, George Campbell, of Industry-road, Darnall, near Sheffield aforesaid, and Frederick Carnelley Sales, of Pye Bank Mount, in Sheffield aforesaid, carrying on business together as Steel and Iron Wire Manufacturers, at British Steel and Iron Wire Mills, at Tinsley, near Sheffield aforesaid, under the style or firm of Wallis, Campbell, and Sales, and also carrying on business together as Coal and Coke Merchants and Mineral Agents, at Tinsley, near Sheffield aforesaid, under the style or firm of F. C. Sales and Co.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Frederick Carnelley Sales has been summoned to be held at the Cutlers' Hall, in Church-street, in Sheffield, in the county of York, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

RODGERS, THOMAS, and CO., Solicitors 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 Richardson, of Broomhall-street, in Sheffield, in the county of York, Grocer 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 offices of Messrs. William Johnson Clegg and Sons, Solicitors, 57, Bank-street, Sheffield, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

WM. J. CLEGG and SONS, Solicitors 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 John Corbett Long, of 25, Union-street, and 103, Cemetery-road, both in Sheffield, in the county of York, Steel Manufacturer and 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 Cutlers' Hall, Church-street, in Sheffield aforesaid, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

WM. J. CLEGG and SONS, Solicitors 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 Henry Russell, of John-street, in Bradford, in the county of York, Joiner and Cabinet Maker and Furniture Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of James Gwynne Hutchinson, Solicitor, situate in Piccadilly-chambers, Piccadilly, in Bradford aforesaid, on the 15th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

JAS. G. HUTCHINSON, Solicitor for the said Henry Russell.

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 Joel Mellor, of Mill Bank, in Bradford, in the county of York, late Hotel Manager and Waiter, but now 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 James Gwynne Hutchinson, Solicitor, situate in Piccadilly-chambers, Piccadilly, in Bradford aforesaid, on the 13th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

JAS. G. HUTCHINSON, Solicitor for the said Joel Mellor.

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 William Ayrton, of the Junction Inn, Crosshills, in the parish of Kildwick, 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 Junction Inn, Crosshills, parish of Kildwick, in the county of York, on the 14th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

LANCASTER and WRIGHT, Solicitors for the said William Ayrton.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Octavius Watson, of No. 101, Goodramgate, in the city of York, Auctioneer and Furniture Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of George Gordon Mason, No. 2, King-street, Castlegate, York, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

GEO. G. MASON, No. 2, King-street, Castlegate, York, Solicitor for the said John Octavius Watson.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Christopher Barker, of Cardington, in the county of Bedford, Plumber, Glazier, and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. W. Stimson, No. 12, Serjeant's-inn, Fleet-street, in the city of London, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

WILLIAM STIMSON, 12, Serjeant's-inn, Fleet-street, London, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gray Bell and Thomas Cuthbert Bell, both carrying on business in the Garrick's Head-yard, Cloth-market, in the borough and county of Newcastle-upon-Tyne, and trading together in copartnership as Wholesale Grocers and Provision Merchants, under the style or firm of G. G. and T. C. Bell, the said George Gray Bell resides at No. 41, Melbourne-street, Gateshead, in the county of Durham, and the said Thomas Cuthbert Bell resides at No. 2, Douglass-terrace, in the borough and county of Newcastle-upon-Tyne aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons have been summoned to be held at the offices of Mr. Daniel Edward

Stanford, Solicitor, 21, Collingwood-street, Newcastle-upon-Tyne, on the 8th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

D. EDWD. STANFORD, 21, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gray Bell and Thomas Cuthbert Bell, both carrying on business in the Garrick's Head-yard, Cloth-market, in the borough and county of Newcastle-upon-Tyne, and trading together in copartnership as Wholesale Grocers and Provision Merchants, under the style or firm of G. G. and T. C. Bell, the said George Gray Bell resides at No. 41, Melbourne-street, Gateshead, in the county of Durham, and the said Thomas Cuthbert Bell resides at No. 2, Douglass-terrace, in the borough and county of Newcastle-upon-Tyne aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the separate estate of the above-named George Gray Bell has been summoned to be held at the offices of Mr. Daniel Edward Stanford, Solicitor, 21, Collingwood-street, Newcastle-upon-Tyne, on the 8th day of December, 1875, at half-past two o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

D. EDWD. STANFORD, 21, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gray Bell and Thomas Cuthbert Bell, both carrying on business in the Garrick's Head-yard, Cloth-market, in the borough and county of Newcastle-upon-Tyne, and trading together in copartnership as Wholesale Grocers and Provision Merchants, under the style or firm of G. G. and T. C. Bell, the said George Gray Bell resides at No. 41, Melbourne-street, Gateshead, in the county of Durham, and the said Thomas Cuthbert Bell resides at No. 2, Douglass-terrace, in the borough and county of Newcastle-upon-Tyne aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the separate estate of the above-named Thomas Cuthbert Bell has been summoned to be held at the offices of Mr. Daniel Edward Stanford, Solicitor, 21, Collingwood-street, Newcastle-upon-Tyne, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

D. EDWD. STANFORD, 21, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Tom Davison, of No. 8, Green's-place, South Shields, in the county of Durham, Shipbroker.

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. T. Tinley Dale, No. 68, King-street, South Shields, in the county of Durham, on the 20th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

T. TINLEY DALE, 68, King-street, South Shields, Solicitor for the said John Tom Davison.

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 Hannah Mary Detchon, William Detchon, and Robert Detchon, carrying on business in copartnership at No. 5, Sussex-street and No. 8, Carlton-street, both at Blyth, in the county of Northumberland, as Tailors, Outfitters, and Berlin Wool Dealers, under the style of R. Detchon and Sons.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. J. G. and J. E. Joel, 1, Newgate-street, Newcastle-upon-Tyne, on the 8th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

J. G. and J. E. JOEL, 1, Newgate-street, Newcastle-upon-Tyne, Solicitors for the said Hannah Mary Detchon, William Detchon, and Robert Detchon.

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 Thomas William Longuire and Matthew Plitts, of No. 11, Grainger-street, in the borough and county of Newcastle-upon-Tyne, carrying on business in copartnership as Printers and Publishers, under the style or firm of Longuire and Plitts.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Keenlyside and Forster, Solicitors, St. John's-chambers, Grainger-street West, Newcastle-upon-Tyne, on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

THOMAS FORSTER, St. John's-chambers, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said Thomas Longuire and Matthew Plitts.

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 Sloane Richards, of No. 26, Waterloo-street, Birmingham, in the county of Warwick, Metal 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. Tyndall, Johnson, and Tyndall, situate No. 34, Waterloo-street, Birmingham, in the county of Warwick, on the 9th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

TYNDALL, JOHNSON, and TYNDALL, Solicitors 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 John March, of 14, Broad-street, Birmingham, in the county of Warwick, Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 30, Bennett's-hill, Birmingham aforesaid, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

EDWIN PARRY, 30, Bennett's-hill, Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Adderley, of No. 55, Regent-street, Leamington, in the county of Warwick, Watchmaker and Jeweller.

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 Edwards-Wood, No. 11, Victoria-terrace, Leamington, in the county of Warwick, Solicitor, on the 11th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

WILLIAM EDWARDS-WOOD, of No. 11, Victoria-terrace, Leamington, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Atherton and Richard Atherton, both of Amberswood Common, Ince in Mackerfield, in the county of Lancaster, Builders and Contractors.

NOTICE is hereby given, that a First General Meeting of the partnership creditors of the above-named persons has been summoned to be held at the office of William Stephen France, situate at No. 1, Churchgate, Wigan, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1875.

WILLIAM S. FRANCE, 1 Churchgate, Wigan, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Atherton and Richard Atherton, both of Amberswood Common, Ince in Mackerfield, in the county of Lancaster, Builders and Contractors.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named George Atherton has been summoned to be held at the office of William

Stephen France, situate at No. 1, Church-gate, Wigan, on the 7th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1875.

WILLIAM S. FRANCE, 1, Church-gate, Wigan, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Atherton and Richard Atherton, both of Amberswood Common, Ince in Mackerfield, in the county of Lancaster, Builders and Contractors.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Richard Atherton, has been summoned to be held at the office of William Stephen France, situate at No. 1, Churchgate, Wigan, on the 7th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WILLIAM S. FRANCE, 1, Churchgate, Wigan, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Norris, late of Fearnhead with Woolston, in the county of Lancaster, Farmer, but now of 28, Winwick-street, Warrington, in the county of Lancaster, aforesaid, 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 office of Mr. John Francis Bretherton, No. 15, Bank-street, in Warrington aforesaid, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1875.

JOHN F. BRETHERTON, 15, Bank-street, Warrington, Solicitor 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 Taylor, of No. 49, Tib-street, Manchester, in the county of Lancaster, Glass, Chins, and Earthenware Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Brooks, Marshall, and Brooks, Solicitors, 40, Brown-street, Manchester, on the 3rd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

BROOKS, MARSHALL, and BROOKS, 40, Brown-street, Manchester, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Jones, of Broughton-lane, Lower Broughton, in the county of Lancaster, and of Upper George-street, Altrincham, in the county of Chester, Boot and Shoe Dealer, trading at Lower Broughton under the style or firm of Edward Jones.

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 Dawson, Solicitor, 14, Ridgefield, Manchester, on the 1st day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

JNO. DAWSON, 14, Ridgefield, Manchester, Solicitor 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 George Henry Robinson, of No. 19, Cross-street, and of Virginia-street, Southport, in the county of Lancaster, 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 Houghton Arms Hotel, Houghton-street, Southport, in the county of Lancaster, on the 13th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

ROBERT ASHTON, No. 5, King-street, Wigan, in the county of Lancas'er, Solicitor 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 Eliza Williams, of No. 128, St. James-street, Liverpool, in the county of Lancaster, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Peter Vine, Accountant, No. 12, Imperial-chambers, Dale-street, Liverpool aforesaid, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

WM. WILLIAMS, 5, James-street, Liverpool, Solicitor 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 Hume Robertson, residing in lodgings at 6, Nile-street, and carrying on business at 3, Wapping, both in Liverpool, in the county of Lancaster, Ship Chandler and Sailmaker.

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 Johnston Ritson, Imperial-chambers, 62, Dale-street, Liverpool, aforesaid, Solicitor, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1875.

JOS. J. RITSON, Imperial-chambers, 62, Dale-street, Liverpool, Solicitor 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 Francis Cullen, of No. 73, Prescott-street, Liverpool, in the county of Lancaster, Clogger.

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 Lowe, Solicitor, No. 43, Castle-street, Liverpool, in the county of Lancaster, on the 18th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1875.

WILLIAM LOWE, 43, Castle-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Harrison, of Lancaster, in the county of Lancaster, Surgeon Dentist.

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 us, the undersigned, situate in Church-street, within Lancaster, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

HOLDEN and WHELON, Church-street, Lancaster, Solicitors for the said Edmund Harrison.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Moxham, of Ribby, near Kirkham, in the county of Lancaster, Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Legs of Man Hotel, Fishergate, Preston, in the county of Lancaster, on the 10th day of December, 1875, at half-past eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

JNO. SUTCLIFFE, 14, Grimshaw-street, Burnley, in the county of Lancaster, Solicitor 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 Edward Frederick Thompson, of Saint Paul's-terrace, Wolverhampton, in the county of Stafford, Cashier to the Parkfield Iron Company.

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. 21, Darlington-street, Wolverhampton, on the 11th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

H. and J. E. UNDERHILL, 21, Darlington-street, Wolverhampton, Solicitors for the said Edward Frederick Thompson.

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 Williams, of 54, Wolverhampton-street, and the Summerford Colliery, both in Willenhall, in the county of Stafford, Colliery Proprietor.

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 Clark, Solicitor, No. 4, New-road, Willenhall aforesaid, on the 10th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

JOHN CLARK, Solicitor 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 Thomas Parkes, of Poulney-street and Bilston-street, Wolverhampton, in the county of Stafford, File Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Stratton and Rudland, Solicitors, No. 57, Queen-street, Wolverhampton, on the 11th day of December, 1875, at a quarter-past eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

STRATTON and RUDLAND, 57, Queen-street, Wolverhampton, Solicitors for the said Thomas Parkes.

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 Perry, of the Hearts of Oak Inn, New Hampton-road, Wolverhampton, in the county of Stafford, late Factor's Clerk.

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. Charles Barrow, Solicitor, 48, Queen-street, Wolverhampton, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1875.

CHA. BARROW, 48, Queen-street, Wolverhampton, Solicitor 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 Morris Jones, of No. 88, Bilston-street, Wolverhampton, in the county of Stafford, Grocer and Provision Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Stratton and Rudland, Solicitors, No. 57, Queen-street, Wolverhampton, on the 4th day of December, 1875, at half-past eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1875.

STRATTON and RUDLAND, 57, Queen-street, Wolverhampton, Solicitors for the said John Morris Jones.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Parton, of No. 102, Hope-street, Hanley, in the county of Stafford, Butcher and Confectioner.

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. 22, Cheapside, Hanley aforesaid, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

R. A. STEVENSON, 22, Cheapside, Hanley, Staffordshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Brown, of Red Lion-square, Newcastle-under-Lyme, in the county of Stafford, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my office, No. 33, Alton-street,

Hanley aforesaid, on the 3rd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

WILLIAM TURNER, Hanley, Staffordshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Allerton, of the Uncle Tom's Cabin, No. 19, Heathcote-road, Longton, in the parish of Stoke-upon-Trent, in the county of Stafford, Beerhouse-Keeper and Potter's Presser.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the County Court Office, Stoke-upon-Trent, on the 9th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

R. W. LITCHFIELD, Newcastle, Staffordshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Warren, of the Sutherland Hotel, Normacott-road, Longton, in the county of Stafford, Beerseller.

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. Tomkinson and Furnival, in Hanover-street, Burslem, in the county of Stafford, on the 7th day of December, 1875, at eleven o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

HENRY ED. FURNIVAL, Burslem, Staffordshire, Solicitor for the said Frederick Warren.

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 Frederick Stokes, of No. 15, Bath-street, in the Foreign of Walsall, in the county of Stafford, Buckle Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Ebsworth, No. 76, Bridge-street, Wednesbury, in the county of Stafford, Solicitor, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

JOHN EBSWORTH, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport and at Ryde.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hollis, of Great Pan-Farm, in the parish of Whippingham, in the Isle of Wight, in the county of Hants, Farmer.

NOTICE is hereby given, that a Fourth General Meeting of the creditors of the above-named person has been summoned to be held at Warburton's Hotel, Newport, in the Isle of Wight aforesaid, on the 18th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1875.

LOUGHBOROUGH and SON, 23, Austin Friars, London, E.C., Solicitors for the said Debtor.

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 James Piper, of the Bull Inn, No. 94, High-street, Chatham, in the county of Kent, 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 offices of Mr. William Webb Hayward, High-street, Rochester, on the 2nd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1875.

WM. WEBB HAYWARD, High-street, Rochester, Solicitor for the said James Piper.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cripps, of Cox's Farm, Abinger, near Dorking, in the county of Surrey, Farmer and Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 17th day

of December, 1875, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1875.

GEO. FREDK. GRAY, St. Paul's-buildings, Paternoster-row, London, Solicitor for the said William Cripps.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Abbott and Alexander Wilson, of the North-gate Iron Works, North-gate, Newark-upon-Trent, in the county of Nottingham, Boiler Makers and Co-partners in Trade under the style or firm of Abbott and Co, the said Alexander Wilson also trading solely and carrying on a separate business as an Engineer at the Vauxhall Iron Works, No. 92, Wandsworth-road, in the county of Surrey, under the style of Alexander Wilson and Co.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named Alexander Wilson has been summoned to be held at the Hall of New-inn, Strand, London, in the county of Middlesex, on the 2nd day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

EDWARD H. FRASER, Brougham-chambers, Wheeler-gate, Nottingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Barsby, formerly of Gibraltar-street, Sheffield, in the county of York, afterwards at Clare-street, and then at Newcastle-street, as a Cabinet Maker, and then at Mount East-street, Provision Dealer, and since then and now of No. 18, Kent-street, all in the town of Nottingham, as a Cabinet 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 my offices, St. Peter's Church-walk, Nottingham, on the 14th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

D. W. HEATH, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Lidgard, of North Kelsey, in the county of Lincoln, Tailor.

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. George Jay, Accountant, 8, Bank-street, Lincoln, on the 11th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1875.

W. T. PAGE, Junr, Flaxen-gate, Lincoln, Solicitor for the said William Lidgard.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Herbert Hargraves Hodgson, late of Holdingham, in the county of Lincoln, Miller and Contractor, but now carrying on business at Sleaford, in the county of Lincoln aforesaid, as a Milliner and Dressmaker, under the style of C. Hodgson.

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 Bristol Arms Hotel, Sleaford, in the county of Lincoln, on the 16th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1875.

CHARLES BEAN, Boston, Solicitor for the said Herbert Hargraves Hodgson.

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 David Williams, of the Lord Napier Inn, Aberdare, in the county of Glamorgan, Innkeeper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. David Rosser, 17, Canon-street, Aberdare, on the 2nd day of December, 1875, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1875.

DAVID ROSSER, 17, Canon-street, Aberdare, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Bagot, of the Upper Forest Tin Plate Works, Morriston, near Swansea, in the county of Glamorgan, Tin Plate Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Strick and Bellingham, Fisher-street, Swansea, on the 10th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

STRICK and BELLINGHAM, 30, Fisher-street, Swansea, Solicitors for the said Edward Bagot.

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 Henry Jay Hagan the elder, of West Hartlepool, in the county of Durham, Flour Merchant and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 64, Church-street, West Hartlepool aforesaid, on the 8th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

RALPH BELL, 64, Church-street, West Hartlepool, Solicitor for the said Debtor.

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 Christopher Robert Moore, of South Wingate, in the county of Durham, Grocer and Provision 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 64, Church-street, West Hartlepool, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

RALPH BELL, 64, Church-street, West Hartlepool, Solicitor for the said Debtor.

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 Loan, of West Hartlepool, in the county of Durham, Ironmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 65, Church-street, West Hartlepool, on the 16th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1875.

HODGSON, KAY, and KAY, 65, Church-street, West Hartlepool, Solicitors for the said William Loan.

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 David Hurworth, of Pan-lane, Bishopwearmouth, in the borough of Sunderland, in the county of Durham, Ale and Porter 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 Messrs. J. G. and J. E. Joel's offices, 1, Newgate-street, Newcastle-on-Tyne, on the 2nd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

J. G. and J. E. JOEL, 1, Newgate-street, Newcastle-on-Tyne, Solicitors for the said David Hurworth.

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 Samuel Lofthouse, of No. 5, Finkle-street and No. 2, Marianna-street, Stockton-on-Tees, in the county of Durham, Miller and Flour Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, in Finkle-street, Stockton-on-Tees, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1875.

DODDS and CO., Finkle-street, Stockton-on-Tees, Solicitors for the said Debtor.

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 John Hodgson, late of Middlesborough, and now of North Ormesby, near Middlesborough, in the county of York, Watchmaker and Jeweller.

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, 36, Gosford-street, Middlesborough, on the 8th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WM. LEES DOBSON, 36, Gosford-street, Middlesborough, Solicitor for the said John Hodgson.

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 Robert Bullimore, of Lingdale-lane, near Guisbrough, in the county of York, Joiner, Grocer, and Retailer of Beer and Wines.

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, 36, Gosford-street, Middlesborough, on the 10th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

WM. LEES DOBSON, 36, Gosford-street, Middlesborough, Solicitor for the said Robert Bullimore.

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 George Abell, of Middlesborough, in the county of York, Warehouseman.

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. W. Teale, No. 13, Albert-road, Middlesborough, in the county of York, on the 3rd day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

JNO. WM. TEALE, 13, Albert-road, Middlesborough, Solicitor for the said Debtor.

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 John Marshall, of Broughton, near Stokesley, in the county of York, and of Middlesborough, in the county of York, Gardener and Seedsman.

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. W. Teale, 13, Albert-road, Middlesborough, in the county of York, on the 2nd day of December, 1875, at twelve o'clock at noon precisely.—Dated this 12th day of November, 1875.

JNO. WM. TEALE, 13, Albert-road, Middlesborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Scheibler and Carl Matthaesi, of No. 31, New Broad-street, in the city of London, and of Shanghai, in the Empire of China, Merchants and Copartners, trading as Robert Scheibler and Co.

TAKE notice, that a General Meeting of the Creditors of the above-named persons is hereby summoned to be held at the offices of Messrs. Cooper Brothers and Co., 14, George-street, Mansion House, in the city of London, on Monday, the 6th day of December, 1875, at two o'clock in the afternoon precisely, to fix the close of the liquidation and to resolve upon the release of the Trustee.—Dated the 22nd day of November, 1875.

ARTHUR COOPER, of No. 14, George-street, Mansion House, in the city of London, Trustee of the property and effects of the above-named Debtors.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Sidney Frederick Charles Old and John Richard Down, of Adelaide-street, Swansea, in the county of Glamorgan, lately carrying on business together in partnership under the style or firm of Sidney Old, Down, and Company, as Ship Owners, Merchants, and Brokers.

A GENERAL Meeting of the Creditors of the said Sidney Frederick Charles Old and John Richard Down is hereby summoned to be held at No. 10, Temple-street, Swansea, on Monday, the 6th day of December, 1875, at eleven o'clock in the forenoon precisely, in accordance with the provisions of the said Act, and the general rules made in pursuance thereof. The object of the meeting and the business proposed to be transacted thereat will be:—To consider the granting of the discharge of the said Sidney Frederick Charles Old and John Richard Down; to fix the date of the closing of the liquidation; to consider an application from the Trustee for his release.—Dated the 22nd day of November, 1875.

R. G. CAWKER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Sidney Frederick Charles Old and John Richard Down, of Adelaide-street, Swansea, in the county of Glamorgan, lately carrying on business together in partnership under the style or firm of Sidney Old, Down, and Company, as Ship Owners, Merchants, and Brokers.

In the Matter of the Separate Estate of Sidney Frederick Charles Old.

A GENERAL Meeting of the Creditors of the said Sidney Frederick Charles Old is hereby summoned to be held at No. 10, Temple-street, Swansea, on Monday, the 6th day of December, 1875, at two o'clock in the afternoon precisely, in accordance with the provisions of the said Act, and the general rules made in pursuance thereof. The object of the meeting and the business proposed to be transacted thereat will be:—To consider the granting of the discharge of the said Sidney Frederick Charles Old; to fix the date of the closing of the liquidation; to consider an application from the Trustees for his release.—Dated the 22nd day of November, 1875.

R. G. CAWKER, 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 Joseph John Perry and George Goodchild, both of 36, Broad-street, Golden-square, in the county of Middlesex, Wholesale Ironmongers, trading as Perry and Goodchild.

THE creditors of the above-named Joseph John Perry and George Goodchild who have not already proved their debts, are required, on or before the 11th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Bourn, of 8, Paternoster-row, in the city of London, 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 25th day of November, 1875.

HENRY BOURN, 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 William Francis Shand and William Maclachlan, both of 21, Church-street, Mile End New Town, in the county of Middlesex, Pickle and Sauce Manufacturers, trading under the style or firm of Shand and Company.

THE creditors of the above-named William Francis Shand and William Maclachlan who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Bagley, of the firm of Bagley, Wild, and Company, Great Northern Goods Dépôt, King's Cross, in the county of Middlesex, Glass Bottle Manufacturers, 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, 1875.

WM. BAGLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cardiganshire, holden at Aberystwith.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Morris Parry, of Barmouth, in the county of Merioneth, Builder.

THE creditors of the above-named Morris Parry who have not already proved their debts, are required, on or before the 15th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Owen Williams, of No. 12, Snowdon-street, Portmadoc, 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 24th day of November, 1875.

OWEN WILLIAMS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Pinney Smith, of 40, Bartholomew-street, Newbury, in the county of Berks, Ironmonger.

THE creditors of the above-named Charles Pinney Smith who have not already proved their debts, are required, on or before the 11th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Bourn, of 8, Paternoster-row, in the city of London, 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 25th day of November, 1875.

HENRY BOURN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Dove Andrews, formerly of Hitchin, in Hertfordshire, then and now of Lime-tree-place, in the parish of Stowmarket, in the county of Suffolk, Plasterer and Builder, and also of Ipswich, Suffolk aforesaid.

THE creditors of the above-named William Dove Andrews who have not already proved their debts, are required, on or before the 2nd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Onslow Times, of Hitchin aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 13th day of November, 1875.

WM. ONSLOW TIMES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Oxford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Ricketts, of No. 10, London-place, St. Clement's, in the city of Oxford, Carpenter, Joiner, and Undertaker.

THE creditors of the above-named Joseph Ricketts who have not already proved their debts, are required, on or before the 7th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Albert Barrett, of Pembroke-street, St. Clement's, in the city of Oxford, Timber Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1875.

THOMAS ALBERT BARRETT, Trustee.

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 Robert Hudson, of No. 76, Castle-road, Scarborough, in the county of York, Grocer.

THE creditors of the above-named Robert Hudson who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Garbutt, of Sepulchre-street, Scarborough, 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 24th day of November, 1875.

THOMAS GARBUTT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Wouldhave, of Parliament-street, Harrogate, in the county of York, Upholsterer.

THE creditors of the above-named John Henry Wouldhave who have not already proved their debts, are required, on or before the 3rd day of December, 1875, to

send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Joseph Winney Gull, of Nos. 85 and 86, Cheapside, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1875.

J. W. GULL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Hawksley, of High-street, in Sheffield, in the county of York, Hatter, and of Whittington, in the county of Derby, Brick Manufacturer, carrying on business in partnership with Henry James and Arthur John Fretwell, under the firm of the Whittington Brick Manufacturing Company.

The creditors of the above-named Henry Hawksley who have not already proved their debts, are required on or before the 7th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Fisher Tasker, of Wharnccliffe-chambers, Bank-street, Sheffield, 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 24th day of November, 1875.

W. FISHER TASKER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Crowther, of Sheffield, in the county of York, Wholesale Confectioner, formerly carrying on business in copartnership with Francis Millns, under the style or firm of Francis Millns and Company.

The creditors of the above-named William Crowther who have not already proved their debts, are required, on or before the 7th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Fisher Tasker, of Wharnccliffe-chambers, Bank-street, Sheffield, 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 24th day of November, 1875.

W. FISHER TASKER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Taylor, of Zeitland-street, Wakefield, in the county of York, Dutch Yeast Importer.

The creditors of the above-named Thomas Taylor who have not already proved their debts, are required, on or before the 10th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Harrison, of Queen-street, Wakefield, 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 26th day of November, 1875.

THOS. HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Wood, of Minshull-street, Knutsford, in the county of Chester, Ironmonger and General Dealer.

The creditors of the above-named Joseph Wood who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to the undersigned, Thomas Sutton, of 23, Brown-street, in the city of Manchester, 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 22nd day of November, 1875.

THOMAS SUTTON, Trustee.

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 Clara Jane Crook and David Somers, carrying on business in partnership at 9, Tarleton-street, Liverpool, in the county of Lancaster, as Tailors and Drapers, under the style or firm of Crook and Somers.

The creditors of the above-named Clara Jane Crook and David Somers, who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Bolland, of No. 10, South John-street, Liverpool aforesaid, 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 24th day of November, 1875.

HY. BOLLAND, Trustee.

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 Elijah Pleasance, of 94, Chatsworth-street, Liverpool, in the county of Lancaster, Licensed Victualler.

The creditors of the above-named Elijah Pleasance who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Henry Bolland, of No. 10, South John-street, Liverpool aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1875.

HY. BOLLAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Westmorland, holden at Kendal. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Armstrong, of Kendal, in the county of Westmorland, Horse Dealer.

The creditors of the above-named William Armstrong who have not already proved their debts, are required on or before the 5th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Francis John Thornber, of 20, Lowther-street, Kendal, Accountant, &c., the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1875.

FRANCIS JNO. THORNBUR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sidney Frederick Charles Old and John Richard Down, of Adelaide-street, Swansea, in the county of Glamorgan, lately carrying on business together in partnership under the style or firm of Sidney Old, Down, and Company, as Shipowners, Merchants, and Brokers.

In the matter of the Separate Estate of Sidney Frederick Charles Old.

The creditors of the above-named Sidney Frederick Charles Old who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Garnant Cawker, of 10, Temple-street, Swansea, 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 20th day of November, 1875.

R. G. CAWKER, Trustee.

The Bankruptcy Act, 1862.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur Montague Keighley, of the Victoria Hotel, Beeston, in the county of Nottingham, Licensed Victualler.

The creditors of the above-named Arthur Montague Keighley who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Islip John Close, at Britannia-chambers, Pelham-street, Nottingham, 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, 1875.

ISLIP JOHN CLOSE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Hannah Grace Shotton, of Mosley-street, in the town and county of Newcastle-upon-Tyne, Provision Merchant and Cheesemonger.

The creditors of the above-named Hannah Grace Shotton who have not already proved their debts, are required on or before the 2nd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Thompson, of No. 1, Newgate-street, Newcastle-upon-Tyne, 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 24th day of November, 1875.

GEO. THOMPSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Miles William Chapman, formerly of Gaywood, in the county of Norfolk, Carter, but now of North Lynn, in the said county, Commission Agent.

THE creditors of the above-named Miles William Chapman who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Briscoe Whall, of Market-square-chambers, King's Lynn, in the county of Norfolk, 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, 1875.

W. B. WHALL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by arrangement of the affairs of Thomas Nathaniel Ashman, of Broadmead, in the city and county of Bristol, Leather Merchant.

THE creditors of the above-named Thomas Nathaniel Ashman who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Gustavus Clarke, of Albion-chambers, Broad-street, Bristol, 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 24th day of November, 1875.

EDWARD G. CLARKE, 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 John William Lewis, of the Boot Inn, Pontypridd, in the county of Glamorgan, Innkeeper, Oil Merchant, and Battice Cloth Maker.

THE creditors of the above-named John William Lewis who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Brazier Parsons, of Athenaeum-chambers, Nicholas-street, in the city and county of Bristol, 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, 1875.

SAMUEL BRAZIER PARSONS, 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 Emma Ford, of Trowbridge, in the county of Wilts, Outfitter.

THE creditors of the above-named Emma Ford who have not already proved their debts, are required, on or before the 4th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Hudson Smith, of the Exchange, Bristol, 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, 1875.

JOHN HUDSON SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Moss, of Stockport, in the county of Chester, Joiner and Builder.

THE creditors of the above-named William Moss who have not already proved their debts, are required, on or before the 2nd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Christopher Atkinson, of Bank-chambers, Market-place, Stockport aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 17th day of November, 1875.

CHRISTOPHER ATKINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Jackson, of Cooper-street, Withington, in the county of Lancaster, Landscape Gardener and Contractor.

THE creditors of the above-named John Jackson who have not already proved their debts, are required, on or before the 12th day of December, 1875, to send their names and addresses, and the particulars of their

debts or claims, to me, the undersigned, Marshall Preston, of 3, Clarence-street, within the city of Manchester, 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, 1875.

MARSHALL PRESTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jackson Townsend, of No. 90, Westbourne-road, Birkenhead, in the county of Chester, and No. 12, St. George's-crescent, Liverpool, in the county of Lancaster, Attorney-at-Law.

THE creditors of the above-named Jackson Townsend who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Strongitharm, of Birkenhead aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1875.

GEORGE STRONGITHARM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Henry Adderley, Ann Adderley, and Jane Adderley, trading in copartnership at Longton, in the county of Stafford, under the style or firm of C. H. Adderley and Co., as General Drapers.

THE creditors of the above-named Charles Henry Adderley, Ann Adderley, and Jane Adderley who have not already proved their debts, are required, on or before the 8th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Hunt, of No. 52, Portland-street, Manchester, 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 22nd day of November, 1875.

SAMUEL HUNT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Edward Chaster, of Longton, in the county of Stafford, General Draper.

THE creditors of the above-named Charles Edward Chaster who have not already proved their debts, are required, on or before the 8th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Hunt, of No. 52, Portland-street, Manchester, 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 22nd day of November, 1875.

SAMUEL HUNT, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation or Composition with Creditors, instituted by Annie Maria Sloan, of 29, Bold-street, Liverpool, in the county of Lancaster, and formerly of No. 55, Donegal-place, Belfast, Widow, carrying on business as a Linen Draper.

THE creditors of the above-named Annie Maria Sloan who have not already proved their debts, are required, on or before the 3rd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, with affidavit of proof of debt to me, the undersigned, John Robinson Clarke (of the firm of Baggs, Clarke, and Josolync), of 28, King-street, Cheapside, in the city of London, Accountants, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1875.

J. R. CLARKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Evan Jones, of No. 17, Margaret-street, Trecynon, in the parish of Aberdare, in the county of Glamorgan, Builder.

THE creditors of the above-named Evan Jones who have not already proved their debts, are required, on or before the 3rd day of December, 1875, to send proofs with their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Daniel

Thomas, of No. 3, Fisher-street, Swansea, 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 24th day of November, 1875.

JOHN DANIEL THOMAS, 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 John Entwistle, of No. 2, East India-avenue, Leadenhall-street, in the city of London, and of No. 1, Russell-square, in the county of Middlesex, Merchant, carrying on business at No. 2, East India-avenue aforesaid, under the style of John Entwistle.

EDWIN WATERHOUSE, of No. 13, Gresham-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1875.

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 Kenedy Stevens, formerly of No. 8, Ashchurch-terrace, Starch Green, in the county of Middlesex, and No. 101, Charlotte-street, Fitzroy-square, also in the county of Middlesex, but now of the last named place only, Upholsterers' Trimming Manufacturer.

ARTHUR SHIPPEY, of Weavers'-hall, No. 22, Basinghall-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 4th day of November, 1875.

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 William Jones, of 25, Lower Sloane-street, Chelsea, and late of 64, Cottenham-road, Upper Holloway, and formerly of 9, Brown-street, Bryanston-square, and 58, Crawford-street, Bryanston-square, all in the county of Middlesex, Oil and Colourman.

HENRY JAMES WHIFFEN, of 79, Tollington-park, Holloway, in the county of Middlesex, Gentleman, 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 11th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax (and by transfer) in the County Court of Lancashire, holden at Manchester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Brown, of Russell-street, Halifax, in the county of York, Hat Manufacturer.

PETER MARSH, of 61, Princess-street, Manchester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1875.

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 Frederick Yerworth, of No. 73, High-street, Deptford, in the county of Kent, Draper.

RICHARD RABIDGE, of No. 18, King-street, Cheapside, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 3rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Arthur Benjamin Ewen, of Long Sutton, in the county of Lincoln, Surgeon and Apothecary.

SAMUEL SEPTIMUS MOSSOP, of Long Sutton, in the county of Lincoln, Solicitor, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Hobden, of Saint John's Common, Clayton, in the county of Sussex, Steam Threshing Machine Proprietor and Contractor.

FREDERICK GEORGE CLARK, No. 7, Union-street, Ship-street, Brighton, in the county of Sussex, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Sorge, of No. 10, Nile-street, Sunderland, in the county of Durham, Draper's Agent and General Dealer.

THOMAS SHERWOOD, of No. 1, John-street, Sunderland, in the county of Durham, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by the Reverend Cranbourne Arthur Waits, of Tilton-on-the-Hill, in the county of Leicester, Clerk in Holy Orders.

EDWARD ROBERTS, of Leicester, in the county of Leicester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 13th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Aaron Gibbs, of Louise-road, and No. 32, Bailiff-street, both in the town of Northampton, and Charles Gibbs, of Louise-road, in the town of Northampton, Shoe Manufacturers, trading under the style or firm of A. and C. Gibbs.

BENJAMIN NICHOLSON, of Nos. 7 and 8, Railway-approach, London Bridge, Southwark, in the county of Surrey, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Amatt, of No. 1, Bear-court, Mansfield-road, in the town of Nottingham, late of 13, Bag-lane, in the borough of Derby, Bill Poster, but now out of business.

CHARLES STROUD, of the town of Nottingham, Solicitor, 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 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Westmorland, holden at Kendal. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Barrow, of Fisher's Tenement, Bradley Field, near Kendal, in the county of Westmorland, Farmer.

HENRY HOGGARTH, of Kendal, in the county of Westmorland, Land Surveyor, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jackson, of Cooper-street, Withington, in the county of Lancaster, Landscape Gardener and Contractor.

MARSHALL PRESTON, of No. 3, Clarence-street, within the city of Manchester, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1875.

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 James Thompson, of No. 187, Lord-street, Southport, in the county of Lancaster, Draper.

JOSHUA CROWTHER, of York-street, Manchester, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1875.

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 Leonard Stephenson, of 43, Brunswick-road, Liverpool, in the county of Lancaster, Confectioner.

HENRY BOLLAND, of No. 10, South John-street, Liverpool aforesaid, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 10th day of November, 1875.

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 Edward Greene Buxton, of Liverpool, in the county of Lancaster, Produce Broker.

HENRY BOLLAND, of 10, South John-street, Liverpool, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1875.

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 Marco Dente, of No. 22, Ridgefield, in the city of Manchester, carrying on business under the style or firm of M. Dente and Brothers.

WILLIAM HEYWOOD, of 58, George-street, Manchester, Merchant, 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 20th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by

Herbert Cox, of the Ox Inn, Ox-row, Salisbury aforesaid, Innkeeper.

FREDERICK CHARLES LEWER, of Castle-street, Salisbury aforesaid, Brewer, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Baxendale, of South Stockton, in the county of York, Boot and Shoe Dealer.

ROBERT MURRAY BURGESS, of Leeds, in the county of York, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1875.

The Bankruptcy Act, 1869

In the County Court of Surrey, holden at Croydon. To Charles Abraham Parker, of the Hermitage, Epsom, in the county of Surrey.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Henry Isaac Coburn, of 54, Leadenhall-street, in the city of London, Solicitor, as the proxy of William Warren Streeten, of Sierra Leone, West Africa, Queen's Advocate, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the Petition upon you; and further take notice, that the said Petition will be heard at the Townhall, Croydon, on the 13th day of December, 1875, at two o'clock in the afternoon, on which day you are required to appear, and, if you do not appear, the Court may adjudge you bankrupt in your absence. The Petition can be inspected by you on application at this Court.—Dated this 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

A MEETING of the Creditors of Thomas Hocking, of Truro, in the county of Cornwall, Smith and Carriage Builder, adjudicated a bankrupt on the 18th day of October, 1875, will be held at No. 26, River-street, Truro aforesaid, on the 9th day of December, 1875, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the bankrupt of ten shillings in the pound, in equal instalments payable at three, six, and nine months from the date hereof, and for the annulling thereafter of the order of adjudication made against the bankrupt.—Dated Truro, 22nd November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of John Barr, of Finner's-court, Old Broad-street, in the city of London, Financial Agent, adjudicated a bankrupt 22nd October, 1874.

A MEETING of the Creditors of the above bankrupt will be held at the offices of Messrs. Haydon and Vivian, Public Accountants, 29, New City-chambers, 121, Bishopsgate-street Within, in the city of London, on Saturday, the 11th day of December, 1875, at twelve o'clock at noon, for the purpose of authorizing the Trustee, Flaxman Haydon, to accept the scheme of settlement proposed by the bankrupt; viz.:—That a composition under the 28th section of the Bankruptcy Act, 1869, of one shilling in the pound, payable two months from the date of registration of the resolutions, secured by promissory notes drawn at that date, and endorsed by a person to be approved by the Trustee. That upon payment of the promissory notes in cash at the offices of the Trustee, with the under-mentioned costs, the bankrupt's discharge be granted, and the bankruptcy annulled. The bankrupt to pay all costs, charges, and expenses of such scheme of settlement, including the further charges of the Trustee and his Solicitor, Albert Davidson Michael.—Dated this 24th day of November, 1875.

FLAXMAN HAYDON, Trustee.

In the London Bankruptcy Court.

A FIRST and Final Dividend of fourpence in the pound has been declared in the matter of Philip Lincoln Carman, of the Northamptonshire Brewery, George-street, Camberwell, in the county of Surrey, Brewer and Wine and Spirit Merchant, adjudicated bankrupt on the 8th day of May, 1873, and will be paid by me, at No. 14, Old Jewry chambers, in the city of London, on and after the 6th day of December, 1875.—Dated this 24th day of November, 1875.

JOS. J. SAFFERY, Trustee.

In the London Bankruptcy Court.

A SECOND Dividend of 2s. in the pound has been declared in the matter of Alfred Warren, of Dunstable, in the county of Bedford, Straw Hat Manufacturer, adjudicated bankrupt on the 1st day of February, 1875, and will be paid by me, at the offices of Messrs. Ladbury, Collison, and Viney, 99, Cheapside, in the city of London, on and after the 1st day of December, 1875.—Dated this 25th day of November, 1875.

G. H. LADBURY, Trustee.

In the County Court of Kent, holden at Maidstone.

A SECOND Dividend of 1s. in the pound has been declared in the matter of Edward Menzies, late of Belmont Cottage, in the Island of Guernsey, a Deputy Inspector-General of Hospitals in Her Majesty's Army, upon half-pay, before that of Lucknow, in the Presidency of Bengal, in India, a Deputy Inspector-General of Hospitals in Her Majesty's Army, before that of the Presidency of Bengal, in India, a Surgeon-Major in Her Majesty's 19th Regiment of Hussars, and before that of Maidstone, in the county of Kent, Surgeon-Major to the Cavalry Depot at Maidstone aforesaid, adjudicated bankrupt on the 8th day of August, 1871, and will be paid by me, at the offices of Messrs. Hughes and King, Solicitors, Mill-street, Maidstone, on and after the 23rd day of November instant.—Dated this 22nd day of November, 1875.

S. H. KING, Trustee.

In the County Court of Oxfordshire, holden at Oxford.

A FIRST and Final Dividend of 9d. in the pound has been declared in the matter of Edward Le Mills, of Church-street, Oxford, in the county of Oxford, Ale and Porter Merchant, adjudicated bankrupt on the 19th day of November, 1874, and will be paid by me, at my offices, No. 26, New Inn Hall-street, Oxford, on and after the 1st day of December, 1875.

ARNOLD EDWIN LAMBORN, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

A SECOND and Final Dividend of 10d. in the pound has been declared in the matter of James McIntyre, of Albert House, Whitfield-street, in the city of Gloucester, Traveling Draper, adjudicated bankrupt on the 11th day of July, 1874, and will be paid by me, at the Exchange, in the city of Bristol, on and after the 13th day of November, 1875.—Dated this 24th day of November, 1875.

JOHN HUDSON SMITH, Trustee.

In the County Court of Leicester, holden at Leicester.

A FIRST and Final Dividend of 8s. 4d. in the pound has been declared in the matter of James Lang, of Berridge-street, Leicester, in the county of Leicester, Music Seller, adjudicated bankrupt on the 11th day of August, 1875, and will be paid by me, at my office, 20 Great Marlborough-street, W., in the county of Middlesex, on any Thursday between the hours of eleven A.M. and three P.M.—Dated this 22nd day of November, 1875.

FRED. LUCAS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Macdonald, of No. 6, New Broad-street, in the city of London, Captain in the Merchant Service, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said George Macdonald, an order of adjudication was made on the 21st day of April, 1875. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 9th day of November, 1875.—Dated this 25th day of November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Vincent Lambert Pascoe, of the Middlesex Arms, Clerkenwell-green, in the county of Middlesex, Licensed Victualler, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Vincent Lambert Pascoe, an order of adjudication was made on the 2nd day of March, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 23rd day of November, 1875.—Dated this 23rd day of November, 1875.

No. 2470.

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The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of John Smith, of 12, Imperial-terrace, Claremont Park, and 4 and 5, Arcade, both in Blackpool, in the county of Lancaster, Lodging-house Keeper and Cabinet Maker, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said John Smith, an order of adjudication was made on the 21st day of October, 1874. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 19th day of November, 1875.—Dated this 19th day of November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Alexander Emmanuel Cohen Cornbloom, of 119, Houndsditch, in the city of London, Fancy Warehouseman.

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 Alexander Emmanuel Cohen Cornbloom having been given, it is ordered that the said Alexander Emmanuel Cohen Cornbloom be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1875.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Alexander Emmanuel Cohen Cornbloom is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 8th day of December, 1875, at half-past twelve 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 William Hazlitt Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 Henry Newman, of Spitalfields Market, Spitalfields, in the county of Middlesex, Fruit Merchant.

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 Newman having been given, it is ordered that the said Henry Newman be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1875.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Henry Newman is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 8th day of December, 1875, 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 Hazlitt Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 Victor Vernon Harcourt, of No. 203, Clarendon-road, Notting Hill, in the county of Middlesex, 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 of Bankruptcy alleged to have been committed by the said Victor Vernon Harcourt having been given, it is ordered that the said Victor Vernon Harcourt be, and he is hereby, adjudged

bankrupt.—Given under the Seal of the Court this 23rd day of November, 1875.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said Victor Vernon Harcourt is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 8th day of December, 1875, 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 William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 R S Ripley, late of 95, Gloucester-road, South Kensington, in the county of Middlesex, but now of the Royal Hotel, New Bridge-street, in the city of London.

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 R S Ripley having been given, it is ordered that the said R S Ripley be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1875.

By the Court,

James K. Brougham, Registrar.

The First General Meeting of the creditors of the said R S Ripley is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 7th day of December, 1875, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to James Rigg Brougham, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 Samuel Wadsworth, of No. 64, Barbican, in the city of London, Warehouseman.

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 Samuel Wadsworth having been given, it is ordered that the said Samuel Wadsworth be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1875.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Samuel Wadsworth is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th day of December, 1875, 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 Honourable William Cecil Spring-Rice, one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, in the London Bankruptcy Court, Lincoln's-inn-fields. 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 Ernest Albert Smyth, of No. 98, Queen Victoria-street, in the city of London, Umbrella Manufacturer, trading under the style or firm of E. Smyth 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 Ernest Albert

Smyth having been given, it is ordered that the said Ernest Albert Smyth be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1875.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Ernest Albert Smyth is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 14th day of December, 1875, 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 Honourable William Cecil Spring-Rice, one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of a Bankruptcy Petition against Henry Butler, of No. 9, Queen's-place, Shoreham, in the county of Sussex, out of business.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Henry Butler having been given, it is ordered that the said Henry Butler be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1875.

By the Court,

Ewen Evershed, Registrar.

The First General Meeting of the creditors of the said Henry Butler is hereby summoned to be held at the Office of the Court, Church-street, Brighton, on the 15th day of December, 1875, 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 Cumberland, holden at Carlisle. In the Matter of a Bankruptcy Petition against Charles Vynne, of the city of Carlisle, Merchant.

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 Charles Vynne having been given, it is ordered that the said Charles Vynne be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1875.

By the Court,

H. J. Halton, Registrar.

The First General Meeting of the creditors of the said Charles Vynne is hereby summoned to be held at the Court House, in Carlisle, on the 7th day of December, 1875, 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 Staffordshire, holden at Burton-on-Trent.

In the Matter of a Bankruptcy Petition against Charles Tysoe, of Woodveas Mill, near Ashbourne, in the county of Derby, Cotton Spinner and Doubler.

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 Charles Tysoe having been given, it is ordered that the said Charles Tysoe be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court, this 24th day of November, 1875.

By the Court,

Henry Goodger, Deputy-Registrar.

The First General Meeting of the creditors of the said Charles Tysoe is hereby summoned to be held at the County Court Offices, Burton-on-Trent, on the 8th day of December

1875, 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 London Bankruptcy Court.

In the Matter of William James Harker, of No. 16, Eton-road, Haverstock-hill, in the county of Middlesex, Gentleman, a Bankrupt.

Alfred Augustus James, of 110, Cannon-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the adjourned Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 4th day of December, 1875, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Richard Merrett, of 19, Great Saint Helen's, in the city of London, a Bankrupt.

Charles Kinns, of 43, Dalryell-road, Stockwell, in the county of Surrey, Gentleman, 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 21st day of December, 1875, at half-past ten 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 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.

In the Matter of James Waiham Ayres, of No. 4, Park-terrace, East Greenwich, in the county of Kent, Physician, a Bankrupt.

Henry George Putman, of Brooke House, Beckenham, in the county of Kent, Auctioneer's Clerk, 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, Burney-street, Greenwich, in the county of Kent, on the 10th day of December, 1875, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of George Robins, of 1, Lee-terrace, Bexley Heath, in the county of Kent, Ironmonger and Gas Fitter, a Bankrupt.

Ernest Sugden Emerson, of 169, Camden-grove, North Peckham, in the county of Surrey, Rookkeeper, 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, Eastgate, Rochester, in the county of Kent, on the 10th day of December, 1875, 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 12th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of William Hales Fridmore, of No. 9, Burlington-chambers, New-street, Birmingham, in the county of Warwick, Corn Merchant, a Bankrupt.

Hugh Carmichael, of No. 77A, Lord-street, Liverpool, in the county of Lancaster, 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 Lancashire, holden at Liver-

pool, situate at No. 80, Lime-street, Liverpool aforesaid, on the 17th day of December, 1875, 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 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Frederick William Swan, of No. 27, Smithfield-street, Birmingham, in the county of Warwick, Boot and Shoe Dealer, a Bankrupt.

James Kent, of Snow-hill, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer, 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, Waterloo-street, Birmingham aforesaid, on the 23rd day of December, 1875, 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Alfred Williams, of Winsford, in the county of Chester, Draper, a Bankrupt.

Alexander Morris, of 68, Fountain-street, Manchester, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Manchester County Court, Nicholas-croft, High-street, Manchester, on the 9th day of December, 1875, at half-past nine 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 22nd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall.

In the Matter of Samuel Slater, of Darlaston, in the county of Stafford, Bolt and Nut Manufacturer, a Bankrupt.

Thomas James Agar, of Birmingham, in the county of Warwick, 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 Court-house, Walsall, on the 8th day of December, 1875, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 5th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Whitehaven.

In the Matter of Richard Chapman, of Whitehaven, in the county of Cumberland, Shoemaker, a Bankrupt.

John Tyson Lowrey, of Whitehaven aforesaid, Shoemaker, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, Whitehaven, on the 7th day of December, 1875, 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 debt to the trustee.—Dated this 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor in the Matter of Jane Jones and John Angel Jones both of Castle-square, in the town and county of Carnarvon, Tailors and Drapers, Bankrupts.

William Hugh Owen, of Carnarvon, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupts to take place at the Rechabite Hall, Bangor, on the 10th day of January, 1876, at twelve o'clock at noon. 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 bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of the debts to the trustee.—Dated this 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury In the Matter of Thomas Gough, of Wem, in the county of Salop, Coal and Lime Merchant, Ironfounder, and Farmer, trading under the style or firm of Gough and Sons, a Bankrupt.

John Clifford Etches, of Whitchurch, in the county of Salop, Auctioneer, 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 Shire-hall, Shrewsbury, on the 20th day of December, 1875, 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 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of William Hood Rowan and Ralph Croft, both of Duke's-dock, Liverpool, in the county of Lancaster, Shipwrights and Copartners, trading under the style or firm of Rowan, Croft, and Co., Bankrupts.

Anthony Wigham Chalmers, of 5, Fenwick-street, Liverpool, Public Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, No. 80, Lime-street, Liverpool, on the 17th day of December, 1875, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts 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 23rd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Robert Hume, of Cuddington, in the county of Chester, Miller and Corn Dealer, a Bankrupt.

Peter Bates, of Stockport, in the county of Chester, 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 Court-house, Nicholas-croft, High-street, Manchester, in the county of Lancaster, on the 10th day of December, 1875, at half-past nine 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 24th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer of proceedings from the County Court of Lancashire, holden at Oldham.

In the Matter of Thomas Bamford, of Walkdon-street, Whitworth-road, in Rochdale, in the county of Lancaster, Agent, a Bankrupt.

James Sharp, of Rochdale, in the county of Lancaster, 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 Court House, Nicholas-croft, High-street, in the city of Manchester, on the 7th day of December, 1875, at half-past nine 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 22nd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of John Wrigley, of Farnworth, near Bolton, in the county of Lancaster, Grocer and Provision Dealer, and of Saint George's-place, Bolton aforesaid, and at present confined in Her Majesty's Gaol for the hundred of Salford, in the said county, and late Superintendent at the Waterworks Department of the Bolton Corporation, a Bankrupt.

John Greenhalgh, of Bolton, in the county of Lancaster, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Mawdsley-street, Bolton aforesaid, on the 15th day of December, 1875, 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 22nd day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport. In the Matter of Frank Gray, of No. 23, Commercial-street, Newport, in the county of Monmouth, Bookseller, Stationer, and Newsagent, a Bankrupt.

Richard Baugh Evans, of Newport, in the county of Monmouth, 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, held at the Victoria Hall, Bridge-street, Newport, Monmouthshire, on the 21st day of December, 1875, at ten 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, 1875.

In the County Court of Lancashire, holden at Salford.

On the 22nd day of December, 1875, at eleven o'clock in the forenoon, George Lowry, of 11, Cross street, Salford, in the county of Lancaster, Engineer and Machinist, adjudicated bankrupt on the 24th day of January, 1872, will apply for an Order of Discharge.—Dated this 24th day of November, 1875.

In the County Court of Lancashire, holden at Bolton.

On the 22nd day of December, 1875, at eleven o'clock in the forenoon, George Whittaker, of Brightmet, near Bolton, in the county of Lancaster, Bleacher and Finisher, lately carrying on business with Daniel Constantine, of Brightmet, near Bolton aforesaid, under the style or firm of Whittaker and Constantine, and who, with the said Daniel Constantine, was adjudicated bankrupt on the 10th day of October, 1872, will apply for an Order of Discharge.—Dated this 24th day of November, 1875.

In the London Bankruptcy Court, by transfer from the County Court of Cambridgeshire, holden at Cambridge.

A First and Final Dividend is intended to be declared in the separate estate of Walter William Vinsen, in the matter of Henry Vinsen the elder, late Harston, in the county of Cambridge, Coach Builder, but now of No. 63, King-street, in the town of Cambridge, in the county of Cambridge, Coach Builder, and Walter William Vinsen, of Nos. 4, 5, and 6, Regent-street, in the said town of Cambridge, Coach Builder, carrying on business as Coach Builders, in conjunction with Robert Vinsen, late of Royston, in the county of Hertford, Coach Builder, and trading under the style or firm of Henry Vinsen and Sons, at Nos. 4, 5, and 6, Regent-street, in the said town of Cambridge, and at Back-street, in the said town of Royston, adjudicated bankrupts on the 10th day of December, 1874. Creditors who have not proved their debts by the 9th day of December, 1875, will be excluded.—Dated this 25th day of November, 1875.

*Ebenezer Chambers Foreman,
J. Boyes, Trustees.*

In the London Bankruptcy Court, by transfer from the County Court of Cambridgeshire, holden at Cambridge.

A First and Final Dividend is intended to be declared in the separate estate of Henry Vinsen the elder, in the matter of Henry Vinsen the elder, late of Harston, in the county of Cambridge, Coach Builder, but now of No. 63, King-street, in the town of Cambridge, in the county of Cambridge, Coach Builder, and Walter William Vinsen, of Nos. 4, 5, and 6, Regent-street, in the said town of Cambridge, Coach Builder, carrying on business as Coach Builders, in conjunction with Robert Vinsen, late of Royston, in the county of Hertford, Coach Builder, and trading under the style or firm of Henry Vinsen and Sons, at Nos. 4, 5, and 6, Regent-street, in the said town of Cambridge, and at Back-street, in the said town of Royston, adjudicated bankrupts on the 10th day of December, 1874. Creditors who have not proved their debts by the 9th day of December, 1875, will be excluded.—Dated this 25th day of November, 1875.

*Ebenezer Chambers Foreman,
J. Boyes, Trustees.*

In the London Bankruptcy Court, by transfer from the County Court of Cambridgeshire, holden at Cambridge.

A Second and Final Dividend is intended to be declared in the matter of Henry Vinsen the elder, late of Harston, in the county of Cambridge, Coach Builder, but now of No. 63, King-street, in the town of Cambridge, in the county of Cambridge, Coach Builder, and Walter William Vinsen, of Nos. 4, 5, and 6 Regent-street, in the said town of Cambridge, Coach Builder, carrying on business as Coach Builders, in conjunction with Robert Vinsen, late of Royston, in the county of Hertford, Coach Builder, and trading under the style or firm of

Henry Vinsen and Sons, at Nos. 4, 5, and 6, Regent-street, in the said town of Cambridge, and at Back-street, in the said town of Royston, adjudicated bankrupts on the 10th day of December, 1874. Creditors who have not proved their debts by the 9th day of December, 1875, will be excluded.—Dated this 25th day of November, 1875.

*Ebenezer Chambers Foreman,
J. Boyes, Trustees.*

In the County Court of Sussex, holden at Brighton.

A Dividend is intended to be declared in the matter of William Howell, of 41, Western-road, Hove, in the county of Sussex, Butcher, adjudicated bankrupt on the 6th day of October, 1871. Creditors who have not proved their debts by the 4th day of December, 1875, will be excluded.—Dated this 24th day of November, 1875.

George Carpenter Taylor, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A Dividend is intended to be declared in the matter of Thomas Wilson, of Belle Grove-terrace, in the borough and county of Newcastle-upon-Tyne, Builder and Brickmaker, adjudicated bankrupt on the 13th day of February, 1875. Creditors who have not proved their debts by the 7th day of December, 1875, will be excluded.—Dated this 20th day of November, 1875.

Jos. Greener, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A Second Dividend is intended to be declared in the matter of Noble Carr Richardson, of Rosehill House, near Wellington-on-Tyne, in the county of Northumberland, and now at furnished lodgings, at West-grove, Saint Lawrence, in the Island of Jersey, Shipowner, and also carrying on business in copartnership with Edward Robson, at Bombay, in the Presidency of Bombay, as Ironfounders, under the style or firm of Richardson and Robson, adjudicated bankrupt on the 17th day of October, 1870. Creditors who have not proved their debts by the 7th day of December, 1875, will be excluded.—Dated this 20th day of November, 1875.

Jos. Greener, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A Second Dividend is intended to be declared in the matter of Edward Lindsay, of the Mushroom, and St. Peter's Quay, both in the borough and county of Newcastle-upon-Tyne, Iron Ship Builder, adjudicated bankrupt on the 11th day of December, 1874. Creditors who have not proved their debts by the 7th day of December, 1875, will be excluded.—Dated this 20th day of November, 1875.

Jos. Greener, Trustee.

In the County Court of Lancashire, holden at Manchester.

A Dividend is intended to be declared in the matter of William Massey Boyle, of Clarence-street, in the city of Manchester, Wine and Spirit Merchant, adjudicated bankrupt on the 19th day of August, 1875. Creditors who have not proved their debts by the 8th day of December, 1875, will be excluded.—Dated this 23rd day of November, 1875.

Thomas Walton Gillibrand, Trustee.

The Bankruptcy Act, 1861.

Notice of Dividend Meeting.

A Meeting of the Creditors of the Bankrupt 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, Lincoln's-inn-fields, in the county of Middlesex, before William Hazlitt, Esq., Registrar:

William Spencer and John Norton, of 22, Throgmorton-street, in the city of London, Stock Brokers and Dealers in Shares, trading in copartnership under the style or firm of Spencer and Norton, adjudicated bankrupts on the 7th day of October, 1867. A Dividend Meeting will be held on the 15th day of December next, at twelve o'clock at noon precisely.

At the said Meeting the Assignee 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 meeting will, in pursuance of the said section, declare whether any and

what allowance shall be paid to the said bankrupt. 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.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 19th day of August, 1856, against Walter Robert Johnson, of Adelaide-chambers, Gracechurch-street, in the city of London, Merchant, Underwriter, and Insurance Broker, carrying on business in copartnership with Edmund Gwyer the younger, under the firm of Johnson and Gwyer, will sit on the 17th day of December, 1875, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, 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 the benefit of the said Dividend. And all claims not then proved will be disallowed.

The Bankrupt Law Consolidation Act, 1849.
The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter, by transfer from the Court of Bankruptcy for the Exeter District.

Messrs. Reeves and Sons' Bankruptcy.
Separate Estate of Orlando Reeves.

R. R. M. DAW, Esq., the Registrar of the County Court of Devonshire, holden at Exeter, acting for Matthew Fortescue, Esq., Judge of the said Court, to which Court all proceedings in the matter of the bankruptcy of John Fry Reeves, John Frederic Reeves, Orlando Reeves, and Archibald Reeves, of Taunton, in the county of Somerset, Scriveners, Dealers and Chapmen, and Copartners in the year 1852, have been transferred, will sit on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely, at the Castle of Exeter, at Exeter, in order to audit the Assignee's accounts, and on the 22nd day of December, 1875, at eleven o'clock in the forenoon precisely, at the same place, to make a dividend of the estate and effects of the said bankrupt, Orlando Reeves. On either of the above days creditors who have not already proved their debts may prove the same, or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

The Bankrupt Law Consolidation Act, 1849.
The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter, by transfer from the Court of Bankruptcy for the Exeter District.

Messrs. Reeves and Sons' Bankruptcy.
Separate Estate of Archibald Reeves.

R. R. M. DAW, Esq., the Registrar of the County Court of Devonshire, holden at Exeter, acting for Matthew Fortescue, Esq., Judge of the said Court, to which Court all proceedings in the matter of the bankruptcy of John Fry Reeves, John Frederic Reeves, Orlando Reeves, and Archibald Reeves, of Taunton, in the county of Somerset, Scriveners, Dealers and Chapmen, and Copartners in the year 1852, have been transferred, will sit on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely, at the Castle of Exeter, at Exeter, in order to audit the Assignee's accounts, and on the 22nd day of December, 1875, at eleven o'clock in the forenoon precisely, at the same place, to make a Dividend of the estate and effects of the said bankrupt, Archibald Reeves. On either of the above days creditors who have not already proved their debts may prove the same, or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

The Bankrupt Law Consolidation Act, 1849.
The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter, by transfer from the Court of Bankruptcy for the Exeter District.

Re John Frederic Reeves, a Bankrupt.

R. R. M. DAW, Esq., the Registrar of the County Court of Devonshire, holden at Exeter, acting for Matthew Fortescue, Esq., the Judge of the said Court, to which Court all proceedings in the matter of the bankruptcy of John Frederic Reeves, of Taunton, in the county of Somerset, Scrivener, Dealer and Chapman, in the year 1852, have been transferred, will sit on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely, at the Castle of Exeter, at Exeter, in order to

audit the Assignee's accounts, and on the 22nd day of December, 1875, at eleven o'clock in the forenoon precisely, at the same place, to make a Dividend of the estate and effects of the said bankrupt. On either of the above days the creditors who have not already proved their debts may prove the same or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

The Bankrupt Law Consolidation Act, 1849.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter, by transfer from the Court of Bankruptcy for the Exeter District.

Re John Fry Reeves, a Bankrupt.

R. M. DAW, Esq., the Registrar of the County Court of Devonshire, holden at Exeter, acting for Matthew Fortescue, Esq., the Judge of the said Court, to which Court all proceedings in the matter of the bankruptcy of John Fry Reeves, of Fitzhead, in the county of Somerset, Money Scrivener, Coal Merchant, Dealer and Chapman, in the year 1852, have been transferred, will sit on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely, at the Castle of Exeter, at Exeter, in order to audit the Assignee's accounts, and on the 22nd day of December, 1875, at eleven o'clock in the forenoon precisely, at the same place, to make a dividend of the estate and effects of the said bankrupt. On either of the above days the creditors who have not already proved their debts may prove the same, or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

WHEREAS a Petition of Insolvency was filed the 11th day of February, 1854, by Alfred Thomas Selby, formerly of Highbury Establishment, Holloway-road, Holloway, having an office at No. 99, Chancery-lane, and being an Officer to the Sheriff of Middlesex, then of No. 11, Wilmington-square, having an office at No. 103, Chancery-lane, in copartnership with John William Mott, as Officers to the Sheriff of Middlesex, then of No. 4, Hamblington-cottages, Queen-road, Dalston, all in the county of Middlesex, out of employ, an Insolvent Debtor. This is to give notice, that a sitting of the Court will be held on the 17th day of December, 1875, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, in order to make a Dividend of the estate and effects of the said Insolvent; 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 Dividend. And all claims not then proved will be disallowed.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 23rd day of December, 1869, against Joseph Shirley, of Nelson-street, Wyndham-road, Camberwell, in the county of Surrey, General Dealer, did, on the 22nd day of June, 1870, grant the Discharge of the said Bankrupt.

In the County Court of Kent, holden at Rochester. In the Matter of James Henry Tillyer, of West Lodge, Northfleet, and of Green-street-green, in the parish of Darent, both in the county of Kent, Maltster, a Bankrupt.

AN Order of Discharge was granted to James Henry Tillyer, of West Lodge, Northfleet, and of Green-street-green, in the parish of Darent, both in the county of Kent, Maltster, who was adjudicated bankrupt on the 30th day of December, 1874.—Dated this 16th day of November, 1875.

In the County Court of Berkshire, holden at Newbury. In the Matter of Philip Henry Watts, of Newbury, in the county of Berks, Mealman and Corn Dealer, a Bankrupt.

AN Order of Discharge was granted to Philip Henry Watts, of Newbury, in the county of Berks, Mealman and Corn Dealer, who was adjudicated bankrupt on the 28th day of October, 1874.—Dated this 17th day of November, 1875.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Moses Marsh, of the Inns of Court Hotel, Lincoln's-inn, in the county of Middlesex, and of Throgmorton-chambers, Throgmorton-street, in the city of London, Stock Broker, Dealer and Chapman, a Bankrupt.

Before Mr. Registrar Pepys, acting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, [dated the 18th day of March, 1874,

reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and that no dividend had been paid in consequence of the estate being sufficient to pay the costs of the bankruptcy, and upon reading the report of the Official Assignee, the Court being satisfied that the whole of the estate had been realized and that no dividend had been paid, doth order and declare that the bankruptcy of the said John Moses Marsh has closed.—Given under the seal of the Court this 13th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Christopher Swann, of the Bell Hotel, Melton Mowbray, in the county of Leicester, Licensed Victualler, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 25th day of October, 1875, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of five shillings and eight pence in the pound has been paid, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of five shillings and eight pence in the pound has been paid, doth order and declare that the bankruptcy of the said Christopher Swann has closed.—Given under the Seal of the Court this 18th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

In the Matter of Joseph Ingham, of Penzance, in the county of Cornwall, Beerseller, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 13th day of November, 1874, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, but that no dividend had been or can be declared in consequence of the assets in his hands being insufficient to pay more than the fees and expenses of closing the bankruptcy and releasing the Trustee, and the Court being satisfied with the said report, doth order and declare that the bankruptcy of the said Joseph Ingham has closed.—Given under the Seal of the Court this 17th day of November, 1874.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.

In the Matter of George Clift King, of Chelmsford, in the county of Essex, Grocer, a Bankrupt.

Before John Thomas Abdy, Esq. Judge of the Court, Shire Hall, Chelmsford, in the county of Essex.

UPON reading a report of the Trustee of the bankrupt, dated the 6th day of September, 1875, reporting that so much of the property of the bankrupt as could, according to the joint opinion of himself and the Committee of Inspection, be realized without needlessly protracting the bankruptcy, had been realized, as shown by the statement thereunto annexed, and the Court being satisfied that so much of the property of the bankrupt as could, according to the joint opinion of the Trustee and the Committee of Inspection, be realized without needlessly protracting the bankruptcy, had been realized, doth order and declare that the bankruptcy of the said George Clift King has closed.—Given under the Seal of the Court this 8th day of November, 1875.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of George Scott, of Thirsk, in the county of York, Innkeeper and Tailor, a Bankrupt.

UPON reading the report of the Trustee of the property of the bankrupt, dated the 5th day of November, 1875,

relating that so much of the property of the bankrupt as could, according to the joint opinion of himself and the Committee of Inspection in the said bankruptcy thereto annexed in writing under their hands, be realized without needlessly protracting the bankruptcy, had been realized as shown by the statement thereunto annexed, and a first and final dividend of seven shillings and eleven pence farthing in the pound had been paid, that the debts outstanding and owing to the said estate according to the books of the bankrupt amounting to thirty pounds two shillings and ten pence, were in their opinion irrecoverable, owing to the poverty of the persons owing the same, the Court being satisfied that so much of the property of the bankrupt as could, according to the joint opinion of the Trustee and Committee of Inspection in writing under their hands, be realized without needlessly protracting the bankruptcy, had been realized as shown by the statement thereunto annexed, and a dividend of seven shillings and eleven pence farthing in the pound having been paid to the creditors of the bankrupt as mentioned in the said report, that the debts outstanding and owing to the said estate according to the books of the bankrupt, amounting to thirty pounds two shillings and ten pence,

were, in the opinion of such Trustee and Committee of Inspection, irrecoverable from the cause in such report stated, doth order and declare that the bankruptcy of the said George Scott has closed.—Given under the Seal of the Court this 20th day of November, 1875.

THE estates of James Hume, Plumber, No. 176, High-street, Portobello, were sequestrated on the 22nd day of November, 1875, by the Sheriff of Midlothian and Haddington.

The first deliverance is dated the 22nd day of November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Wednesday, the 1st day of December, 1875, within Dowell's Rooms, No. 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1876.

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.

DAVID SMITH, Solicitor,
36 Hanover-street, Edinburgh, Agent.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the London Gazette Office, 6, Craig's Court, Charing Cross, S.W.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

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Friday, November 26, 1875.

Price One Shilling.

