

in the manufacture, production, utilisation, subdivision, distribution, supply, and use of light or motive or heating power to be produced by electricity, magnetism, or other similar agency, and to make and recover rates and charges for the supply of such light and power, and of the apparatus and materials aforesaid, and for setting up the same; and to confer, vary, and extinguish any exemptions from payment of rates and charges.

To incorporate a Company (hereinafter called "the Company") under such name as may be prescribed by the Bill, for carrying into effect all or any of the objects and purposes hereinbefore mentioned, and to define and regulate the powers, undertaking, capital, and borrowing powers of the Company, and the rights and privileges of the shareholders, and to enable the Company to create and issue debenture stock.

To empower the Company to purchase, take, hold, work, and use exclusively or otherwise any patent rights, or licenses, or authorities under Letters Patent or Acts of Parliament relative to the manufacture, production, utilisation, subdivision, distribution and use of light and motive and heating power to be produced, as aforesaid; and to enable the Company to do all necessary things to effect the purposes of the Bill.

To vary or extinguish any rights or privileges which would be inconsistent or interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, so far as may be applicable, and except so far as may be expressly varied thereby, 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 to apply to the Bill all or some of the provisions of the Gas Works Clauses Act, 1847, and of the Telegraph Act, 1863, with such variations thereof as may be necessary or be thought expedient for the purposes of the Bill; and to alter, vary, or repeal all or some of the provisions of any Act which it may be deemed necessary or expedient to alter, vary, or repeal for such purposes.

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 the 17th day of November, 1881.

*Waterhouse and Winterbotham, 1, Newcourt, Lincoln's-inn.*

*Grahames and Currey, Westminster.*

Board of Trade.—Session 1882.

Leamington and Warwick Tramways.  
(Continuance and maintenance of Street Tramways in Leamington, Milverton, and Warwick, to be worked by Steam or other than animal power; compulsory user of Streets, &c.; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and powers to Local Authorities and other Bodies and Persons, working, and other arrangements with other Companies and bodies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Leamington and Warwick Tramways and Omnibus Company, Limited (who are hereinafter referred to as the Promoters) for a Provisional Order under "The Tramways Act, 1870" (to be confirmed by Parliament in the ensuing session) for the following or some of the following, among other purposes, that is to say:—

To authorise the Company to continue and maintain, with all necessary and proper rails,

No. 25041.

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plates, sleepers, works and conveniences connected therewith, the Street Tramways herein-after described, or some or one of them, or some part or parts thereof respectively (that is to say):—

A Tramway, No. 1, situate in the parishes of St. Mary and St. Nicholas, Warwick, or one of them, in the borough and county of Warwick, commencing at or near a point in the High-street, opposite or nearly opposite the southern end of Swan-street, passing thence in an easterly direction into the parishes of Milverton and Leamington Priors, in the county of Warwick, and terminating 2 miles, 3 furlongs, 3-16 chains from its commencement at a point in Warwick-street, where it joins the Parade, in the parish of Leamington Priors, in the county of Warwick. The length of Tramway No. 1 is 2 miles 3 furlongs 3-16 chains.

A Tramway, No. 2, situate wholly in the parish of Leamington Priors, in the county of Warwick, commencing in Warwick-street by a junction with Tramway No. 1, at or near a point in Warwick-street where it joins the Parade, passing thence in a southerly direction for a distance of 3 furlongs 4-59 chains, and terminating at a point 3-78 chains or thereabouts southward of the centre of the bridge carrying the road over the river Leam. The length of Tramway No. 2 is 3 furlongs 4-59 chains.

A Tramway, No. 3, situate wholly in the parish of Leamington Priors, in the county of Warwick, and commencing by a junction with Tramway No. 2 at or near a point 3-78 chains or thereabouts southward of the centre of the bridge carrying the road over the river Leam, and passing thence in a westerly direction along Spencer-street and Avenue-road, thence in a southerly direction along the road leading from the Avenue-road to the Avenue railway-station of the London and North Western Railway, and terminating at or near a point in the said road, opposite or nearly opposite to the termination of the garden wall to the house called "The Elms," in Avenue-road. The length of Tramway No. 3 is 1 furlong 4-56 chains.

Tramway No. 1 is a single line, except at the following places or distances from its commencement, which are portions of double line, that is, at a point 2 furlongs 6-41 chains, for a distance of 4-76 chains; at a point 1 mile 1 furlong 5-72 chains, for a distance of 3 chains; at a point 1 mile 7 furlongs 1-16 chains, for a distance of 3 chains; at a point 2 miles 2 furlongs 9-16 chains, for a distance of 3 chains.

Tramway No. 2 is a single line, except at a point 3 furlongs 1-59 chains from its commencement, for a distance of 3 chains, which portion is a double line.

Tramway No. 3 is a single line.

All of the said Tramways are or may be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade shall approve, and the Provisional Order prescribe; and it is not intended to run thereon carriages or trucks adapted to run on railways.

All of the said tramways hereinbefore described are or will be made or passed from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, St. Mary Warwick, St. Nicholas Warwick, Milverton, and Leamington Priors, all in the county of Warwick.

The following is a description of each place at