

duplicate thereof, and to endorse on such letters patent or duplicate a certificate of the production of the same duly stamped, and to endorse a like certificate upon the warrant for such letters patent filed in the said office.

Printed copies of the said Bill will, on or before the 27th day of February instant, be deposited in the Private Bill Office of the House of Commons, and on and after that date printed copies of the said Bill may be obtained at the office of Messrs. Simson, Wakeford, and Simson, 11, Great George-street, Westminster.

Dated this 21st day of February, 1877.

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

In Parliament.—Session 1877.

Maidstone Bridge.

(Repeal of Provisions as to opening Locks in River Medway at Allington and Maidstone; Substitution of other Provisions; Raising of the Level of Water in the said River above Allington Lock; Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of Maidstone in Kent, acting as the Local Board and Urban Sanitary Authority for the said borough, intend to apply to Parliament for leave to introduce into the Bill now pending before Parliament, intituled "An Act for authorizing the construction of a bridge over the River Medway at Maidstone, and for other purposes," additional provisions for the following purposes, namely:—

(1.) To repeal section seventy of the Act 5 George IV, c. 148 (local), which section provides that the lock on the River Medway at Castle Shoal (Allington) now called the Allington Lock, and the lock at Maidstone once called the Church Lock, now called the Maidstone Lock, shall be opened at spring tides as therein mentioned, and to substitute in lieu thereof provisions for opening the said locks at spring tides only when required by the Urban Sanitary Authority of the borough so to do.

(2.) To provide for the penning and damming up of the water of the River Medway above Allington Lock aforesaid, so that the same shall flow and continue of a depth of six feet six inches in the Maidstone Lock aforesaid, instead of five feet, as required by the 10th Section of the Act 42 George III, c. 94 (local).

(3.) To amend, alter, or repeal, so far as necessary or expedient for the purposes of the intended additional provisions, the provisions of the following Acts, or some of them, namely:—

16 and 17 Charles II, c. 11, intituled "An Act for making the River of Medway navigable in the counties of Kent and Sussex," and

13 George II, c. 26, intituled "An Act to revive, explain, and amend an Act made in the sixteenth and seventeenth years of the reign of His late Majesty King Charles the Second, intituled 'An Act for making the River of Medway navigable in the counties of Kent and Sussex,'" relating to the Company of Proprietors of the Navigation of the River Medway, and the said Acts, 42 George III, c. 94 (local), and 5 George IV, c. 148 (local), relating to the Company of Proprietors of the Lower Navigation of the River Medway.

Dated this 21st day of February, 1877.
Edward Hoar, Clerk to the Local Board and Urban Sanitary Authority for the Borough of Maidstone.

In Parliament.—Session 1877.

Cranbrook and Paddock Wood (Light) Railway.

NOTICE is hereby given, that application will be made to Parliament in the present Session, by Petition, for additional provision for leave to insert in the Bill now pending in the House of Commons, under the above short title, the necessary powers for the South-Eastern Railway Company to subscribe and hold shares for a portion of the capital, not exceeding £50,000, for making the proposed railway from Cranbrook to Paddock Wood, described in the Bill.

And notice is hereby also given, that the Proprietors of the South-Eastern Railway Company unanimously consented to such subscription at a Special General Meeting of such Proprietors called and held for the purpose on the 22nd day of February, 1877, in accordance with the Standing Orders of Parliament.

Dated this 1st day of March, 1877.

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

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

In Parliament.—Session 1877.

Leeds Tramways Bill.

Petition for Additional Provision (New Tramway to Wortley, Power to Company or to Corporation to Construct Tramways, and to Borrow Money, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made in the present session by petition to the House of Commons, as soon as the forms of the House will permit, for leave to introduce into the Leeds Tramways Bill (hereinafter referred to as "the Bill"), now pending in that House, additional provisions for the following purposes:

1. To empower the Leeds Tramways Company (hereinafter referred to as "the Company"), to lay down, make, and maintain the new tramway, hereinafter described, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith, in extension of the Tramway No. 1, proposed to be authorized by the Bill, that is to say:

A Tramway No. 1c, hereinafter referred to as the New Tramway No. 1c, wholly situate in the parish of Leeds, and townships of Wortley and Armley, in the West Riding of Yorkshire, commencing by a junction with Tramway No. 1, proposed to be authorized by the Bill, at the termination thereof, as shown on the plans deposited in respect of the said Bill with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, in the month of November last, proceeding thence along Tong-road and terminating at a point in that road, twenty-one yards, or thereabouts, east of the western corner of the Star Inn, Upper Wortley.

2. To extend and make applicable to the said New Tramway No. 1c, all the powers and provisions of the Bill as to the construction and maintenance of and the levying of tolls on and otherwise, in relation to the tramways thereby proposed to be authorized, as if that New Tramway No. 1c had been a tramway proposed to be authorized by the Bill as introduced into the House of Commons.

3. To confirm an agreement between the Company and the Mayor, Aldermen, and Burgesses of