



The London Gazette

Published by Authority.

FRIDAY, NOVEMBER 23, 1883.

Privy Council Office, November 6, 1883.

BYE-LAWS made by the School Boards and School Attendance Committees, for the following Places, were approved by Her Majesty in Council on the 6th day of November, 1883:—

SCHOOL BOARDS.

- Aberdare.
- Biggin.
- Caerhun, Llanbedr-y-Cennin, and Dolgarrog (United District).
- Chigwell.
- Clifton-on-Teme.
- Cockermouth.
- Corpusty (United District).
- Evenlode.
- Fairburn.
- Greasbrough (Extra-Municipal).
- Haddenham.
- Hornsey.
- Ilkeston.
- Kinver.
- Llanwenog.
- Ludham.
- Marrick (United District).
- Mildenhall.
- Milverton (Warwick).
- Newbold-upon-Avon (United District).
- Pannal.
- Papcastle.
- Parson Drove.
- Rodbourne Cheney.
- Snydale.
- West Clayton.
- Wiggenhall St. Mary Magdalene.
- Wimblington.
- Wormhill.
- Batley (Borough).
- East Retford (Borough).

BYE-LAWS MADE BY THE SCHOOL ATTENDANCE COMMITTEE OF THE—
City of Winchester.

AND THE URBAN SANITARY AUTHORITIES OF—
Ashton-in-Makerfield.
Hindley.

BYE-LAWS MADE BY THE SCHOOL ATTENDANCE COMMITTEES OF THE UNDERMENTIONED UNIONS FOR THE PARISHES OR TOWNSHIPS NAMED:—

Union.	Parish or Township.
Cannock	Acton Trussell and Bednall
"	Brewood
"	Bushbury
"	Church Eaton
"	Coppenhall

Union.	Parish or Township.
Cannock	Dunston
"	Essington
"	Featherstone
"	Hatherton
"	Hilton
"	Huntington.
"	Kinvaston
"	Lapley
"	Penkridge
"	Saredon
"	Shareshill
"	Stretton
"	Teddesley Hay
Gloucester	Ashleworth
"	Barnwood (Extra-Municipal)
"	Barton Saint Michael (Extra-Municipal)
"	Brockworth
"	Down Hatherley
"	Hempstead (Extra-Municipal)
"	Lassington
"	Longford Saint Catherine (Extra-Municipal)
"	Longford Saint Mary (Extra-Municipal)
"	Maisemore
"	Matson
"	North Hamlet (Extra-Municipal)
"	Norton
"	Over, Highnam and Linton
"	Prinknash
"	Quedgeley
"	Saint Catherine with Kingsholm Saint Catherine (Extra-Municipal)
"	Saint Mary de Lode with Kingsholm Saint Mary (Extra-Municipal)
"	Saint Nicholas (Extra-Municipal)
"	Sandhurst
"	Twigworth
"	Upton Saint Leonards (Extra-Municipal)
"	Ville of Wotton (Extra-Municipal)
"	Whaddon
"	Wotton Saint Mary (Extra-Municipal)

Union.	Parish or Township.	Union.	Parish or Township.
Halstead	Castle Hedingham	Newent	Redmarley D'Abitot
"	Colne Engaine	"	Staunton
"	Earls Colne	Prestwich	Blackley
"	Gosfield	"	Great Heaton
"	Halstead	"	Harpurhey
"	Great Maplestead	"	Little Heaton
"	Pebmarsh	"	Moston
"	Ridgwell	"	Newton
"	Sible Hedingham	Stow-on-the-Wold	Adlestrop
"	Stambourne	"	Great Barrington
"	Tilbury	"	Broadwell
"	Toppesfield	"	Ciaption
"	White Colne	"	Condicote
"	Great Yeldham	"	Daylesford
"	Little Yeldham	"	Donnington
Melton Mowbray	Abkettleby	"	Eyford
"	Asfordby	"	Icomb
"	Bescaby	"	Church Icomb
"	Branstone	"	Longborough
"	Brentingby and Wy-	"	Mangersbury
"	fordby	"	Notgrove
"	Brooksby	"	Oddington
"	Burrough	"	Little Rissington
"	Burton Lazars	"	Wick Rissington
"	Clawson	"	Sezincote
"	Dalby-on-the-Wolds	"	Upper Slaughter
"	Eastwell	"	Lower Slaughter
"	Eaton	"	Stow-on-the-Wold
"	Edmondthorpe	"	Upper Swell
"	Freeby	"	Lower Swell
"	Frisby-on-the-Wreake	"	Westcote
"	Goadby Marwood	Wells	North Wootton
"	Grimston	Westbury-on-Severn	Awre
"	Harby	"	(A) Blaisdon
"	Hoby	"	Huntley
"	Holwell	"	Minsterworth
"	Hose	Westbury-on-Severn	Abinghall
"	Kirby Bellars	"	(B) Flaxley
"	Little Dalby	"	Little Dean
"	Pickwell and Lecsthorpe	"	Longhope
"	Ragdale	"	Mitchel Dean
"	Rotherby	"	Newnham
"	Saltby	"	Westbury-on-Severn
"	Saxby		
"	Saxelby		
"	Scalford		
"	Shoby		
"	Sproxton		
"	Stapleford		
"	Stonesby		
"	Sysonby		
"	Thorpe Arnold		
"	Thorpe Satchville		
"	Twyford		
"	Waltham-on-the-Wolds		
"	Wartnaby		
"	Welby		
"	Wycomb and Chadwell		
"	Wymondham		
Newent	Bromsberrow		
"	Corse		
"	Dymock		
"	Hartpury		
"	Highleadon		
"	Kempley		
"	Oxenhall		
"	Pauntley		
"	Preston		
"	Rudford		
"	Taynton		
"	Tibberton		
"	Upleadon		
"	Aston Ingham		
"	Linton		

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The following Area (namely),—in the county of Buckingham comprising the whole of the parishes of Leckhampstead, Foscott, and Thornton, and so much of the parish of Thornborough as lies to the northward and north-westward of the river Ouse,—which was declared by Order of Council to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-second day of November, one thousand eight hundred and eighty-three.

C. L. Feil.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area (namely),—the whole of the parish of Hambleton, in the county of Rutland (except such part thereof as is called Little Hambleton),—which was declared by Order of Council to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-second day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area declared by Order of Council to be an Area infected with foot-and-mouth disease (namely),—the whole of the parishes of Addlethorpe, Burgh-le-Marsh, Bratoft, Croft, Orby, Skegness, and Winthorpe, in the petty sessional division of Spilsby, in the Parts of Lindsey, Lincolnshire,—is, except such portion thereof as is included in the Area described in Article 2 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area above described, except as aforesaid, shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. The following Area (namely),—the whole of the parishes of Croft, and Skegness, in the petty sessional division of Spilsby, in the Parts of Lindsey, Lincolnshire,—shall continue to be and is hereby declared to be an Area infected with foot-and-mouth disease.

3. This Order shall take effect from and immediately after the twenty-second day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The Area described in the Schedule to this

Order is hereby declared to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

SCHEDULE.

An Area in the parish of Llanfaethlu, in the county of Anglesey, bounded on the north by a road leading from the sea shore at Borthwen to Llanfaethlu Church, on the east by a road leading from the last-mentioned road past the Rectory, on the south by a road leading from the last-mentioned road near Rhosddu to the sea near Penterfin, and on the west by the sea.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Place (namely),—the Common Ground called Bury Field, in the parish of Newport Pagnell, in the county of Buckingham,—which was declared by Order of Council dated the twenty-ninth day of September, one thousand eight hundred and eighty-three, to be a Place infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Place shall, as from the commencement of this Order, cease to be a Place infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-second day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

AT the Council Chamber, Whitehall, the 21st day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

PRESENT :

Lord President.

Mr. Dodson.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

In Article 3 of the Order of Council dated the twenty-eighth day of March, one thousand eight hundred and eighty-three, prohibiting the landing in England or Wales or Scotland of animals brought from France, the sixth day of January, one thousand eight hundred and eighty-four, is hereby substituted for the sixth day of May, one thousand eight hundred and eighty-three, as the date from and after which that Order shall cease to have effect, and that Order shall be read and have effect accordingly.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 22nd day of *November, 1883*.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area (namely),—in the petty sessional division of Nantwich, in the county of Chester, commencing at the junction of the boundary of the borough of Crewe with the Chester and Crewe Railway, by the Chester and Crewe Railway to the Nantwich and Middlewich highroad, by road past Marshfield Bank, Beam Bridge, Henhull, to The Bank, Chester and Shropshire Union Canal, by the said Canal to the junction of the road leading to Baddiley, thence by road to Ravensmoor Bank, Baddington Bank to Shrew Bridge, by the river Weaver and Artle brook to Howbeck Bridge, thence by road leading through Walgherton by Woore-road to Cliff, thence by Ellesmere to Chorlton, by the London and North-Western Railway to the boundary of Crewe borough, and by the said boundary to the junction of the same with the Chester and Crewe Railway aforesaid,—which was declared by Order of Council dated the third day of September, one thousand eight hundred and eighty-three, to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 22nd day of *November, 1883*.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area (namely),—the whole of the borough of Grantham, in the Parts of Kesteven, Lincolnshire,—which was declared by Order of Council dated the first day of September, one thousand eight hundred and eighty-three, to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 22nd day of *November, 1883*.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area (namely),—so much of the county of Sussex, as is comprised within the following boundary, that is to say, from Newbridge in the parish of Hailsham by the road to Horseye Green in the parish of Pevensey, thence in a straight line across the Pevensey Marsh to Forks Bridge in the said parish of Pevensey, thence by the sewer to the boundary of the said Marsh, thence by the boundary of the said Marsh to the Great Hobneys in the parish of Herstmonceux, thence by the boundary of the said Pevensey Marsh to the highroad leading to Newbridge, and thence by the said road to Newbridge,—which was declared by Order of Council to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 22nd day of *November, 1883*.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The following Area (namely),—the whole of the parish of Normanton, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire,—which was declared by Order of Council dated the twelfth day of September, one thousand eight hundred and eighty-three, to be an Area infected with foot-and-mouth disease, is hereby declared to be free from foot-and-mouth disease, and that Area shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

2. The following Area also declared by the said Order of Council dated the twelfth day of September, one thousand eight hundred and eighty-three, to be an Area infected with foot-and-mouth disease (namely),—the whole of the parishes of Westby, Bitchfield, Ingoldsby, Great Humby, Little Humby, and Ropsley, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire,—is, except such portion thereof as is included in the Area described in Article 4 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area above described in this Article, except as aforesaid, shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

3. The following Area declared by Order of Council to be an Area infected with foot-and-

mouth disease (namely),—the whole of the parishes of Syston, Barkston, Marston, Great Gonerby, Londonthorpe, and Belton, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire,—is, except such portion thereof as is included in the Area described in Article 5 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area above described in this Article, except as aforesaid, shall, as from the commencement of this Order, cease to be an Area infected with foot-and-mouth disease.

4. The following Area (namely),—the whole of the parish of Ingoldsby, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire,—shall continue to be and is hereby declared to be an Area infected with foot-and-mouth disease.

5. The following Area (namely),—the whole of the parishes of Syston, Barkston, and Londonthorpe, in the petty sessional division of Spittlegate, in the Parts of Kesteven, Lincolnshire,—shall continue to be and is hereby declared to be an Area infected with foot-and-mouth disease.

6. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(SWINE-FEVER.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The following Area (namely),—the whole of the parish of Edlesborough, in the county of Buckingham,—which was declared by Order of Council dated the twenty-fifth day of September, one thousand eight hundred and eighty-three, to be an Area infected with swine-fever, is hereby declared to be free from swine-fever, and that Area shall, as from the commencement of this Order, cease to be an Area infected with swine-fever.

2. This Order shall take effect from and immediately after the twenty-third day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

AT the Council Chamber, Whitehall, the 22nd day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do hereby revoke their Order, bearing date the twenty-first day of September, one thousand eight hundred and eighty-one, defining a part of the Port of Hartlepool, in the county of Durham, as a foreign animals wharf: Provided that nothing herein shall be deemed to invalidate or make unlawful anything done under the said Order before the date of this revocation, or interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, the said Order.

C. L. Peel.

(PORT OF HARTLEPOOL.)

AT the Council Chamber, Whitehall, the 22nd day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do hereby define the following part of the Port of Hartlepool, in the county of Durham, as a foreign animals wharf:

All that space and premises at the West Hartlepool Docks, in the borough of Hartlepool, in the county of Durham, situate on the south side of the North Basin, bounded by a line commencing at the south quay wall of the said North Basin at a point two hundred and seventy-two feet from the south-east corner thereof, and extending southward for a distance of sixty feet, thence eastward for a distance of fifty-three feet, thence southward for a distance of three hundred and ten feet, thence eastward for a distance of forty-five feet, thence southward for a distance of fifty-one feet six inches, thence westward for a distance of thirty-three feet, thence southward for a distance of twelve feet, thence westward for a distance of one hundred and sixty-nine feet, thence northward for a distance of eighty-five feet, thence eastward for a distance of twenty feet, thence northward for a distance of three hundred and ten feet, thence eastward for a distance of fifty-three feet, thence northward for a distance of sixty feet to the before-named south quay wall of the said North Basin, thence eastward for a distance of twenty-four feet along the edge of the said south quay wall to the point aforesaid, all which space and premises are coloured pink on the plan of part of the Port of Hartlepool deposited for the purposes of an Order of Council of the twenty-first day of September, one thousand eight hundred and eighty-one, at the Privy Council Office, a copy of which is deposited at the office of the Town Clerk of the borough of Hartlepool.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 23rd day of November, 1883.

By Her Majesty's Most Honourable Privy Council.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The Area described in the Schedule to this Order is hereby declared to be an Area infected with foot-and-mouth disease.

2. This Order shall take effect from and immediately after the twenty-fifth day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

SCHEDULE.

An Area at Thoydon Mount, in the petty sessional division of Epping, in the county of Essex, comprised within the following boundaries, that is to say, from Gravel Pit-lane, along Bitchett Wood to Mr. Merriday's house on the east, thence along the road towards Thoydon

Garnon to Horns Green-lane on the south, thence along the said Horns Green-lane to Gaynes Park corner on the west, and thence along Gravel Pit-lane by Nobbs cottages to the Bitchett Wood aforesaid.

*Master of the Horse's Office,
Royal Mews, Pimlico, November 21, 1883.*

THE Queen has been graciously pleased to appoint Gerald Montague Augustus Ellis, Esq., to be Page of Honour to Her Majesty, vice Frederic Walter Kerr, Esq., resigned.

Foreign Office, November 22, 1883.

THE Queen has been pleased to approve of Mr. John Frame as Consul at Bassein for His Majesty the Emperor of Austria; of Mr. Frederik de Coninck Good as Consul at Hull for His Majesty the King of Denmark; of Mr. Maximiliano Nackmann as Consul at Liverpool for the Republic of Guatemala; of Mr. Jean Caloutzis as Vice-Consul at Limassol, Cyprus, for His Majesty the King of the Hellenes; and of Mr. Carlos A. Fox as Vice-Consul at Plymouth for the Republic of Chile.

Downing Street, November 21, 1883.

THE Queen has been pleased to appoint Seah Liang Seah, Esq., to be a Member of the Legislative Council of the Straits Settlements.

Downing Street, November 22, 1883.

THE Queen has been pleased to appoint George Morgan, Esq., to be a Member of the Legislative Council of the Colony of Fiji.

Crown Office, November 23, 1882.

MEMBER returned to serve in the present PARLIAMENT.

City of York.

Sir Frederick George Milner, Bart., in the place of Joseph Johnson Leeman, Esq., deceased.

*Education Department, Whitehall,
November 22, 1883.*

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

Watford Hertford

(H. 8731.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 22, 1883.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Notice issued by the Portuguese Government declaring all the ports of the Presidency of Bombay free from cholera morbus since the 27th September last.

(C. 3801.)

*Board of Trade, Whitehall Gardens,
November 22, 1883.*

THE Board of Trade have received from the Secretary of State for Foreign Affairs a Despatch from Guatemala, stating that by a Decree of the Government of Salvador, dated 21st September, 1883, a reduction of 10 per cent. from the import duties now in force would take place on and from the 1st October, and that a further reduction of 10 per cent. will be made on the 1st February next.

Admiralty, 20th November, 1883.

IN accordance with the provisions of Her Majesty's Orders in Council of 22nd February, 1870, and 29th November, 1879—

Lieutenant Matthew James Harrison has been placed on the Retired List from this date, with permission to assume the rank and title of Retired Commander.

Admiralty, 21st November, 1883.

IN accordance with the provisions of Her Majesty's Orders in Council of 22nd February, 1870, and 30th April, 1877—

Chief Engineer James William Steil has been placed on the Retired List of his rank from the 20th instant.

*War Office, Pall Mall,
23rd November, 1883.*

Staff, Major-General Henry Ralph Browne to be a Major-General on the Staff, to command the Troops in the West Indies, &c., vice Major-General D. J. Gamble, C.B., whose period of service in that appointment is about to expire. Dated 1st January, 1884.

Major and Lieutenant-Colonel Lord Algernon Charles Gordon-Lennox, Grenadier Guards, to be Aide-de-Camp to His Royal Highness the Duke of Cambridge, K.G., &c., Field-Marshal Commanding-in-Chief, vice Colonel Lord William F. E. Seymour, Coldstream Guards, who has vacated that appointment. Dated 24th November, 1883.

Major and Brevet Lieutenant-Colonel Henry John Thoroton Hildyard, the Highland Light Infantry, to be a Deputy-Assistant Adjutant-General at Head Quarters, vice Major R. L. H. Curteis, the Bedfordshire Regiment, whose period of service in that appointment is about to expire. Dated 9th December, 1883.

Captain the Honourable North de Coigny Dalrymple, Scots Guards, to be a Brigade-Major, vice Captain and Lieutenant-Colonel I. J. C. Herbert, Grenadier Guards, who has vacated that appointment. Dated 10th November, 1883.

Commissariat and Transport Staff, The undermentioned Officers to be Deputy Assistant Commissaries-General on probation, with the temporary rank of Captain in the Army:—
Lieutenant Frederick Thomas Clayton, the Royal Warwickshire Regiment. Dated 9th June, 1883.

Lieutenant Charles Edward Drummond Telfer, the Worcestershire Regiment. Dated 18th June, 1883.

Lieutenant George Pensam Bourcicault, the Hampshire Regiment. Dated 1st July, 1883.

Lieutenant Arthur Williamson Alsager Pollock, the Prince Albert's (Somersetshire Light Infantry). Dated 4th July, 1883.

Lieutenant John Alexander Wright Falls, the Duke of Cornwall's Light Infantry. Dated 15th August, 1883.

MEMORANDUM.

The appointment of Lieutenant Raymond Charles Foster, Royal Artillery, as Instructor at the Royal Military Academy, is dated 26th September, 1883, and not 25th September, 1883, as stated in the Gazette of 4th September, 1883.

War Office, 23rd November, 1883.

MILITIA.

ROYAL ARTILLERY.

9th Brigade, North Irish Division, Robert Westley Hall-Dare, Gent., to be Lieutenant. Dated 24th November, 1883.

INFANTRY.

3rd Battalion, the Royal Scots (Lothian Regiment), Percy Newby Salmond, Gent., to be Lieutenant. Dated 24th November, 1883.

4th Battalion, the Royal Warwickshire Regiment, Ernest Henry Waller, Gent., to be Lieutenant. Dated 24th November, 1883.

4th Battalion, the Suffolk Regiment, Captain Harry Frost to be Major. Dated 24th November, 1883.

3rd Battalion, the Royal Irish Regiment, Lieutenant Frederick Patrick William Power to be Captain. Dated 24th November, 1883.

5th Battalion, the Royal Irish Regiment, Lieutenant Robert Chaloner Knox to be Captain. Dated 24th November, 1883.

3rd Battalion, the Royal Welsh Fusiliers, Major and Honorary Lieutenant-Colonel Hugh Robert Hughes resigns his Commission; also is permitted to retain his rank, and to wear the prescribed uniform on his retirement. Dated 24th November, 1883.

3rd Battalion, the Cameronians (Scottish Rifles), Lieutenant George Frederick James Fenton-Livingstone resigns his Commission. Dated 24th November, 1883.

5th Battalion, the Royal Inniskilling Fusiliers, Lieutenant George Percy Lloyd to be Captain. Dated 24th November, 1883.

4th Battalion, the Border Regiment, Major Corry Beverley Smith is granted the honorary rank of Lieutenant-Colonel. Dated 24th November, 1883.

4th Battalion, the Essex Regiment, Lionel Charles Gosling Tufnell, Gent., to be Lieutenant. Dated 24th November, 1883.

3rd Battalion, Princess Charlotte of Wales's (Berkshire Regiment), Lord George Murray Pratt to be Captain. Dated 24th November, 1883.

4th Battalion, the Manchester Regiment, Charles Arthur Prioleau, Gent., to be Lieutenant. Dated 24th November, 1883.

3rd Battalion, the Royal Dublin Fusiliers, Lieutenant William Owen Burt resigns his Commission. Dated 24th November, 1883.

MILITIA MEDICAL DEPARTMENT.

The undermentioned Surgeons to be Surgeons-Major :—

Clement Cuthbert Walter, 2nd Brigade, Cinque Ports Division, Royal Artillery. Dated 25th August, 1883.

Thomas Frederick Greenwood, 4th Battalion, the Sherwood Foresters (Derbyshire Regiment). Dated 5th April, 1883.

YEOMANRY CAVALRY.

Gloucestershire, John Thurburn Maclaine, Gent., to be Lieutenant (Supernumerary). Dated 24th November, 1883.

Leicestershire, Lieutenant Frederick Gordon Blair to be Captain. Dated 24th November, 1883.

Montgomeryshire, William Henry Perry Leslie, Gent., to be Lieutenant. Dated 24th November, 1883.

Shropshire, Lieutenant John Jones resigns his Commission. Dated 24th November, 1883.

VOLUNTEER CORPS.

ARTILLERY.

1st Devonshire, The Honourable Walter Yarde Buller, late Lieutenant, the Devonshire Regiment, to be Lieutenant. Dated 24th November, 1883.

1st Fifeshire, Lieutenant George Andrew Key resigns his Commission. Dated 24th November, 1883.

1st Midlothian (Midlothian Coast), Captain John Romanes to be Major. Dated 24th November, 1883.

Lieutenant John More Dick Peddie to be Captain. Dated 24th November, 1883.

1st Shropshire and Staffordshire, Walter Thomas Southam, Gent., to be Lieutenant. Dated 24th November, 1883.

1st Worcester, The undermentioned Captains resign their Commissions :—
Richard Stallard. Dated 24th November, 1883.

Walter Holland, jun. Dated 24th November, 1883.

1st East Riding of Yorkshire, Captain Percival Hewitt resigns his Commission. Dated 24th November, 1883.

2nd East Riding of Yorkshire, Captain Charles Richard Moxon resigns his Commission. Dated 24th November, 1883.

ENGINEER.

1st Gloucestershire, Lieutenant-Colonel² William Washbourn resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883,

2nd Gloucestershire (the Bristol), Robert Sidney Giles, Esq., to be Captain. Dated 1st September, 1883.

RIFLE.

3rd Aberdeenshire (the Buchan), William Annand, Gent., to be Lieutenant (Supernumerary). Dated 24th November, 1883.

1st Bucks, Captain George William Dixon, from 8th (S.W.) Middlesex Rifle Volunteer Corps, to be Captain. Dated 24th November, 1883.

2nd Cambridgeshire (Cambridge University), The undermentioned Captains resign their Commissions :—

Edgar Browning. Dated 24th November, 1883.

George Kerr McLeod, Dated 24th November, 1883.

2nd Derbyshire, Lieutenant James Foster Cross resigns his Commission. Dated 24th November, 1883.

The Reverend George William Darby, M.A., to be Acting Chaplain. Dated 24th November, 1883.

1st Dumbartonshire, Major William Calder resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883.

Captain John M'Ausland Denny to be Major. Dated 24th November, 1883.

2nd Volunteer Battalion, the Essex Regiment, The undermentioned Officers resign their Commissions :—

Captain William Humphreys. Dated 24th November, 1883.

Lieutenant Oxley Durant Parker. Dated 24th November, 1883.

1st Haddington, William Jowett Dyson, Gent. to be Lieutenant. Dated 24th November, 1883.

1st Isle of Wight, Acting Chaplain the Reverend Robert William Pound resigns his appointment. Dated 24th November, 1883.

2nd Lanarkshire, Captain Thomas Binnie Ralston to be Major. Dated 24th November, 1883.
 Quartermaster James Mackie resigns his Commission. Dated 24th November, 1883.

1st Lancashire, Captain James Cooban, jun., resigns his Commission. Dated 24th November, 1883.

4th Lancashire, Captain Harry Longshaw resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883.

5th Lancashire (the Liverpool Rifle Volunteer Brigade), Quartermaster John Scott is granted the honorary rank of Captain. Dated 24th November, 1883.

6th Lancashire (1st Manchester), William John Boyd, Gent., to be Lieutenant. Dated 24th November, 1883.

2nd Volunteer Battalion, the Loyal North Lancashire Regiment, Captain and Honorary Major James Watkins resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883.
 Lieutenant Eardley Blois Marby to be Captain. Dated 24th November, 1883.

17th Lancashire, Captain Frederic Haworth, from 3rd Cheshire Rifle Volunteer Corps, to be Major. Dated 24th November, 1883.

1st Volunteer Battalion, the Lincolnshire Regiment, Surgeon Charles Bartholomew Moody is granted the honorary rank of Surgeon-Major. Dated 24th November, 1883.

2nd Volunteer Battalion, the Lincolnshire Regiment, Lieutenant Charles Smyth Wiles resigns his Commission. Dated 24th November, 1883.

3rd London, Lieutenant Arthur Curties to be Captain. Dated 24th November, 1883.

6th Middlesex (St. George's), Lieutenant Howard Russell Barter resigns his Commission. Dated 24th November, 1883.

8th (S.W.) Middlesex, Lieutenant Francis Seyton Scott resigns his Commission. Dated 24th November, 1883.

1st Volunteer Battalion, the Royal Fusiliers (City of London Regiment), The undermentioned Officers resign their Commissions:—
 Lieutenant-Colonel and Honorary Colonel Cyril Blackburne Tew. Dated 24th November, 1883.
 Captain Edwin R. Withall. Dated 24th November, 1883.
 Lieutenant Sydney Ashley. Dated 24th November, 1883.
 Lieutenant John Chapman Crigan. Dated 24th November, 1883.

13th Middlesex (Queen's, Westminster), Quartermaster William Lay resigns his Commission. Dated 24th November, 1883.

17th (North) Middlesex, Lieutenant Ernest David Benjamin resigns his Commission. Dated 24th November, 1883.

21st Middlesex (the Finsbury), The undermentioned Officers resign their Commissions:—
 Captain Edward Henry Johnson. Dated 24th November, 1883.
 Lieutenant Henry Scott Vince. Dated 24th November, 1883.

22nd Middlesex (Central London Rangers), Surgeon Wykelham Hawthorne Lydall resigns his Commission. Dated 24th November, 1883.

2nd Volunteer Battalion, the Royal Fusiliers (City of London Regiment), Lieutenant Osmond Maskell resigns his Commission. Dated 24th November, 1883.

1st Volunteer Battalion, the Norfolk Regiment, The undermentioned Officers resign their Commissions:—

Captain William Alexander Miller. Dated 24th November, 1883.
 Lieutenant Walter Edward Hansell. Dated 24th November, 1883.

1st Oxfordshire (Oxford University), The undermentioned Officers resign their Commissions:—
 Captain Richard Cuming Benson. Dated 24th November, 1883.

Captain Alan Murray Mackinnon. Dated 24th November, 1883.

Lieutenant Francis William Clark. Dated 24th November, 1883.

Lieutenant James Rowland Williams. Dated 24th November, 1883.

The undermentioned Gentlemen to be Lieutenants:—

Alfred Vaughan Paton. Dated 24th November, 1883.

Charles Edmund Russel-Rendle. Dated 24th November, 1883.

1st Renfrewshire, Captain Donald Brown resigns his Commission. Dated 24th November, 1883.

1st Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry), Lieutenant William Horwood Tricks resigns his Commission. Dated 24th November, 1883.

1st Suffolk, Lieutenant Herbert Spencer Rabett Stanford resigns his Commission. Dated 24th November, 1883.

2nd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Captain Robert Dixon to be Major. Dated 24th November, 1883.

James Barnes, Gent., M.A., to be Lieutenant. Dated 24th November, 1883.

7th Surrey, The undermentioned Captains resign their Commissions:—

Edward Billiter. Dated 24th November, 1883.

Frederic Edward Odell. Dated 24th November, 1883.

Lieutenant William Joseph Stanier, from 20th Lancashire Rifle Volunteer Corps, to be Lieutenant. Dated 24th November, 1883.

1st Sussex, Captain and Honorary Major Henry Charles Malden resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883.

2nd Tower Hamlets, Lieutenant-Colonel Commandant Sir Thomas Fowell Buxton, Bart., resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1883.

1st Volunteer Battalion, the Princess of Wales's Own (Yorkshire Regiment), Samuel Hopper Powell, Esq., late Honorary Major and Adjutant, to be Major. Dated 24th November, 1883.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Monday, the 3rd proximo, at one

o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,731,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th day of December, 1883, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 7th March or 7th June next, respectively.

3. The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the tenders of private individuals must be made through a London Banker.

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Tuesday, the 4th proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Friday, the 7th proximo.

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, November 23, 1883.

THE SANITARY ACT, 1866.
THE LOCAL GOVERNMENT BOARD
ACT, 1871, AND THE SANITARY LAW
AMENDMENT ACT, 1874.

REGULATIONS AS TO LODGING HOUSES.

WHEREAS in pursuance of the Sanitary Act, 1866, and the Local Government Board Act, 1871, application has been made to the Local Government Board by the Vestry of the parish of St. Luke, Middlesex, to declare by notice, to be published in the London Gazette, the enactments contained in the 35th section of the Sanitary Act, 1866, as extended by the 47th section of the Sanitary Law Amendment Act, 1874, to be in force in the said parish.

Now, therefore, we, the Local Government Board, do hereby give notice and declare, that the said enactments, as extended by the 47th section of the Sanitary Law Amendment Act, 1874, are in force within the said parish.

Given under the Seal of Office of the Local Government Board this 20th day of November, 1883.



Hugh Owen,
Secretary,
Acting on behalf of the said
Board, under the authority
of their General Order, dated
the 26th day of May, 1877.

Civil Service Commission, November 21, 1883.

THE Civil Service Commissioners hereby give notice, that at a Competitive Examination for Boy Clerkships in the Lower Division of the Civil Service, held on the 1st and 2nd November, 1883, notice of which Examination was given in the London Gazette of 2nd October, 1883, the undermentioned Candidates obtained the first eighty-six places:—

No. in Order of Merit.	Name.	Locality of Examination.
1	de Wolff, Charles Louis ...	London
2	Burrell, Frederick William White	London

No. 25290.

B

No. in Order of Merit.	Name.	Locality of Examination.
3	Pearce, Arthur James ...	London
4	Everest, Francis Joseph ...	London
5	Perry, Benjamin ...	London
6	Compton, Edward Reginald	London
7	Hiscoke, Herbert Payne ...	London
8	Stokoe, John Thomas ...	London
9	Leitch, Walter ...	Edinburgh
10	Noakes, Thomas Frederick	London
11	Court, Adolphus Robert ...	London
12	Turnley, Charles Augustus	London
13	Rogers, Ernest Edwin ...	London
14	Braun, Augustus Henry Gilbert	London
15	Bate, Francis Herbert ...	London
16	Lambert, Frederick Thomas Gardiner	Dublin
17	Jones, Evan Hugh ...	London
18	Bacon, Francis Edward ...	London
19	Le Richeux, Louis Francis	London
20	Godge, John Harry ...	London
21	Lawrie, William Ferrier ...	Edinburgh
22	Kimp, Benjamin William ...	London
23	Riley, Francis ...	London
24	Congdon, George Henry ...	London
25	Sales, William James ...	London
26	Lamb, Henry ...	London
27	Hardcastle, Horace Wyntre	Edinburgh
28	Thorp, George Nugent ...	London
29	Harris, Charles John ...	London
30	McQuown, Herbert William	London
31	Peacock, Vernon Puzey ...	London
32	Gibson, William A. ...	Edinburgh
33	Pavitt, Arthur ...	London
34	Stoat, Henry ...	London
35	Payton, Charles Rowley ...	London
36	Carter, Arliss Haydon ...	London
37	Ashby, Arthur Douglas ...	London
38	Lock, William Henry ...	London
39	Jackson, William John ...	London
40	Alvey, Walter Kay ...	London
41	Peterken, John George ...	London
42	Spear, Christopher Somers	Dublin
43	Porter, Horace John ...	London
44	Barrett, William Sidney ...	London
45	Northcote, Herbert ...	London
46	Pengelly, William Anthony	London
47	Coles, Walter George ..	London
48	Miles, William Granville ...	London
49	Kemp, Herbert Edward ...	London
50	Dyer, Bertram ...	London
51	Venning, Edwin ...	London
52	Panther, Jabez ...	London
53	Daborn, John Edward ...	London
54	Bottonley, William ...	London
55	Norwood, Frederick Herbert	London
56	Bendle, Frank ...	London
57	Holbrook, William Frederick	London
58	Thomas, Henry Herbert ...	London
59	Blessley, Frank ...	London
60	Bennett, Ernest ...	London
61	Jerem, Frederick Harry ..	London
62	Watts, James ...	London
63	Relf, Harry Douglas ...	London
64	Manly, Leonard Charles ...	London
65	Townsend, William Edward	London
66	Park, Horace William ...	London
67	Morrison, Sidney William...	London
68	Holloway, Bernard ...	London
69	Cruickshank, George ...	London
70	Hawton, John Francis ...	London
71	O'Connell, Michael ...	London
72	Lamprell, Arthur Henry ...	London

No. in Order of Merit.	Name.	Locality of Examination.
78	Reid, William Walker ...	Edinburgh
74	Pettit, Henry George ...	London
75	Arnold, Arthur Sidney ...	London
76	Buckwell, Edward ...	London
77	Young, James ...	Edinburgh
78	Mitchell, Alfred Stentiford	London
79	Thurnell, Albert Duncan ...	London
80	Mellish, Arthur Deane ...	London
81	Miller, William Lawrence Bettegar	London
82	Moon, Arthur Ernest ...	London
83	Fisher, William John ...	London
84	Grady, Michael ...	London
85	Dunlop, William Henry ...	Dublin
86	Kennedy, Leslie David Edward Dane	London

Civil Service Commission, November 23, 1883.

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

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 the Situation of Draughtsman in the Hydrographical Department of the Admiralty.

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

I. The limits of age for this situation are 17 and 25, and Candidates must be of the prescribed age on the first day of the Examination.

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

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).
3. Geography.
4. Practical Geometry (so far as relates to perpendiculars, parallels, the mode of dividing lines, and of determining a position from two or more angles).
5. Map and Chart Projection (*i.e.*, the principles of the projection of Mercator's chart; and the mode of computing the scale for a Mercator's chart of certain limits of latitude and longitude; and laying off these in degrees, &c.)
6. Topographical Plan-drawing (*i.e.*, the principles of topographical plan-drawing by scale and compass bearing; copying such plans by squares on the same, or reduced or enlarged scales; adapting them to altered relative positions of points. Also fair practical proficiency in topographical and perspective drawing with pencil, pen, and brush).
7. Translation from French, Spanish, or some other modern language.

III. Candidates must pass to the satisfaction of the Civil Service Commissioners in all the first six subjects. They will also be required to show what preliminary training or technical education they have undergone to qualify them for a situation of this nature, and they must satisfy the Commissioners that they possess the special qualifications necessary for the office. These include particularly aptness in hydrographical chart drawing, and on this point the Commissioners will ask

for a report from the Hydrographer of the Admiralty.

IV. Application for permission to attend an Examination must be made at such times and in such manner as the Civil Service Commissioners may appoint.

V. A fee will be required from each Candidate attending the Examination, according to the scale laid down, under the Order in Council of 22nd March, 1879, by notice in the London Gazette of 29th April, 1881.

The Civil Service Commissioners further give notice, that an Open Competition for the situation of Draughtsman in the Hydrographical Department of the Admiralty will be held in London, under the above Regulations, on Tuesday, the 8th January, 1884, and following days.

The number of situations to be filled will be the number vacant at the time of the Examination. The number now vacant is one.

No person will be admitted to the Examination from whom the Secretary, Civil Service Commission, has not received, on or before the 29th December, 1883, an application in the handwriting of the Candidate on a prescribed form, which may be obtained from the Secretary at once.

[Extract from the Dublin Gazette of November 20, 1883.]

ELECTION OF A REPRESENTATIVE PEER FOR IRELAND.

*Crown and Hanaper Office,
19th November, 1883.*

IN pursuance of an Act, passed in the fortieth year of the reign of His Majesty King George the Third, entitled "An Act to regulate the mode by which the Lords Spiritual and Temporal, and the Commons, to serve in the Parliament of the United Kingdom, on the part of Ireland, shall be summoned and returned to the said Parliament," I do hereby give notice, that Writs bearing teste this day, have issued for electing a Temporal Peer of Ireland, to succeed to the vacancy made by the demise of Stephen, Earl Mountcashell, in the House of Lords of the said United Kingdom, which said Writs are severally directed to the following Peers, whose right to vote at the elections of Temporal Peers of Ireland has, upon claims made on their behalf, been admitted by the House of Lords of the said United Kingdom :—

Charles William, Duke of Leinster.

James, Duke of Abercorn.

John Henry De La Poer, Marquis of Waterford.

Henry Francis Seymour, Marquis of Drogheda.

Thomas, Marquis of Headfort.

George John, Marquis of Sligo.

John Henry Wellington Graham, Marquis of Ely.

George Henry Robert Charles William, Marquis of Londonderry.

Henry Francis, Marquis Conyngham.

James Edward William Theobald, Marquis of Ormonde.

Hubert George, Marquis of Clanricarde.

Richard Edmund St. Lawrence, Earl of Cork.

Arthur James Francis, Earl of Fingall.

Frederick John William, Earl of Cavan.

George Arthur Hastings, Earl of Granard.

William Thomas Spencer, Earl Fitzwilliam.

Henry Charles Keith, Earl of Kerry.

John Stuart, Earl of Darnley.

Charles George, Earl of Egmont.

Frederick George Brabazon, Earl of Bessborough.

Somerset Arthur, Earl of Carrick.
 Henry Bentinck, Earl of Shannon.
 John Vansittart Danvers, Earl of Laneshorough.
 Alexander William George, Earl Fife.
 Philip Yorke, Earl of Arran.
 James George Henry, Earl of Courtown.
 Edward Nugent, Earl of Milltown.
 James Molyneux, Earl of Charlemont.
 John Charles George, Earl of Mexborough.
 Edward, Earl Winterton.
 Henry Ernest Newcomen, Earl of Kingston.
 William Philip, Earl of Sefton.
 John Strange, Earl of Roden.
 Ernest Augustus Malet, Earl of Lisburne.
 Richard Plantagenet Campbell, Earl Nugent.
 William Randal, Earl of Antrim.
 William Lygon, Earl of Longford.
 Henry John Reuben, Earl of Portarlington.
 Dermot Robert Wyndham, Earl of Mayo.
 Hugh, Earl Annesley.
 William Willoughby, Earl of Enniskillen.
 John, Earl Erne.
 William, Earl of Carysfort.
 William Ulick O'Connor, Earl of Desart.
 Cecil Ralph, Earl of Wicklow.
 John Henry Reginald, Earl of Clonmell.
 Robert Bermingham, Earl of Leitrim.
 George Charles, Earl of Lucan.
 Somerset Richard, Earl Belmore.
 James Francis, Earl of Bandon.
 Henry James, Earl Castle Stewart.
 John Luke George, Earl of Donoughmore.
 James, Earl of Caledon.
 Valentine Augustus, Earl of Kenmare.
 William Hale John Charles, Earl of Limerick.
 Richard Somerset, Earl of Clancarty.
 Lawrence, Earl of Rosse.
 James Charles Herbert Welbore Ellis, Earl of Normanton.
 William Henry Hare, Earl of Bantry.
 Francis Charles, Earl of Kilmorey.
 Windham Thomas, Earl of Duraven and Mount-Earl.
 William, Earl of Listowel.
 Uchter John Mark, Earl of Ranfurly.
 Jenico William Joseph, Viscount Gormanston.
 Henry Edmund, Viscount Mountgarrett.
 Victor Albert George, Viscount Grandison.
 Richard George, Viscount Lumley.
 Edward Francis Joseph, Viscount Tuaffe.
 Thomas Heron, Viscount Ranelagh.
 Hugh Richard, Viscount Downe.
 Samuel, Viscount Molesworth.
 Richard Walter, Viscount Chetwynd.
 William, Viscount Middleton.
 Gustavus Russell, Viscount Boyne.
 James Walter, Viscount Grimston.
 George William, Viscount Barrington.
 Mervyn, Viscount Powerscourt.
 William Spencer, Viscount Ashbrook.
 John Robert William, Viscount De Vesci.
 James, Viscount Lifford.
 Henry William Crosbie, Viscount Bangor.
 Hayes, Viscount Doneraile.
 James Spencer, Viscount Harberton.
 Cornwallis, Viscount Hawarden.
 Charles Stanley, Viscount Mounck.
 George Frederick, Viscount Templetown.
 Lodge Raymond, Viscount Frankfort De Montmorency.
 Standish Prendergast, Viscount Gort.
 Hardress Standish, Viscount Guillamore.
 John Fitzroy, Baron of Kingsale.
 Edward, Baron of Dunsany.
 James FitzWalter, Baron of Dunboyne.
 Edward Donough, Baron of Inchiquin.

Francis Hugh George, Baron Conway.
 George Patrick, Baron Carbery.
 Udolphus, Baron Aylmer.
 Somerset Richard, Baron Farnham.
 Edward James, Baron Clive.
 George Augustus Constantine, Baron Mulgrave.
 Ronald Archibald, Baron Macdonald.
 William, Baron Kensington.
 John Thomas William, Baron Massy.
 Hamilton Matthew Fitzmaurice, Baron Muskerry.
 Francis Wheeler, Baron Hood.
 Josslyn, Baron Muncaster.
 William George, Baron Auckland.
 Francis William, Baron Kilmaine.
 Valentine Frederick, Baron Cloncurry.
 Robert, Baron Clonbrock.
 Henry Anson, Baron Waterpark.
 Derrick Warner William, Baron Rossmore.
 John, Baron Hotham.
 Richard, Baron Cremorne.
 Charles Mark, Baron Headley.
 Charles John, Baron Teignmouth.
 Edward Henry Churchill, Baron Crofton.
 Thomas, Baron French.
 Anthony Henley, Baron Henley.
 Hercules Edward, Baron Langford.
 William Barnard, Baron de Blaquiére.
 Frederick Temple, Baron Dufferin and Clenboye.
 John Major, Baron Henniker.
 Dayrolles Blakeney, Baron Ventry.
 Henry, Baron Dunalley.
 John George Barry, Baron Clanmorris.
 Granville Augustus William, Baron Radstock.
 Eyre Challoner Henry, Baron Clarina.
 Frederick William Brook, Baron Rendlesham.
 Richard, Baron Castlemaine.
 Charles John Spencer George, Baron Garvagh.
 Richard Wogan, Baron Talbot of Malahide.
 Geoffrey Dominick Augustus Frederick, Baron Oranmore and Browne.
 Denis St. George, Baron Dunsandle and Clanconal.
 Thomas, Baron Clermont.
 Edward FitzEdmund Burke, Baron Fermoy.
 Thomas Kane, Baron Rathdonnell.

J. Nugent Lentaigne,

Deputy Clerk of the Crown and Hanaper.

NOTICE TO MARINERS.

(No. 332).—ENGLAND—EAST COAST.

HUMBER RIVER.

(1.) *Light-Vessel Marking Wreck in Hull Road.*

THE Trinity House, Hull, has given notice, that on 20th October, 1883, a light-vessel would be moored northward of the fishing smack "Oak," sunk on the northern edge of Hull Middle Sand, about half-a-mile S. by E. of Albert Dock Entrance:—

The wreck (masts then standing) lies in two fathoms at low water ordinary spring tides, with the following bearings:—

Holy Trinity Church Tower, N. by E. $\frac{1}{2}$ E.

Dome of Gaol, E.N.E.

St. Stephens Church Spire, N. by W. $\frac{1}{4}$ W.

The wreck-marking vessel exhibits marks by day and lights at night—in accordance with the regulations—indicating that she should be passed on that side on which two balls or two lights are shown.

IRELAND—EAST COAST.—LIFFEY RIVER.

(2.) *Wreck with Light Southward of North Bank Lighthouse.*

The Dublin Port and Docks Office has given notice, dated 23rd October, 1883, that a steam

dredger lies sunk in the channel of Liffey River, in 17 feet at low water, with the new lighthouse on North Bank (below Pigeon House Fort) bearing N.N.E., distant about 350 feet.

The wreck is nearly covered at high water, but a white light will be shown over it at night.

NOTE.—Vessels navigating the river near the wreck should use caution, keeping on the northern side of mid-channel until clear of it.

Immediate steps will be taken to have the wreck removed.

[The bearings are magnetic. Variation (1) $18\frac{3}{4}^{\circ}$, (2) 22° . Westerly in 1883.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd November, 1883.

This Notice temporarily affects the following Admiralty Plans:—

(1.) Humber River Entrance with plan of Hull Road, No. 109. Also, North Sea Pilot, Part III, 1882, page 111.

(2.) Dublin Bar and Liffey River, No. 1447. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, pages 106, 107.

NOTICE TO MARINERS.

(No. 333.)—KOREA—SOUTH-EAST COAST.

Rock North-Eastward of Tikhmenef Point.

INFORMATION has been received from Lieutenant and Commander Lindsay, H.M.S. "Vigilant," of the existence of a dangerous rock lying with Tikhmenef Point bearing S. 20° W., distant 5 miles, and about 2 miles from the nearest shore.

When seen from the "Vigilant" in passing the rock was nearly awash, and the sea was breaking on it.

Position approximate, lat. $35^{\circ} 34'$ N., long $129^{\circ} 34'$ E.

[The bearing is magnetic. Variation $4\frac{3}{4}^{\circ}$ Westerly in 1883.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer
Hydrographic Office, Admiralty, London,
5th November, 1883.

This Notice affects the following Admiralty Chart:—Japan and part of the Korea, No. 2347. Also, China Sea Directory, Vol. IV, 1873, page 77.

NOTICE TO MARINERS.

(No. 334.)—AFRICA—WEST COAST.

GRAND BASSA.

Sunken Rock in Waterhouse Bay.

INFORMATION has been received from the African Steamship Company, Liverpool, of the existence of a sunken rock in the anchorage of Waterhouse Bay, situated about 9 cables north-westward of Yellow Will Reef.

This rock on which the British steam vessel "Ambriz" struck in 1882, has a depth of $3\frac{1}{2}$ fathoms on it at low water, and lies with the following mark and bearings:—

Tobocannee Trees well open westward of
Dhouat Rocks.

Edina, N. 28° E.

Grand Bassa Town, N. 49° E.

Fish Town, S. 56° E.

NOTE.—A cask buoy, painted black, was placed on this rock by the Commander of the British steam vessel "Winnebaw," in February, 1883.

[The bearings are magnetic. Variation $20\frac{1}{4}^{\circ}$ Westerly in 1883.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
5th November, 1883.

This Notice affects the following Admiralty Chart:—Cape Mesurado to Baffou Bay, with plan of Edina and Grand Bassa, No. 1364. Also, Africa Pilot, Part I, 1880, page 214.

NOTICE TO MARINERS.

(No. 335.)—ENGLAND—EAST COAST.

YARMOUTH AND LOWESTOFT.

Alterations in Buoyage.

THE Trinity House, London, has given notice, dated 26th October, 1883, that in consequence of the sands in the vicinity of Yarmouth and Lowestoft Roads having shifted, the following alterations have been made in the buoyage:—

West Cockle Spit Buoy has been moved 5 cables north-eastward, and now lies in 15 feet, with—

Martham Church in line with the sandy patch in the cliff, N.W. by W.

St. Nicholas Church, Yarmouth, just open westward of Caister Village, S.S.W.

Cockle Light-vessel, E. by S. $\frac{1}{4}$ S., distant $1\frac{2}{10}$ ths miles.

North Caister Buoy has been moved $2\frac{1}{2}$ cables S. by E., and now lies in 9 fathoms, with—

Scraby Houses, their breadth northward of Hemsby Church, N.W. $\frac{1}{2}$ N., Nly.

The silk factory chimney open eastward of the rifle butts on Yarmouth North Denes, S.S.W. $\frac{3}{4}$ W.

Cockle Light-vessel, N.E. $\frac{3}{4}$ N., distant $1\frac{4}{10}$ ths miles.

Caister Elbow Buoy (formerly Middle Caister) has been removed $2\frac{1}{2}$ cables S. $\frac{1}{4}$ E., and now lies in 10 fathoms, with—

The highest and northernmost tree at Caister Vicarage in line with a rise in the cliff, W. $\frac{1}{4}$ N.

Southtown High Mill, its breadth southward of the Mill on Yarmouth North Denes, S.W., Sly.

Middle Scroby Buoy, East, Nly., distant $\frac{1}{10}$ ths of a mile.

Middle Caister Buoy (formerly Caister Elbow) has been moved $2\frac{1}{2}$ cables S.S.W. $\frac{3}{4}$ W., and now lies in 8 fathoms, with—

East Caister Church, one-third from the Look-out towards Caister Mill, N.W. by W. $\frac{1}{4}$ W.

Southtown West Mill, just eastward of the mill on Yarmouth North Denes, S.W. $\frac{1}{2}$ W.

Middle Scroby Buoy, N.E. by E., Ely., distant $1\frac{1}{10}$ ths miles.

North-west Scroby Buoy has been moved one cable N.W. by N., and now lies in $5\frac{1}{2}$ fathoms.

Scroby Elbow Buoy has been moved 3 cables N.E., and now lies in $5\frac{1}{2}$ fathoms, with—

Caister Mill in line with the chancel end of East Caister Church, N.W. $\frac{1}{2}$ W., Wly.

Southtown High Mill, its breadth southward of St. Nicholas Church Tower, S.W. by W. $\frac{3}{4}$ W.

Caister Elbow Buoy, N. by W., Nly., distant $1\frac{2}{10}$ ths miles.

West Scroby Buoy has been moved to a position midway between Scroby Elbow and S.W. Scroby Buoy, and now lies in 6 fathoms, with—

East Caister Church Tower, half its breadth westward of the Water Works Column, N.N.W. $\frac{1}{2}$ W., Wly.

The Roman Catholic Church Tower, twice its breadth southward of the Aquarium, at Yarmouth, W. by S.

Scroby Elbow Buoy, N. by E. $\frac{3}{4}$ E., distant one mile.

North Corton Buoy has been moved 2 cables N. by W., and now lies in 4 fathoms, with—

St. Peter's Church Tower, its breadth eastward of the Cupola of Yarmouth Townhall, N.N.W., $\frac{1}{2}$ W.

St. Nicholas Light-vessel, N. by W., Nly., distant $6\frac{1}{2}$ cables.

South Scroby Spit Buoy, E. $\frac{1}{2}$ N., distant $2\frac{1}{2}$ cables.

South Scroby Buoy has been moved 2 cables north, and now lies in $6\frac{1}{2}$ fathoms, with—

Southtown West Mill just eastward of St. James' Church, Yarmouth, N.N.W. $\frac{1}{2}$ W.

Corton Mill just southward of a wood, W.S.W., Sly.

Corton Light-vessel, S. by E. distant $1\frac{1}{2}$ ths miles nearly.

North-west Newcome Buoy has been moved $1\frac{1}{2}$ cables N.N.E., and now lies in $4\frac{1}{2}$ fathoms, with—

The Gas-house Chimney, on the east end of the north pier extension at Lowestoft Harbour, N.N.E.

Pakefield Church Tower, its length southward of a black house (the southernmost at Pakefield village), W. $\frac{1}{4}$ N.

West Newcome Buoy, S.W. by S., Wly., distant 9 cables.

A wreck (masts at present standing) on the edge of Newcome Sand bears east, distant about half a cable.

NOTE.—Pakefield Gateway has now only 11 feet water in the channel, which with strong southerly winds may be reduced to 9 feet.

There is now a good entrance into Stamford Channel, between East Newcome and South Holm Buoys, with 24 feet midway between them, and 22 feet on either side.

All depths given are at low water spring tides.

[The bearings are magnetic. Variation $17\frac{1}{4}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
7th November, 1883.

This Notice affects the following Admiralty Charts:—Orfordness to Cromer, No. 1630; Yarmouth and Lowestoft Roads, No. 1543. Also, North Sea Pilot, Part III, 1882, pages 168-174, 180, 183, 186.

NOTICE TO MARINERS.

(No. 336.)—SOUTH INDIAN OCEAN.

SEYCHELLE ISLANDS.

Fixed Light on Dennis Island.

WITH reference to Notice to Mariners, No. 31 (1), of 17th February, 1882, on the intended exhibition of a light from a lighthouse then in course of construction on the northern part of Dennis Island, Seychelle Group:—

The Government of Mauritius has given notice, that a light is now exhibited from a lighthouse erected on the north-west side of that island:—

The light is a fixed white light, elevated about 60 feet above the sea, and should be visible in clear weather from a distance of about 12 miles.

The illuminating apparatus is dioptric, or by lenses, of the third order.

The lighthouse, of wood and painted white, stands on a tripod.

Position approximate on Admiralty Chart, lat. $3^{\circ} 48' S.$, long. $55^{\circ} 40' E.$

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
7th November, 1883.

This Notice affects the following Admiralty Charts:—Indian Ocean, No. 748b; Seychelle

Group, No. 721. Also, Admiralty List of Lights in South Africa, &c., 1883, No. 43a.

NOTICE TO MARINERS.

(No. 337.)—SPAIN—NORTH COAST.

Bilbao Electric Lights Indicating Channel.

THE Spanish Government has given notice, that on 15th October, 1883, several electric lights (thirty-two, Brush system) would be exhibited at relative distances on the left (or south-western) shore of Nervion River, within the space comprised between the bar at the entrance and the anchorage off Desierto—a distance of about 5,700 yards. The seaward light, also the lights at Portugalete and at the extremity of Benedicta Mole, are of greater power than the others.

As vessels can enter or leave the port with night tides during fine weather, these lights are exhibited from two hours before high water to two hours after. The signals made by the chief pilot from the tower at the extremity of the south-west sea wall are—a fixed red light to mark the position of the tower, and a fixed white light shown on one or other side of the red light, to indicate whether vessels should alter course to the north-east, or the south-west side of the channel.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
9th November, 1883.

This Notice affects the following Admiralty plan:—Portugalete and Bilbao, No. 74. Also, Admiralty List of Lights on the North and West Coasts of Spain, 1883, No. 269; and Sailing Directions for West Coasts of France, Spain, and Portugal, 1881, pages 125-130.

NOTICE TO MARINERS.

(No. 338.)—NEWFOUNDLAND—SOUTH-EAST COAST.—ST. MARY'S BAY.

(1.) *Fixed Light on Lahaye Point.*

THE Government of Newfoundland has given notice, dated 2nd October, 1883, that a light will be exhibited from a lighthouse erected on Lahaye Point, eastern side of St. Mary's Bay:—

The light will be a fixed white light, elevated 63 feet above the sea, and should be visible in clear weather from a distance of 9 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The lighthouse, constructed of iron and circular in shape, is painted alternately red and white in horizontal bands (three red and two white); these bands are continued around a store-house attached.

Position, lat. $46^{\circ} 54' 20'' N.$, lon. $53^{\circ} 36' 40'' W.$

EAST COAST.—CONCEPTION BAY—BAY ROBERTS.

(2.) *Fixed Lights on Green Point.*

Also, that on 21st October, 1883, the following lights would be exhibited from a lighthouse erected on Green Point, southern side of entrance to Bay Roberts:—

The principal light is a fixed white light, elevated 56 feet above the sea, and should be visible in clear weather from a distance of about 8 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

Immediately beneath the principal light is a projecting lantern from which three lights are exhibited. The two outer lights show white, and the centre light, in line with Southern Rocks bearing S.W. $\frac{1}{2}$ W., shows red.

The lighthouse, constructed of iron and circular in shape, is painted alternately red and white in horizontal bands (two red and three white). A

storehouse in rear of the lighthouse is painted white.

Position, lat. 47° 36' 40" N., lon. 53° 10' 15" W.

WEST INDIES CUBA—NORTH COAST.

PORT CAYBARIEN APPROACH.

(3.) *Fixed Light on Francés Cay.*

THE Spanish Government has given notice, that on 20th August, 1883, a light was exhibited from a lighthouse erected (near the site of the flagstaff destroyed by lightning in 1874), on the western end of Francés Cay, approach to Port Caybarien:—

The light is a fixed white light, elevated 61 feet above the sea, and should be visible in clear weather from a distance of about 11 miles.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse, of iron frame work, is painted white, with keeper's dwelling at its base.

Position on Admiralty plan, lat. 22° 38½' N., long. 79° 13' W.

[The bearing is magnetic. Variation 31° Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th November, 1883.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) St. John's to Halifax, No. 2666; Newfoundland Island, No. 232a; Bay Bulls to Placentia, No. 2915 (1); Cape Bonavista to Bay Bulls, No. 296 (2); Carbonear to Brigus Bay, No. 297 (2). Also, Admiralty List of Lights in British North America, 1883, pages 4, 6, and Newfoundland Pilot, 1878, pages 18, 267.

(3.) Gulf of Mexico, No. 392; West India Islands and Caribbean Sea, No. 761; West Indies, sheet 1, Florida Strait, No. 1217; Cuba, eastern portion, No. 2850; Anchorages on the north coast of Cuba, No. 2384. Also, Admiralty List of Lights in the West India Islands, 1883, page 8; and West India Pilot, Vol. II, 1876, page 395.

NOTICE TO MARINERS.

(No. 339.)—NORTH SEA—MAAS RIVER APPROACH.

(1.) *Sunken Wreck North-West of Goeree Gat.*

THE Netherlands Government has given notice, dated 27th October, 1883, that a schooner lies sunk north-west of Goeree Gat, in 9 fathoms water, with the following bearings:—

Goedereede (Goeree) Lighthouse, S.E. by S.

West Schouwen Lighthouse, S.W. by S.

Position, lat. 51° 54' 35" N., long. 3° 47' 50" E.

The wreck (topmasts above water) carries a North German flag at the fore topmast head, and a blue flag with letter A at the main topmast head.

BALTIC ENTRANCE—KATTEGAT.

(2.) *Leading Lights in Ebeltofte Bay.*

With reference to Notice to Mariners, No. 149 (3), of 8th June, 1883, on the intended exhibition of two leading lights close to Norman House, at the head of Ebeltofte (Ebeltoft) Bay:—

The Danish Government has given further notice, that on 1st November, 1883, the lights would be exhibited from two square buildings, 10 feet high and painted white; the upper building bears N. 10° E. from the lower, distant 650 yards.

The low light is a fixed light, showing white through an arc of 18°, or between the bearings of north and N. 18° E., and red from N. 20° E. to N. 23° E. It is elevated 37 feet above the sea, and should be visible in clear weather from a distance of about 10 miles.

Position, lat. 56° 13' 50" N., long. 10° 36' 40" E.

The high light is a fixed white light, visible through the arc contained between Helgenøes and Alhagen (Alhage). It is elevated 104 feet above the sea, and should be seen in clear weather from a distance of about 15 miles.

The illuminating apparatus is catoptric, or by reflectors, of the third order.

These lights kept in line bearing N. 10° E. lead well eastward of Skade Grund, and just westward of Sandhagen.

[The bearings are magnetic. Variation (1) 16½°; (2) 13½°; Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th November, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. Dover and Calais to Orfordness, No. 1046; Mouths of the Maas, No. 122.

Also, North Sea Pilot, Part IV, 1878, page 143.

(2.) Baltic Sea, No. 2842a; The Kattegat, No. 2114. Also, Admiralty List of Lights in the North Sea, &c., 1883, page 30; and Danish Pilot, 1853, pages 58, 59.

NOTICE TO MARINERS.

(No. 340.)—MEDITERRANEAN.—STRAIT OF MESSINA—COAST OF ITALY.

Harbour Lights at Reggio.

THE Italian Government has given notice, that on 1st November, 1883, two harbour lights would be exhibited at the entrance to the Port of Reggio, eastern side of the Strait of Messina:—

A fixed red light is shown from the Mole Head.

A fixed white light is shown from the shore, opposite the Mole Head.

These lights are elevated 26 feet above the sea, and should be seen in clear weather from a distance of about five miles; they serve to mark the entrance to the Port of Reggio. Vessels should keep on the side of the channel nearest the Mole Head.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th November, 1883.

This Notice affects the following Admiralty Charts:—Adriatic Sea, No. 1440; Sardinia to Malta, No. 165; Policastro to C. Sta. Maria di Leuca, No. 198; Catania to Cefalù, No. 188. Also, Admiralty List of Lights in the Mediterranean, 1883, No. 308; and Mediterranean Pilot, Vol. II, 1877, page 194.

NOTICE TO MARINERS.

(No. 341.)—IRELAND—SOUTH COAST.

Fastnet Rock Lighthouse—Fog Signal.

WITH reference to Notice to Mariners, No. 229 (1), of 10th August, 1883, on the intended establishment of an explosive fog signal at Fastnet Rock Lighthouse, south coast of Ireland:—

The Commissioners of Irish Lights have given further notice, dated 1st November, 1883, that the signal has been established:—

The signal consists of a charge of gun cotton, exploded from the top of a jib (or derrick) surmounting the lantern, and will, during thick or foggy weather, be repeated every five minutes.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th November, 1883.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824b; English

Channel, Nos. 1598 and 2675c; Valentia to Cape Clear, No. 2424; Mizen Head to Kinsale, No. 1996. Also, Admiralty List of Lights in the British Islands, 1883, No. 505; Sailing Directions for the coast of Ireland, Part I, 1877, page 5.

NOTICE TO MARINERS.

(No. 342.)—ENGLAND—EAST COAST.—THAMES RIVER ENTRANCE.

(1.) *Long Sand Light-Vessel.*

WITH reference to Notice to Mariners, No. 159 (1), of 16th June, 1883, on the intended placing a light-vessel 2 miles E. $\frac{1}{2}$ N. from the position of Long Sand Head Buoy, Thames River Entrance:—

The Trinity House, London, has given further notice, dated 31st October, 1883, that the light-vessel has been placed in position:—

The light is a white double flashing half-minute light, showing two successive flashes in the following manner:—A flash of two seconds' duration, an eclipse of six seconds, a flash of two seconds, followed by an eclipse of twenty seconds.

The light-vessel, painted red, with the word Longsand in white letters on her sides, carries a diamond at the masthead during the day, and lies in eleven fathoms, with the following bearings and distances:—

Gunfleet Lighthouse, W. $\frac{3}{4}$ N., Nly., distant 12 miles.

S.W. Shipwash Buoy, N. by W. $\frac{1}{4}$ W., distant $6\frac{1}{2}$ miles.

Position, lat. $51^{\circ} 47' 40''$ N., long. $1^{\circ} 40' 00''$ E.

(2.) *Sunk and Kentish Knock Light-Vessels, Alteration in Positions.*

Also, with reference to Notice to Mariners, No. 159 (2), of 16th June, 1883, on intended alteration in the positions of Sunk and Kentish Knock Light-vessels, Thames River Entrance:—

Further notice has been given, dated 31st October, 1883, that the following alterations have been made:—

Sunk Light-vessel has been moved $1\frac{1}{10}$ th miles N. by E. from her former position, and now lies in 7 fathoms with the following marks, bearings, and distances:—

Kirby-le-Soken Church westward of Walton Terrace, the length of the terrace, W.N.W., Wly.

Harwich High Lighthouse, half open southward of the Low Lighthouse, N.W. $\frac{3}{4}$ N.

N.E. Gunfleet Buoy, W. $\frac{1}{2}$ S., distant $3\frac{1}{10}$ th miles.

West Rocks Buoy, N.W. $\frac{1}{2}$ W., distant $1\frac{2}{10}$ th miles.

Position, lat. $51^{\circ} 50' 40''$ N., long. $1^{\circ} 30' 30''$ E.

Kentish Knock Light-vessel has been moved $1\frac{1}{2}$ miles S. by W. $\frac{1}{2}$ W. from her former position, and now lies in 11 fathoms, with the following bearings and distances:—

Middle Knock Buoy, S.W. by W. $\frac{1}{4}$ W., distant $2\frac{5}{10}$ th miles.

North Knock Buoy, N. by W. $\frac{1}{4}$ W., distant $3\frac{4}{10}$ th miles.

Position, lat. $51^{\circ} 39' 30''$ N., long. $1^{\circ} 40' 40''$ E.

Sunk and Kentish Knock Lights will retain the same character as heretofore.

All depths given are at low water spring tides.

CAUTION.—Mariners are particularly cautioned to notice the character of the light exhibited from Long Sand Light-vessel, as distinguished from other lights near it, thus:—

Long Sand Light.—Two white flashes every half minute.

Sunk Light.—Red and white flashes, alternately, every forty-five seconds.

Kentish Knock Light.—One white flash every minute.

The number of light-vessels now on the east coast of England renders it most important that Mariners should bear their distinctive characters in mind.

[The bearings are magnetic. Variation $17\frac{1}{4}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th November, 1883.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2239, 2182a; English Channel, Nos. 1598, 2675a; Dover and Calais to Orfordness, No. 1406; Kentish Knock and the Naze to the West Swin, No. 1975; North Foreland to Orfordness, No. 1610; Harwich Approaches, No. 2052. Also, Admiralty List of Lights in the British Islands, 1883, page 18, Nos. 125, 126; North Sea Pilot, Part III, 1882, pages 196, 197, 233; and Channel Pilot, Part I, 1882, page 261.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 20, 1883.

NOTICE is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the amount awarded for the salvage services rendered to the S.S. "Clan Buchanan," by Her Majesty's ship "Osprey," will commence on Friday, the 30th instant, in the Prize Branch of the Department of the "Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W."

Agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share of any salvor serving in the above-named ship, are requested to present the same at this office.

Any Officer, Seaman, Marine, or other person who may desire to receive his share from the Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, London, S.W." (enclosing his certificate of service, or an attested copy thereof, excepting in the case of Commissioned Officers),—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of salvage money.

The following are the shares due to an individual in the several classes:—

	£	s.	d.
Commander	47	3	8
Third class	13	4	6
Fourth class	8	16	4
Fifth class	5	5	10
Sixth class	4	8	1
Seventh class	3	1	8
Eighth class	1	15	3
Ninth class	0	17	7
Tenth class	0	8	9

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

hereby, subject as hereinafter mentioned, grant to the Minister or Incumbent of the district of Saint Mary, Edmonton, recently constituted and formed within the limits of the vicarage of the parish of Edmonton, in the county of Middlesex, and in the diocese of London, and to his successors, Ministers or Incumbents of the same district, one yearly sum or stipend of one hundred and fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-fourth day of October, in the year one thousand eight hundred and eighty-three, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that the said yearly sum or stipend of one hundred and fifty pounds expressed to be hereby granted shall be, and be taken to be, in lieu of and in full substitution for the yearly sum or stipend of one hundred and twenty pounds, heretofore payable by us, the said Ecclesiastical Commissioners for England, under the authority of another instrument, dated the eighteenth day of January, in the year one thousand eight hundred and eighty-three, and published in the London Gazette on the twenty-sixth day of the same month, to the Incumbent for the time being of the vicarage of the parish of Edmonton aforesaid, subject, inter alia, to the employment within the said parish of four Assistant-Curates: And provided also, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the yearly sum or stipend of one hundred and fifty pounds hereby granted as aforesaid, or any part thereof, shall be annexed by us to the said district, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a clear yearly rent-charge of one hundred and fifty pounds, which has been permanently secured to the district of Saint Cuthbert, Blyth, in the county of Northumberland, and in the

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant and appropriate out of our common fund to the new parish and vicarage of All Saints, Glasbury, in the county of Radnor, as an endowment for the same during the period between the twenty-ninth day of December, one thousand eight hundred and eighty-two, and the eighteenth day of September, one thousand eight hundred and eighty-three, a sum of one hundred and fifty pounds, such sum to be receivable in rateable proportions by the Incumbents who were licensed to and served the said new parish and vicarage during the period aforesaid. And we do also grant and appropriate out of our said common fund to the said new parish and vicarage of All Saints, Glasbury, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said new parish or vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance hereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said new parish and vicarage.

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

(L.S.)

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Clackclose, in the county of Norfolk, 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 Court Hall, Downham Market, on Friday, the 14th day of December, 1883, 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 for the division of Clackclose aforesaid.

W. S. Northcote.

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 21, 1883.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Tewkesbury Borough, in the county of Gloucester, 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 Town Hall, Tewkesbury, on Thursday, the 29th day of November, 1883, at ten o'clock in the forenoon, 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 for the division of Tewkesbury Borough aforesaid.

Chas. Keith-Falconer.

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 22, 1883.

Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of January next, the Registrars' Sub-Districts of Whitechapel North and Whitechapel Church, in the District of Whitechapel, shall be united, and shall form one Registrar's Sub-District, to be called the Whitechapel Church Sub-District.—Witness my hand this 20th day of November, 1883.

Brydges P. Henniker, Registrar-General.

General Register Office,
Somerset House, London.

NOTICE is hereby given, that a separate building, named Congregational Church, at Shanklin, in the parish of Brading, in the district of Isle of Wight, and county of Hants, being a building certified according to law as a place of religious worship, was, on the 25th October instant, registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as Congregational Chapel, at Shanklin, now disused.—Witness my hand this 27th October, 1883.

Fredc. Stratton, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Cowlinge Independent Chapel, situate at Mill-lane, in the parish of
No. 25290. C

Cowlinge, in the county of Suffolk, in the district of Risbridge, being a building certified according to law as a place of religious worship, was, on the 12th day of November, 1883, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 13th day of November, 1883.

John Bigmore, Superintendent Registrar.

Thames Conservancy.

NOTICE is hereby given, in accordance with the provisions of the 17th section of the Thames Act, 1883, that the following gentlemen are the candidates for election at the ensuing election of Conservators of the River Thames, under the Thames Act, 1864, viz. :—

Edward Hight, Esq., as a representative of Ship Owners.

Samuel Williams, Esq., as a representative of owners of Lighters and Steam Tugs.

Augustus Frederick Elmslie, Esq., as a representative of Dock Owners and Wharfingers.

Francis Bennoch, Esq., as a representative of owners of Passenger Steamers.

E. Burstal, Secretary.

Thames Conservancy Office,

41, Trinity-square, Tower-hill, London,
November 20, 1883.

Introduction of Dogs into Victoria.

NOTICE is hereby given, that, in order to guard against the introduction of Rabies into the Colony of Victoria, an Order in Council has been issued by his Excellency the Governor, Prohibiting the Introduction of any Dog into the Colony, either by sea or land, who may be found to be suffering from Rabies; and also requiring the master of any vessel bound for the Colony to cause any dog, who may be on board, to be securely chained up so soon as the vessel enters Victorian waters; and on reaching port to give notice to the nearest Inspector of Stock—the owner of the dog being further required to make a deposit of £50—and the dog to be removed to a quarantine ground for a period of six months. The other provisions of the Order in Council may be learned on application at this Office.

J. Cashel Hoey, Secretary to the Agent-General.

Victoria Office, 8, Victoria-chambers,
Westminster, 19th November, 1883.

In the Matter of Letters Patent granted to Joseph Julius Sachs, of Manchester, for the invention of "improvements in the production of roller surfaces for printing, stamping, or embossing," bearing date the 10th day of May, 1880, No. 1909.

NOTICE is hereby given, that the said Joseph Julius Sachs and Gabriel Raphael Hugon have applied by petition to the Commissioners of Patents, according to the Statute in that case made and provided, for leave to file in the Office of the Commissioners of Patents for Inventions a Disclaimer and Memorandum of Alteration of certain parts of the specification of the said Letters Patent; and that any person intending to oppose such application must leave particulars in writing of their objections to such proposed Disclaimer and Memorandum of Alteration with the Attorney-General's Clerk of the Patents, at Room No. 549, in the Royal Courts of Justice, London, within twenty-one days from the date of the London Gazette in which this notice is published. And

notice is hereby also given, that after the expiration of the said twenty-one days no objections will be received or entertained, and the Attorney-General will proceed to a hearing.—Dated this 22nd day of November, 1883.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, Agent for the said Joseph Julius Sachs and Gabriel Raphael Hugon.

In the Matter of Letters Patent granted to Joseph Julius Sachs, of Sunbury, Middlesex, for the invention of "improvements in the production of surfaces for printing, stamping, and embossing," dated the 10th day of March, 1882, No. 1166.

NOTICE is hereby given that the said Joseph Julius Sachs has applied by petition to the Commissioners of Patents according to the Statute in that case made and provided, for leave to file in the Office of the Commissioners of Patents for Inventions a Disclaimer and Memorandum of Alteration of certain parts of the specification and title of the said Letters Patent; and that any person intending to oppose such application must leave particulars in writing of their objections to such proposed Disclaimer and Memorandum of Alteration with the Solicitor-General's Clerk of the Patents, at Room No. 549, in the Royal Courts of Justice, London, within twenty-one days from the date of the London Gazette in which this notice is published. And notice is hereby also given that after the expiration of the said twenty-one days no objection will be received or entertained, and the Solicitor-General will proceed to a hearing.—Dated this 22nd day of November, 1883.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, Agent for the said Joseph Julius Sachs.

In the Matter of Letters Patent granted to Joseph Julius Sachs, of the city of Manchester, for the

invention of "improvements in the production of surfaces for printing, stamping, or embossing," bearing date the 21st day of January, 1881, No. 266.

NOTICE is hereby given, that the said Joseph Julius Sachs and Gabriel Raphael Hugon have applied by petition to the Commissioners of Patents, according to the Statute in that case made and provided, for leave to file in the Office of the Commissioners of Patents for Inventions a Disclaimer and Memorandum of Alteration of certain parts of the specification of the said Letters Patent; and that any person intending to oppose such application must leave particulars in writing of their objections to such proposed Disclaimer and Memorandum of Alteration with the Solicitor-General's Clerk of the Patents, at Room No. 549, in the Royal Courts of Justice, London, within twenty-one days from the date of the London Gazette in which this notice is published. And notice is hereby also given, that after the expiration of the said twenty-one days no objection will be received or entertained, and the Solicitor-General will proceed to a hearing.—Dated this 22nd day of November, 1883.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, Agent for the said Joseph Julius Sachs and Gabriel Raphael Hugon.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Saint James's Bank Limited.

HIS Lordship Mr. Justice Butt, acting for Mr. Justice Pearson, has by an Order, dated the 10th day of October, 1883, appointed Frederick Whinney, of No. 8, Old Jewry, in the city of London, Chartered Accountant, to be the Liquidator of the above Bank, in the place of James Waddell.—Dated the 19th day of November, 1883.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 21st day of November, 1883.

ISSUE DEPARTMENT.

	£		£
Notes issued	36,881,670	Government Debt	11,015,100
		Other Securities	4,734,900
		Gold Coin and Bullion	21,131,670
		Silver Bullion	—
	<u>£36,881,670</u>		<u>£36,881,670</u>

Dated the 22nd day of November, 1883.

F. May, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	14,989,292
Rest	3,103,418	Other Securities	19,733,779
Public Deposits (including Exchange, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	5,734,321	Notes	11,789,660
Other Deposits	23,867,423	Gold and Silver Coin	930,527
Seven Day and other Bills	185,096		
	<u>£47,443,258</u>		<u>£47,443,258</u>

Dated the 22nd day of November, 1883.

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 10th day of November, 1883.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 20th day of November, 1883.

Name, Title, and Principal Place of Issue.					Average Amount.
					£
Scarborough Old Bank	...	...	Scarborough	Woodall and Co.	16,778

J. S. PURCELL, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 22, 1883.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 21st November, 1883.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France	2,760	...	2,760	622,906	...	622,906
Spain and Canaries	3,033	...	3,033	...	8,020	8,020
British Possessions in S. Africa	7,339	...	7,339	...	...	...
Australasia	7,958	9,364	17,322	...	...	...
Mexico, South America (except Brazil), and West Indies ...	82	50	132	2,064	110,000	112,064
United States ... ..	...	...	...	144,230	110,588	254,818
Other Countries	974	1,884	2,858	36,826	8,952	45,778
...
...
Aggregate of the Importations registered in the Week ... }	22,146	11,298	33,444	806,026	237,560	1,043,586
Declared Value of the said Importations }	£ 86,468	£ 43,935	£ 130,403	£ 171,911	£ 50,177	£ 222,088

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.	
Germany... ..	...	3,328	...	3,328	...	667	...	667
West Coast of Africa	131	...	...	131	4,459	...	...	4,459
British East Indies ... ..	...	...	4,760	4,760	...	...	231,500	231,500
Mexico, South America (except Brazil), and West Indies ...	1,773	...	...	1,773	6,618	...	...	6,618
Falkland Islands	181	...	...	181	12,000	...	...	12,000
Other Countries	51	...	...	51	...	3,648	2,141	5,789
...
...
...
...
...
Aggregate of the Exportations registered in the Week ... }	2,136	3,328	4,760	10,224	23,077	4,315	233,641	261,033
Declared Value of the said Exportations }	£ 8,310	£ 13,000	£ 20,000	£ 41,310	£ 6,315	£ 1,035	£ 52,990	£ 60,370

Statistical Department, Custom House, London, November 22, 1883.

S. SELDON, Principal.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 17th, 1883, with particulars relating thereto.

FOOT-AND-MOUTH DISEASE.

	Farms or other Places			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
ENGLAND.											
COUNTY.*											
Bedford	39	6	45	328	202	..	2	172	356	..	..
Berks	3	1	4	15	30	..	..	4	41	..	..
Buckingham ..	13	4	17	115	69	..	2	85	97	..	..
Cambridge (ex. Liberty of the Isle of Ely).	13	5	18	169	131	..	2	95	203	1	27
Chester	28	3	31	198	117	..	..	124	191	..	..
Derby	49	7	56	406	260	..	1	369	296	..	..
Dorset	5	..	5	536	297	..	1	23	809	..	..
Durham	4	3	7	8	23	..	..	1	30	..	..
Essex	100	42	142	1,192	601	..	9	674	1,110	..	..
Hants	5	2	7	140	32	5	..	24	143	1	5
Hertford	13	3	16	558	116	..	..	269	405	1	109
Huntingdon ..	31	12	43	313	272	..	..	255	330	..	..
Kent (ex. Metro- polis).	27	14	41	280	205	1	1	51	482	..	..
Lancaster.. ..	38	13	51	293	106	1	2	157	239	1	2
Leicester	84	29	113	1,002	380	..	1	703	678	1	12
Lincoln, Parts of	60	15	75	1,845	180	..	4	597	924	1	2
Holland.											
" Parts of	46	5	51	1,395	147	..	2	575	1,465	2	12
" Kesteven.											
" Parts of	99	18	117	1,301	1,502	1	2	643	2,152	3	13
" Lindsey.											
Middlesex (ex. Metropolis).	7	4	11	36	63	..	..	36	63	..	..
Norfolk	428	116	544	7,646	3,017	..	13	3,686	6,959	3	28
Northampton (ex. Soke of Peterborough).	109	13	122	937	416	..	1	493	854	..	..
Northumberland	3	..	3	42	15	..	..	31	26	..	1
Notts	63	23	86	475	235	..	4	272	484	..	..
Rutland	18	2	20	112	67	..	..	87	92	..	..
Somerset	2	..	2	14	..	..	..	..	14	..	..
Stafford	23	4	27	150	153	1	..	89	213	..	..
Suffolk	122	33	155	3,418	912	2	11	1,705	2,612	1	5
Surrey (ex. Metro- polis).	5	2	7	247	27	..	..	104	170	..	..
Sussex	21	3	24	184	91	1	2	94	178	..	..
Warwick	12	4	16	69	44	..	1	44	68	..	..
Worcester.. ..	1	1	2	18	2	..	1	3	16	..	..
York, East Rid- ing.	73	52	125	846	1,173	..	3	467	1,554	..	..
" North Rid- ing.	72	17	89	900	542	1	2	246	1,193	..	..
" West Rid- ing.	153	66	219	1,039	776	2	6	331	1,426	1	5
Liberty of the Isle of Ely.	30	3	33	313	166	..	4	178	297	..	..
Soke of Peter- borough.	6	1	7	179	27	..	..	80	126	..	..
The Metropolis	4	2	6	14	16	11	..	7	12	..	..
WALES.											
COUNTY.*											
Anglesey	1	1	2	11	5	..	..	..	16	..	..
Denbigh	20	7	27	188	111	..	2	63	234	..	..
Flint.. ..	6	..	6	72	7	..	2	55	22	..	..
Glamorgan ..	1	..	1	13	..	..	..	13	..	..	..
Montgomery ..	1	1	2	5	25	..	1	..	29	..	..
SCOTLAND.											
COUNTY.*											
Edinburgh ..	..	1	1	..	10	..	..	..	10	..	..
Forfar .. ..	..	2	2	..	14	..	..	..	14	..	..
Haddington ..	2	3	5	10	130	..	..	..	140	..	..
Roxburgh.. ..	..	1	1	..	9	..	..	..	9	..	..
TOTAL ..	1,840	549	2,389	27,032	12,778	26	37	12,965	26,732	16	226

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Buckingham ..	4	..	4	..	..	..	..	..	..	..	..
Cambridge (ex. Liberty of the Isle of Ely).	3	2	5	..	5	4	1	..	..	..	..
Chester ..	1	3	4	1	3	4	..	..	..	..	..
Dorset ..	..	3	3	..	13	9	4	..	..	..	..
Essex ..	2	2	4	..	29	21	8	..	..	..	..
Gloucester ..	2	7	9	1	25	18	8	..	..	1	1
Huntingdon ..	1	3	4	..	34	30	4	..	..	..	..
Lancaster ..	1	4	5	..	4	2	2	..	..	..	..
Leicester ..	..	1	1	..	1	..	1	..	..	..	..
Lincoln, Parts of	1	..	1	1	..	1	..	..	..	..	..
Holland.											
Middlesex (ex. Metropolis).	1	..	1	..	..	..	..	..	..	..	..
Monmouth ..	3	..	3	..	3	3	..	..	..	..	..
Northampton (ex. Soke of Peterborough).	4	2	6	..	13	3	5	..	6	..	..
Oxford ..	6	4	10	2	44	41	5	..	..	1	2
Salop ..	1	3	4	..	13	9	2	..	2	..	..
Somerset ..	1	2	3	..	13	8	5	..	..	..	..
Stafford ..	3	2	5	1	9	8	2	..	..	..	..
Sussex ..	1	..	1	..	..	..	..	..	..	..	..
Warwick ..	..	1	1	..	25	25	..	..	..	..	..
Wilts ..	..	2	2	..	5	4	1	..	..	..	..
York, East Riding.	..	4	4	..	11	8	3	..	..	..	..
„ North Riding.	..	2	2	..	2	2	..	..	..	..	..
„ West Riding.	2	2	4	..	3	2	..	..	1	..	..
Liberty of the Isle of Ely.	1	..	1	..	..	..	..	..	..	..	..
WALES.											
COUNTY.*											
Carnarvon ..	1	..	1	1	..	1	..	..	..	..	..
Glamorgan ..	..	1	1	..	1	..	..	..	1	..	..
SCOTLAND.											
COUNTY.*											
Edinburgh ..	..	1	1	..	1	..	1	..	..	..	..
TOTAL ..	39	51	90	7	257	203	52	..	9	2	3

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Kent (ex. Metropolis).	1	..	1	1	..	..	..	..	1	..	..
The Metropolis	3	5	8	1	3	3	..	..	1	..	..
TOTAL ..	4	5	9	2	3	3	..	..	2	..	..

GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Lancaster .. ..	..	1	1	..	1	..	..	..	1	..	..
Middlesex (ex. Metropolis).	1	..	1	..	2	..	..	..	2	..	..
Surrey (ex. Metropolis).	..	1	1	..	1	1	..	..	..	..	..
The Metropolis	3	3	6	1	5	6	..	..	..	1	1
TOTAL ..	4	5	9	1	9	7	..	..	3	1	1

PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.											
COUNTY.*											
Cumberland ..	2	..	2	..	..	..	..	..	..	..	..
Essex	2	1	3	..	2	2	..	..	..	..	..
Hertford	1	..	1	..	..	..	..	..	..	..	..
Kent (ex. Metropolis).	1	..	1	..	2	2	..	..	..	..	..
Lancaster	5	..	5	..	..	..	..	..	..	..	..
Leicester	3	..	3	..	1	1	..	..	..	..	..
Middlesex (ex. Metropolis).	2	1	3	..	1	1	..	..	..	..	..
Norfolk .. ..	..	1	1	..	2	2	..	..	..	..	..
Suffolk	1	1	2	..	1	1	..	..	..	..	..
Sussex .. ..	..	..	..	..	..	..	..	..	..	..	3
York, West Riding.	1	..	1	..	1	1	..	..	..	..	..
The Metropolis	..	2	2	..	2	2	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Berwick	1	..	1	..	1	1	..	..	..	..	..
Fife	2	1	3	..	2	2	..	..	..	..	..
Perth .. ..	..	1	1	..	2	2	..	..	..	..	..
Roxburgh .. ..	..	1	1	..	1	1	..	..	..	..	..
TOTAL ..	21	9	30	..	18	18	..	..	..	..	3

* Counties include such Boroughs and Burghs as are locally situated within the limits of the Counties, or, if surrounded by two or more Counties, then they are included in the County with which they have the longest common boundary. Berwick-upon-Tweed is included in Northumberland.
Agricultural Department, Privy Council Office, 23rd November, 1883.

NOTICE is hereby given, that on the 17th day of November, 1883, the Chief Registrar signed an award for the dissolution of the Coddington Brotherly Society, Register No. 902, held at the Schoolroom, Coddington, in the county of Chester, and that such Society is thereby dissolved, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set

aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster.

NOTICE is hereby given, that the Grand Master's Council of the Glossop District of the Grand United Order of Odd Fellows, Register No. 999, held at the Albion Inn, Glossop, in the county of Derby, is dissolved by instrument, registered at this office, the 20th

day of November, 1883, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 20th day of November, 1883.

NOTICE is hereby given, that the Ancient Britons' Society, Register No. 36, held at Horse Shoe Inn, Llangattock, in the county of Brecknock, is dissolved by instrument, registered at this office, the 20th day of November, 1883, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 20th day of November, 1883.

In Parliament.—Session 1884.

Scottish Provident Institution.

(Amendment of Act, and of Deed of Constitution and Laws and Regulations; Regulation of General Meetings, and Voting thereat; Farther Powers with Reference to Application and Investment of Funds, to Purchasing Lands held in Security of Loans, to Payment of Policies, and to Regulation and Management of Business and Affairs.)

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

To amend and enlarge some of the powers and provisions of the Act of Parliament 11th and 12th Victoria (Local), chapter 106, relating to the Scottish Provident Institution (hereinafter referred to as "the Institution"), and of the deed of constitution and laws and regulations of the Institution, and to repeal some of those powers and provisions.

To make provisions with respect to the general meetings of members of the Institution, the rights of voting of such members, and the regulation of business at such meetings.

To amend and enlarge the powers of investment in the United Kingdom and elsewhere of the funds of the Institution, and to confer specific authority for the application and investment of those funds in the purchase and upon the security of lands and other property, rights, and interests, heritable and moveable, real and personal in the United Kingdom and elsewhere.

To confer power on the Institution to purchase lands in Scotland, which may be exposed to sale under any deed of security granted to the Institution.

To make further provision for regulating the business and affairs of the Institution, and the mode of conducting the same, and to empower the Institution to make payments to persons in its employment, or who may retire therefrom.

To provide that the Institution may hold, as long as it may deem expedient, any heritable or moveable, real or personal property which it has already acquired.

To provide that policies effected with the

Institution by persons in England and Ireland shall be deemed to be English and Irish contracts respectively.

To facilitate the making of payments by the Institution to the executors or administrators of persons domiciled or dying abroad, and to make provision for the more easy establishment of the title of such executors and administrators.

To provide that the funds of the Institution shall alone be liable for the sums payable under any policy of assurance, bond of annuity, or other contract issued or entered into by the Institution, and that the members of the Institution shall not be individually liable therefor.

To vary or extinguish all or any existing rights and privileges which might interfere with or prevent the execution of any of the purposes of the Bill, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying those purposes into effect or incidental thereto.

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, 1883.

Dated this 14th day of November, 1883.

Morton, Neilson, and Smart, W.S., 19, York-place, Edinburgh;

Grahames, Currey, and Spens, 30, Great George-street, Westminster.

In Parliament.—Session 1884.

Liverpool Hydraulic Power Company.

(Incorporation of Company; Powers to acquire Lands by Agreement; to take and use Water from the River Mersey at Liverpool; to break up Streets; to levy Tolls, Rates, and Charges; Arrangements with Corporations and Companies and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer on the Company to be incorporated (thereby and hereinafter called "the Company"), the following powers, or some of them (that is to say):—

To acquire by agreement and hold for the purposes of their undertaking lands, buildings, and other properties in the city of Liverpool and the borough of Bootle, in the county of Lancaster, and to make, maintain, and work steam or other engines, and thereby or by other machinery or methods to generate, produce, and supply motive power by means of hydraulic pressure to be used for working cranes, dock gates, and other machinery, or for any other purpose to which such motive power is applicable.

To take and use for the purposes of the intended Act water from the River Mersey, the docks of the Mersey Docks and Harbour Board, the Leeds and Liverpool Canal, and the waterworks, mains, and pipes for the time being of the Corporation of Liverpool, and to enable the Company and the owners of any such canal, docks or works, to enter into and carry into effect agreements, or to confirm and give effect to agreements between them with reference to the use by or supply to the Company of water therefrom.

To open and break up the surface of and to alter and otherwise interfere with streets, highways, public and private roads and footpaths, pavements, vaults, and thoroughfares within the district of the Company, and to alter and otherwise interfere with the tramways, gas pipes, water pipes, telegraph pipes, and other mains and pipes, sewers, and drains in, upon, or beneath the surface thereof for the purposes of the intended Act, and for the purpose of laying down, maintaining, repairing, removing, renewing, altering, or reinstating

the pipes or other apparatus of the Company, or for substituting others in lieu thereof, with powers of access thereto at all reasonable times.

The district over or within which the powers of the intended Act will or may be exercised will have for its western boundary the River Mersey, for its northern boundary the Aintree and Bootle Branch of the Lancashire and Yorkshire Railway, for its eastern boundary an imaginary line drawn parallel to and at a distance of five hundred yards from and east of the centre line of Regent-road, Waterloo-road, Wapping, and Sefton-street, and for its southern boundary an imaginary line drawn along the centre of South Hill-road, in a westerly direction from its junction with Beloe-street, and continued to the River Mersey.

To authorize the demanding and recovering by the Company and others of rates, rents, and charges, and to authorize composition for the same, and to grant exemptions from the payment thereof.

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

The Act will incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863.

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 15th day of November, 1883.

*Beale, Marigold, Beale, and Groves, 28,
Great George-street, Westminster, Soli-
citors.*

In Parliament.—Session 1884.

Newport (Monmouthshire) Hydraulic Power Company.

(Incorporation of Company; Powers to acquire Lands by Agreement: to take and use Water from the River Usk and the Monmouthshire Canal; to break up Streets; to levy Tolls, Rates, and Charges; Arrangements with Corporations and Companies and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer on the Company to be incorporated thereby (and hereinafter called "the Company"), the following powers, or some of them (that is to say):—

To acquire by agreement and hold for the purposes of their undertaking lands, buildings, and other properties in the borough of Newport, in the county of Monmouth, and to make, maintain, and work steam or other engines, and thereby or by other machinery or methods to generate, produce, and supply motive power by means of hydraulic pressure to be used for working cranes, dock gates, and other machinery, or for any other purpose to which such motive power is applicable.

To take and use for the purposes of the intended Act water from the River Usk, the Alexandra and Newport Docks, the Monmouthshire Canal, and the waterworks, mains, and pipes for the time being of the Newport Waterworks Company, and to enable the Company and the owners of any such canal, docks, or works, to enter into and carry into effect agreements, or to confirm and give effect to agreements, between them with reference to the use by or supply to the Company of water therefrom.

To open and break up the surface of and to alter and otherwise interfere with streets, highways, public and private roads and footpaths,

pavements, vaults, and thoroughfares within the district of the Company, and to alter and otherwise interfere with the tramways, gas pipes, water pipes, telegraph pipes, and other mains and pipes, sewers, and drains in, upon, or beneath the surface thereof for the purposes of the intended Act, and for the purpose of laying down, maintaining, repairing, removing, renewing, altering, or reinstating the pipes or other apparatus of the Company, or for substituting others in lieu thereof, with powers of access thereto at all reasonable times.

The district over or within which the powers of the intended Act will or may be exercised will comprise and include the area within imaginary lines drawn parallel to the centre line of the River Usk, and distant therefrom six hundred yards on each side thereof, and extending northwards to the Great Western Railway, and southwards to an imaginary line drawn at right angles to the centre of the River Usk, through the entrance to the Alexandra Docks.

To authorize the demanding and recovering by the Company and others of rates, rents, and charges, and to authorize composition for the same, and to grant exemptions from the payment thereof.

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

The Act will incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863."

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 15th day of November, 1883.

*Beale, Marigold, Beale, and Groves, 28,
Great George-street, Westminster, Soli-
citors.*

In Parliament.—Session 1894.

London Open Spaces Preservation.

(Extension of Borrowing Powers under Metage on Grain Act, 1872, and the City of London [Various Powers] Act, 1877; and other Purposes.)

NOTICE is hereby given, that the Mayor and Commonalty and Citizens of the city of London (herein referred to as "the Corporation") intend to apply to Parliament in the next session thereof for leave to bring in a Bill and to pass an Act for the following, or some of the following, among other purposes:—

To authorise the Corporation, for the purpose of the preservation of any open space to which "The Metage on Grain, Port of London, Act, 1872," and "The City of London (Various Powers) Act, 1877," apply, to borrow further moneys beyond the amount authorised by those Acts; and to extend the time limited by Section 4 of the said Act of 1872, and to otherwise amend and enlarge the powers and provisions of the said Acts.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended 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 13th day of November, 1883.

*The Remembrancer, Guildhall, City, E.C.
Wyatt, Hoskins, and Hooker, 28, Parli-
ament-street, Westminster, S.W.*

In Parliament—Session 1884.

Peckham and East Dulwich Tramways.

(Power to Peckham and East Dulwich Tramways Company to construct new tramways in the Counties of Surrey and Kent; Gauge; Use of Hallidie's System of Cable Tramways, &c.; Provisions as to User, Repair, &c., of Streets; Tolls; Additional Capital; Agreements with Local and Road Authorities; Working and other Agreements with the London Tramways Company Limited; 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):—

To enable the Peckham and East Dulwich Tramways Company (in this Notice called "the Company") to construct and maintain the following street tramways, in the parishes of St. Giles, Camberwell, in the county of Surrey, and Lewisham, in the county of Kent, or some or one of them, or some part or parts thereof respectively (that is to say):—

Tramway (No. 1), wholly in the parish of St. Giles, Camberwell, commencing in Lyndhurst-road at a point in the centre of that road at its junction with Peckham-road, thence passing in a southerly direction along that road and Chadwick-road, and Victoria-road, and terminating at a point in the centre of Victoria-road, at its junction with Choumert-road.

Tramway (No. 1) will be a single line, except in the following places, where it will be a double line:—

In Lyndhurst-road.—From a point opposite the north-east corner of Lyndhurst-square, for a distance of 3 chains, measuring in a southerly direction.

From a point opposite the south-east corner of Lyndhurst-grove, for a distance of 3 chains, measuring in a southerly direction.

From a point 3 chains to the north of the junction of Lyndhurst-road with Chadwick-road, for a distance of 3 chains, measuring in a southerly direction.

Tramway (No. 2), wholly in the said parish of St. Giles, Camberwell, commencing by a junction with the authorised tramway of the Company at its termination in Lordship-lane, opposite the south-west corner of the Plough Inn, thence passing in a southerly direction along that lane, and terminating in that lane opposite the flag-staff at the Grove Tavern.

Tramway (No. 2) will be a single line, except at the following places, where it will be a double line:—

In Lordship-lane.—From a point 1·80 chains from the south-west corner of the Plough Inn, for a distance of 3 chains, measuring in a southerly direction.

From a point at the junction of Lordship-lane with Dulwich Court-road, for a distance of 3 chains, measuring in a south-easterly direction.

From a point 3·50 chains, measured in a north-westerly direction from the termination of Tramway (No. 2), for a distance of 3 chains, measuring in a south-easterly direction.

Tramway (No. 3), in the parishes of St. Giles, Camberwell, and Lewisham, commencing in Lordship-lane at the termination of Tramway (No. 2), thence passing along that lane in a south-easterly direction, and along London-road, and terminating at a point in the centre of London-road opposite the south-east corner of Havelock-terrace.

Tramway (No. 3) will be a single line, except at the following places, where it will be a double line:—

In Lordship-lane.—From a point 0·90 chains from the north-east abutment of the Crystal Palace High Level Railway Bridge, for a distance of 3 chains, measuring in an easterly direction.

In London-road.—From a point 40 links from the south-west corner of Honor Oak-road, for a distance of 3 chains, measuring in an easterly direction.

From a point 3·50 chains north-west of the termination of Tramway (No. 3), for a distance of 3 chains, measuring in a south-easterly direction.

Tramway (No. 4), wholly in the parish of Lewisham, commencing by a junction with Tramway (No. 3), at its termination as herein-before described, thence passing in a northerly direction along London-road, Devonshire-road, Waldram-road, Stanstead-road, New-road, Stanstead-road, Catford-hill, Rushey-green, and Lewisham-road, and terminating at a point in the centre of Lewisham-road opposite the flag-staff at the Black Horse Inn.

Tramway (No. 4) will be a single line, except at the following places where it will be a double line:—

In Waldram-road.—From a point 0·35 chains east of the north-east abutment of the London, Brighton, and South Coast Railway Bridge for a distance of 3 chains, measuring in an easterly direction.

In New-road.—From a point 5·30 chains from the north-west corner of said road, for a distance of 3 chains, measuring in a north-easterly direction.

In Stanstead-road.—From a point 1·20 chains west of the junction of Stanstead-road with Granston-road for a distance of 3 chains, measuring in an easterly direction.

From a point 1 chain east of the south-east corner of Blythehill-lane for a distance of 3 chains, measuring in an easterly direction.

From a point 2·30 chains from the north-west corner of The Crescent for a distance of 3 chains, measuring in an easterly direction.

In Catford Hill.—From a point 2 chains south-west of the south-west corner of the road leading to Ravensbourne Park for a distance of 3 chains, measuring in a north-easterly direction.

In Rushey Green.—From a point 1 chain west of the south-west corner of the boundary wall of the Almshouse of Hatcliff's Charity, for a distance of 3 chains, measuring in an easterly direction.

Tramway (No. 5), wholly in the parish of St. Giles, Camberwell, commencing at a point in the centre of the road opposite the south-east corner of the King's Arms, public-house, and there forming a junction with the authorised tramways of the Company, thence passing in a south-easterly direction along Peckham-rye and Forest Hill-road, Westhall-road, Wood-vale, and Lordship-lane, and terminating in the centre of that lane at a point 16 yards or thereabouts north-west of the north-west side of the London, Chatham, and Dover Railway bridge, carrying that Company's lines over Lordship-lane.

Tramway (No. 5) will be a single line, except at the following places, where it will be a double line, viz.:—

Peckham-rye.—From a point in the centre of the road known as Peckham-rye at the junction of the Barry-road with that road, for a

distance of 3 chains in a south-easterly direction.

From a point $3\frac{1}{2}$ chains north-west of the northern boundary fence of the house called "The Elms," for a distance of 3 chains in a south-easterly direction.

Forest Hill-road.—From a point 4 chains north-west of the south-east corner of the Forest Hill Tavern, for a distance of 3 chains in a south-easterly direction.

Westhall-road.—From a point opposite the entrance to the Camberwell Cemetery in that road for a distance of 3 chains, in a south-westerly direction.

From a point opposite the south-west corner of the house known as Claremont, for a distance of 3 chains in a southerly direction.

Wood Vale.—From a point 4 chains north-east of the junction of Wood-vale with Lordship-lane, for a distance of 3 chains in a south-westerly direction.

Tramway (No. 6), wholly in the parish of St. Giles, Camberwell, commencing by a junction with the proposed Tramway (No. 2), at a point in the centre of Lordship-lane, opposite the north-west corner of the house known as "The Laurels" in that road, and from thence proceeding in a north-westerly direction along Lordship-lane and Dulwich Common, and terminating at the western corner of Dulwich Common at its junction with College-road.

Tramway (No. 6) will be a single line, except at the following places, where it will be a double line, viz. :—

In Dulwich Common, from a point 3 chains east of the north-east corner of the lodge

leading to Grove House, for a distance of 3 chains in a westerly direction ;

From a point 3 chains east of the south-east corner of the east boundary of "Cypress House," for a distance of 3 chains in a westerly direction ;

From a point $3\frac{1}{2}$ chains east of the west corner of Dulwich Common, at its junction with College-road for a distance of 3 chains in a westerly direction.

Tramway (No. 7), wholly in the parish of St. Giles, Camberwell, commencing by a junction with the proposed Tramway (No. 2), at a point in the centre of Lordship-lane, opposite the south-east corner of the Grove Tavern, thence proceeding in a south-westerly direction, and terminating in Dulwich Common by a junction with the proposed Tramway (No. 6), at a point opposite the south-west corner of the Grove Tavern.

Tramway (No. 7) will be a single line throughout.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table that, on the side or sides of the road or street in each case specified in the third column of the said table, a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads, and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table :—

Tramway.	Name of road.	On which side of road.	Points between which.
(No. 1)	Lyndhurst-road	Both	From a point 0.5 chains north of the north-east corner of Lyndhurst-square, for a distance of 4 chains to the south of that point. From the northerly corner of Lyndhurst-grove, for a distance of 4 chains to the south of that point. From the north-easterly corner of Chadwick-road, for a distance of 4 chains to the north of that point.
"	Victoria-road ..	Both	From the south corner of Chadwick-road, to the north corner of Choumert-road.
(No. 2)	Lordship-lane ..	Both	From a point 1.20 chains south of the south-west corner of the Plough Inn, for a distance of 4 chains south-east of that point.
"	"	West	For a distance of 3 chains from the junction of Lordship-lane with Dulwich Court-road, measuring in a north-westerly direction.
"	"	Both	From a point opposite the south-west corner of Dulwich Court-road, for a distance of 3.50 chains, measuring in a south-easterly direction.
"	"	Both	From a point 4 chains north-west from a point opposite the flagstaff at the Grove Tavern, for a distance of 4 chains, measuring in a north-westerly direction.
(No. 3)	"	North. . . .	From a point 0.40 chains from the north-east abutment of the London, Chatham, and Dover Railway Company's Bridge, near Lordship-lane Station, for a distance of 2 chains, measuring in an easterly direction.
"	"	Both	From a point 2 chains east of the above last mentioned point, for a distance 1.50 chains, measuring in an easterly direction.
"	London-road ..	Both	From a point opposite the south-west corner of Honor Oak-road, for a distance of 4 chains, measuring in an easterly direction.
"	"	"	From a point 4 chains north-west of the south-east corner of Havelock-terrace, for a distance of 4 chains, measuring in a south-easterly direction.

Tramway.	Name of road.	On which side of road.	Points between which.
(No. 4)	Waldram-road ..	Both	From a point opposite the north-east abutment of the London, Brighton, and South Coast Railway Company's Bridge over the road, for a distance of 4 chains, measuring in a south-easterly direction.
"	Stanstead-road ..	Both	From a point 1.70 chains west of the junction of the Stanstead-road with the Granston-road, for a distance of 4 chains, measuring in an easterly direction.
"	"	Both	From a point 5.60 chains east of the north-east corner of Granston-road, for a distance of 3 chains, measured in an easterly direction.
"	"	"	From a point 3 chains east of the south-east corner of Park Rise-road, for a distance of 3 chains, measuring in an easterly direction.
"	"	"	From a point 0.50 chains east of the south-east corner of Montem-road, for a distance of 6.70 chains, measuring in an easterly direction.
"	"	"	From a point opposite the south-east corner of Blythe Hill-lane, for a distance of 5 chains, measuring in a south-easterly direction.
"	"	"	From a point 3 chains south-west of the north-west corner of the Crescent, for a distance of 7 chains, measuring in a north-easterly direction.
(No. 4)	Catford Hill ..	Both	From a point 2.50 chains south-west of the south-west corner of the road leading to Ravensbourne Park, for a distance of 4 chains, measuring in a north-westerly direction.
"	Catford Bridge ..	"	From a point opposite the south-east corner of the road leading to Ravensbourne Park, for a distance of 10.50 chains, measuring in a north-easterly direction.
"	Rushey Green ..	"	From a point 1.50 chains from the south-west corner of the boundary wall of Hatcliff's Charity, for a distance of 4 chains, measured in an easterly direction.
(No. 5)	Peckham-rye ..	East	From the south-east corner of Barry-road, for a distance of 3½ chains, in a south-easterly direction.
"	"	Both	From a point 17 yards north-west of the north-east corner of Friern-place, to a point opposite the northern boundary fence of the house called "The Elms."
"	Forest Hill-road	East	From a point 6 yards south-west of the south-east side of the Post Office at No. 13, Forest Hill-road, to a point ½ a chain south-east of the south-east corner of the Forest Hill Tavern.
"	Westhall-road ..	South-east ..	From a point ½ a chain north-east of the entrance to Camberwell Cemetery, for a distance of 4 chains in a south-westerly direction.
"	"	Both	From a point ½ a chain north of the south-west corner of the house known as Claremont, for a distance of 4 chains in a southerly direction.
"	Wood Vale ..	"	From a point 4½ chains north-east of the junction of Wood Vale with Lordship-lane, for a distance of 4 chains in a south-westerly direction.
(No. 6)	Dulwich Common	South	From a point 63 yards west of the south-west corner of the Grove Tavern, to a point 1 chain east of the south-east boundary fence of Elm Lodge.
"	"	Both	From a point west of the south-east boundary fence of Elm Lodge, to a point 30 yards west of the south-west boundary fence of Elm Lodge.
"	"	South	From a point 3 chains east of the south-east corner of the east boundary of Cypress House, for a distance of 44 yards in a westerly direction.
"	"	"	From a point 55 yards west of the south-west corner of Cypress House, to a point 10 yards west of the south-west corner of the lodge at the eastern gate leading to Ryecoats House.
"	"	"	From a point opposite the west gate leading to Ryecoats House, to the termination of the intended tramway.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as herein after mentioned, or as may be defined by the Bill.

To authorise the Company and any corporation, company, or person lawfully using the tramways, or any or either of them, to use thereon as a motive power (subject or not to such bye-laws as may be from time to time made by the Board of Trade) Hallidie's system of cable tramways, or any other mechanical or motive power in addition to or in substitution for horse or other animal power.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph, electric lighting, and telephone pipes, tubes, wires, and apparatus within the said parishes of St. Giles, Camberwell, and Lewisham, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramways or of the Bill to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands, or on any portion thereof.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels, specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise

and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Bill.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the Company.

To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in the said parishes of St. Giles, Camberwell, and Lewisham, 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 to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

To enable the Company on the one hand and any of the following bodies on the other hand—viz., the Metropolitan Board of Works and any vestry, district board, trustees, or any body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively—to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers and works connected therewith, and of any existing or authorised roads or streets, or street improvement upon or along which the same or any part thereof are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over or along the same or any part thereof, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and to raise further capital by new ordinary or preference shares, and by borrowing, and to make regulations relating to the application of their authorised capital or any part thereof to all or any of such purposes, and to authorise the Company to apply to the like purposes, and

to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To enable the Company and the London Tramways Company (Limited), from time to time to enter into, and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, 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, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreement which may have been made touching any of the matters aforesaid.

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

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 Tramways Act, 1870," and the local and personal Acts, 45 and 46 Vic., cap. 213, and 46 and 47 Vic., cap. 227, relating to the Company.

And Notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington Causeway in the said county, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, with the vestry clerk of the parish of Camberwell, at his office at the Vestry Hall, Peckham-road, and with the Clerk of the Lewisham District Board of Works, at his office at Rushey-green, Catford, S.E.

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, 1883.

Quick and Co., 13, George-street, Mansion House, London, E.C., Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Central Wales and Carmarthen Junction Railway.

(Running Powers over and Use of various Railways and portions of Railways of other Companies; Compulsory Facilities as to Mileage Rates; Traffic to be forwarded over Railway of Company when that Railway forms portion of Shortest Route; Power to Contribute or Subscribe towards Undertaking of Milford Haven Dock and Railway Company; Working Agreements with that 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 all or some of the following purposes, that is to say:—

To enable the Central Wales and Carmarthen Junction Railway Company (hereinafter called "the Company"), and any other company or person lawfully working, using, or owning the undertaking of the Company, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or be defined by the intended Act, the following railways, or portions of railways, that is to say:—

1. So much of the railway of the Great Western Railway Company as lies between the junction of the railway belonging to that Company with the Central Wales and Carmarthen Junction Railway, at or near Abergwilly, and its junction with the railway of the Milford Railway Company at Johnston.
2. The railway of the Milford Railway Company.
3. The railway of the Milford Haven Dock and Railway Company.
4. So much of the railway of the Great Western Railway Company as lies between the said junction at Johnston and New Milford, together with the use of all stations, watering-places, booking offices, warehouses, sidings, works, and conveniences connected with the said railways, or portions of railways, so to be run over, worked, and used as aforesaid.

To require and compel the companies owning or working the said railways and portions of railways and stations so run over and used respectively, to afford all proper and sufficient facilities for the purpose, and to make provisions for the use by the Company, and all other companies and persons as aforesaid, of the booking offices at the stations on such railways, or portions of railways, and to enable the Company, and all other companies and persons as aforesaid, to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways or portions of railways respectively, or any part thereof, under the powers of the Bill.

To provide that the Great Western Railway Company shall not, in respect of any portion of that Company's railway west of Carmarthen, charge any mileage rate for traffic passing, or intended to pass, over the railway of the Company higher than the mileage rate after deduction of the usual Clearing House terminals, charged by the Great Western Company for similar traffic between the same stations.

To require the London and North-Western Railway Company, the Great Western Railway Company, the Milford Railway Company, the Milford Haven Dock and Railway Company, and the Milford Haven Railway and Estate Company (Limited) respectively, or either of them, as to all traffic passing over their railways, or the railways of either of them respectively, and destined for places to which the railway of the Company forms a portion of the shortest route, to forward all such traffic not otherwise specially consigned over the railway of the Company, and in default thereof to pay to the Company such a sum as would have been received by the Company if such traffic had been forwarded over their said railway.

To empower the Company to subscribe or contribute or to take and hold shares in the

undertaking in the Milford Haven Dock and Railway Company; to authorise the Company to apply any capital or funds now or hereafter belonging to them for all or any of the purposes of the Milford Haven Dock and Railway Company, and in respect of such contribution or subscription to appoint a director or directors of such Company.

To empower the Company on the one hand, and the Milford Haven Dock and Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with reference to the working, use, management, and maintenance by the said Companies 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 said Companies, or either of them, the supply and maintenance of rolling-stock, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the said Companies, 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 agreement or agreements which may have been or may be made touching any of the matters aforesaid.

To alter, amend, vary, or repeal some or any of the provisions of the Central Wales and Carmarthen Junction Railway Acts, 1873 and 1883 respectively, or either of them, and any other Act relating to or affecting the Company and the Milford Haven Dock and Railway Act, 1860, and any other Act relating to or affecting the Milford Haven Dock and Railway Company.

Printed copies of the intended Act 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 December next.

Dated this 15th day of November, 1883.

S. F. and H. Noyes, 1, The Sanctuary,
Westminster, Solicitors.
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

London Chatham and Dover Railway (Further Powers).

(Construction of Additional Railways; Additional Lands in the Counties of Kent and Surrey; Widening of Bridge over Queen Victoria-street; Widening of Company's Line; Extension of Time for Compulsory Purchase of Lands and Completion of Works authorised by London, Chatham, and Dover Railway (Further Powers) Act, 1881; London, Chatham, and Dover Railway (Maïstone and Faversham Junction) Act, 1881; Extension of Time for Completion of Works authorised by the London, Chatham, and Dover Railway Act, 1879; Extension of Time for Sale of Superfluous Lands; Tolls, &c.; Powers to Subscribe towards an Hotel at Shorncliffe; Running Powers over London, Brighton, and South Coast Railway between Tulse Hill and Croydon, and Use of Stations; Running Powers over Portion of Railway No. 4 authorised by the London, Brighton, and South Coast Railway (New Lines) Act, 1862; Additional Capital; 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 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 railways 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):—

(1.) A railway (No. 1) commencing in the parish of Ewell, in the county of Kent, by a junction with the main line of the London, Chatham, and Dover Railway, at a point 162 yards, or thereabouts, measured in a north-westerly direction along that railway from the centre of the bridge, which carries the public road from the village of Ewell to Ewell Minnis over the said railway, and terminating in a field in the parish and borough of Folkestone, numbered 207 on the Ordnance map of that parish of the scale of $\frac{1}{25000}$ at a point at the intersection of two lines, the one being 400 yards or thereabouts in length, measured in a westerly direction from a point on the western side of the road called or known as Earl's-avenue, such last-mentioned point being distant 100 yards or thereabouts, measured in a southerly direction from the junction of that road with the Shorncliffe-road, and the other line being 100 yards or thereabouts, measured in a southerly direction from a point on the south side of the Shorncliffe-road, such last-mentioned point being 400 yards or thereabouts, measured in a westerly direction along the Shorncliffe-road from the junction of that road with the Earl's-avenue.

(2.) A railway (No. 2) commencing in the parish of River by a junction with the said intended railway (No. 1), at a point 532 yards, or thereabouts, measured in a southerly direction along the centre line of that intended railway, as shown on the plans thereof deposited as hereinafter mentioned, from the commencement of that intended railway above described, and terminating in the parish of Ewell by a junction with the main line of the London, Chatham, and Dover Railway, at a point 15 yards or thereabouts, measured in a north-westerly direction, along that railway from the northern end of the up platform of Kearsney station.

The said intended railways will pass from, in, through, or into, or be situate within the parishes or places of Ewell, River, Alkham, Poulton, Hawkinge, Capel-le-Ferne, Folkestone (the borough of Folkestone), or some of them, all in the county of Kent.

(3.) To widen so much of the Railway No. 3 (West End Section) authorised by the London, Chatham, and Dover Railway (Metropolitan Extensions) Act, 1860, as lies between a point 150 yards or thereabouts west of the bridge carrying it over Shepherd's-lane, Brixton, and a point 80 yards or thereabouts east of the bridge carrying it over Manor Rise, Brixton, all in the parish of Lambeth or Saint Mary, Lambeth, in the county of Surrey.

To enable the Company to purchase by compulsion or agreement lands, houses, and buildings, for the purposes of the intended railways and works.

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 deviate, both laterally and vertically, to the extent shown on the plans and sections deposited as hereinafter mentioned, or as may be provided by the intended Act.

To levy tolls, rates, and duties, for or in respect of the use of the said intended railways, 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 run over and use with engines and carriages of every description so much of the railway of the London, Brighton, and South Coast Railway Company as is situate between the Tulse Hill Station of that railway, and the New Croydon Station and South Croydon Station of that Company at Croydon (via the Crystal Palace and Norwood Junction) together with the use of those stations, and all sidings, watering-places, stations, booking-offices and conveniences connected with the portion of railway so run over, upon mileage rates, or upon such terms and conditions, and subject to such payments, rents, tolls, charges, or other considerations as may be agreed upon between the Company and the London, Brighton, and South Coast Railway Company, or as in default of agreement may be prescribed by the intended Act, and if necessary or expedient, to alter and vary the tolls, rates, and charges now authorised to be taken on the said portion of railway, and to enable the Company to levy tolls, rates, and charges on the said portion of railway and stations.

To enable the Company to run over and use with engines and carriages of every description so much of the Railway No. 4 authorised by the London, Brighton and South Coast Railway (New Lines) Act, 1862, as is situate between the commencement of that railway and a point forty chains, or thereabouts, measured in a south-westerly direction along that railway on the plans deposited for the purposes of the said Act, upon the same terms and conditions as the Company are by that Act authorised to run over the remainder of the said Railway No. 4.

To extend the time and powers for the compulsory purchase of lands, and for the completion of the railways and works authorised by the London, Chatham, and Dover Railway (Further Powers) Act, 1881, and the London, Chatham, and Dover Railway (Maidstone and Faversham Junction Railway) Act, 1881.

To extend the time limited by the London, Chatham, and Dover Railway Act, 1879, for the completion of the widenings of the Company's railway authorised by section 4 of that Act, and to confer upon the Company all necessary powers with reference thereto.

To enable the Company, for the general purposes of their undertaking and for providing increased accommodation, to purchase by compulsion or agreement additional lands, houses, and buildings within the parishes and places following (that is to say):—In the parishes of Faversham, Preston-next-Faversham, Herne, Beckenham, Maidstone, Sutton-at-Hone, Horton Kirby, Bromley, Chiselhurst, and St. Paul, Deptford, all in the county of Kent, and in the parishes of Croydon and St. Paul, Deptford, in the county of Surrey.

To enable the Company to widen the bridge carrying their railway over Queen Victoria-street, in the parish of St. Anne, Blackfriars, in the city of London, on the eastern side thereof, to the extent shown on the deposited plans hereinafter

mentioned, or as may be prescribed by the intended Act.

To extend the time for the sale of all or any lands required 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.

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 also the provisions with reference to the sale of superfluous lands contained in the London, Chatham, and Dover Railway Act, 1874.

To empower the Company to subscribe towards the erection and maintenance of an Hotel at Shorncliffe, in the county of Kent.

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 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 alter, vary, and extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, which would in any manner impede or interfere with the conversion and use thereof, for the purposes of the intended Act, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

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. The Act 9 and 10 Vict., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company.

Maps, plans, and sections, showing the lines, situations, and levels of the intended railways and works, and the lands, houses, and other property which may be taken for the purpose thereof, and plans of the additional lands proposed to be taken under the powers of the intended Act, together with books of reference to such plans respectively, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection, 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 lands in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington-causeway; as regards the lands in the city of London, with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey; and a copy of so much of the said plans, sections, and book 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): In the case of each such parish or place within the limits of the Metropolis as defined by the Metropolis Management Act, 1855, with the Clerk of the Vestry of each such parish mentioned in Schedule (A) of that Act at the Vestry Hall of such parish, and with the Clerk of the District Board of each such parish, mentioned in Schedule (B) of that Act at his office; 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 14th day of November, 1883.

John White, Victoria Station, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Birkenhead Corporation.

(Widenings of Streets and Roads; Acquisition of Insanitary Property; Acquisition of Property for Improvements; Continuation of Roads and Streets; New Roads; Construction of Tunnel or Subway; Stopping up and Discontinuance of Portion of Albion Street, Birkenhead; Purchase of Lands and Buildings in Township of Oxtan and Parish of Woodchurch, and in the Extra-Parochial Chapelry or Place of Birkenhead, in the Township of Claughton-cum-Grange, in the Parishes of Bidston and Woodchurch, in the Townships of Tranmere and Higher Bebington, in the Parish of Bebington; and Stopping up of Roads, &c., on Lands to be so Purchased; Provisions as to Acquisition of Lands for New Roads, and as to cost thereof; Powers as to Bye-laws; as to Remuneration of Coroner; Owners may be required to Sell Portions only of Property; as to Paths; as to Leasing of Lands; Sanitary Provisions; as to Processions; Pounding of Cattle, &c.; Apprehension of Offenders; Rating Powers; as to Gas and Water Profits; as to Establishment of Superannuation Fund; as to Application of Receipts from Gas and Water Works; as to Private Improvement Expenses and Apportionment and Recovery thereof; Amendment or Repeal of Acts; Application of Funds and Power to Raise Further Moneys by Mortgage or otherwise; Amendment of Acts, &c.)

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 Birkenhead (hereinafter called "the Corporation"), for an Act for all or some of the following purposes, that is to say:—

To authorise the Corporation to make and maintain with all necessary and proper works and conveniences the following works, or some or one of them, and to provide for the acquisition by compulsory purchase or otherwise of the following lands, buildings, and property, that is to say:—

1. The widening of Hamilton-street, on the north-west and south-east sides, between John-street and Canning-street, and the widening of Bridge-street, on the south side from Hamilton-street to Argyle-street, and the widening of

Argyle-street, on the south-east side, from John-street to Canning-street.

2. The widening of Albion-street, on the west side from the Market-square to Grange-lane.

3. The acquisition as insanitary property of the premises situated between Tunnel-road, Egerton-street, Waterloo-place, Grange-street, and Chester-street.

The widening of Grange-street on the north side.

The widening of Chester-street on the west side, from Ivy-street to Waterloo-place, and on the east side from Abbey-street to the railway bridge.

4. The purchase of the Market-courts, as insanitary property, *i.e.*,—Nos. 1 to 14, inclusive, Wilbraham-terrace; Nos. 1 to 14, inclusive, Albert-terrace; Nos. 1 to 16, inclusive, Castle-buildings; Nos. 1 to 8, inclusive, Albion-terrace; and Nos. 87, 91, 93, 97, 99, 103, and 105, Albion-street, and the formation of a new street across the land acquired, connecting Albion-street with Chester-street.

5. The continuation of Argyle-street from Grange-lane, at the junction of Clifton-crescent and Wilbraham-street to Borough-road, opposite the end of Argyle-street south.

6. The acquisition of property for the improvement of Clifton-road, on the west side, from the Borough-road to the Woodlands, and also on each side of the east end of the Woodlands.

7. The widening of Claughton-road, in part on both sides, from its junction with Conway-street to the end of Atherton-street, and on the north side from No. 218 to Bentinck-street, and in part on the east side of Exmouth-street;

8. The widening of Parkfield-avenue on the north-west side.

9. The widening of Church-road, in part on both sides, between Chesnut-grove and the junction with Bebington-road.

10. The widening of Prenton-lane, in part on both sides, between Church-road and the Borough-road.

11. The widening of Greenway-road, in part on both sides, from its junction with Church-road and Bebington-road to the junction of North-road, Derby-road, and Elm-road.

12. The widening and straightening of Well-lane.

13. The continuation of Derby-road from Milton-road to Whetstone-lane, and the widening of same in part on both sides, from Milton-road to the junction of North-road, Elm-road, and Greenway-road.

14. The continuation in a straight line of Elm-grove to the Borough-road, across land belonging to Mr. S. Cairns and Mrs. Thomas.

15. The widening of Vittoria-street on the north-west side, between Price-street and Cleveland-street, and on both sides to Corporation-road.

16. The widening of Corporation-road, on the south-west side, from Freeman-street to Cleveland-street and Cavendish-street.

17. The widening of Old Bidston-road on the north side, from Cleveland-street to Duke-street.

18. The continuation of Brandon-street and Mortimer-terrace from Albion-street to Chester-street, and the widening of Chester-street, on the north-west side, in front of yard adjoining the Ranelagh Hotel, and on the south-east side, opposite premises Nos. 37, 39, 41, 43, 45, 47, 49, 51, and 53, in Chester-street.

To stop up and discontinue as a public-road or thoroughfare Albion-street, between Brandon-street and Mortimer-terrace, and to extinguish

all rights of way and other rights over or in the same.

19. The widening of Holt-hill, in part on both sides, and the widening of Queen's-street between Green-lane and its junction with Old Chester-road.

20. The widening of Old Chester-road, from Green-lane to St. Paul's-road, in part on both sides.

21. The widening of New Chester-road, opposite the Castle Hotel and Green-lane, and the acquiring of a plot of land for the purposes of a Town's-yard situate to the west of the Castle Hotel.

22. The widening of Heathfield-road, on the west side, from Bennett's-hill to Woodchurch-road.

23. The widening of Woodchurch-road from Bennett's-hill to Arno-road.

24. The widening of Ball's-road, on the north side between York-place, Alfred-road, and Slaty-road, and Palm-grove, and on the south side from Woodchurch-road to Palm-hill; also the widening of Woodchurch-road on the west side, adjoining the Congregational Church at the corner into Ball's-road.

25. The widening of Westbourne-road, on the north-west side, from No. 40 to Euston-grove, and on the south-east side, opposite premises Nos. 35, 37, and 39, and the widening of Reedville and Charlesville.

26. The widening of Atherton-street, on the north-west side, between Menai-street and Charing-cross.

27. The widening of Whetstone-lane, on the south-west side, from Oxton-road to Park-grove, and on the north-east side from Borough-road to the Woodlands, and opposite Mr. McMahon's stable and Mr. St. George's stable, &c.

28. The widening of Oxton-road, on the south-east side, between Cook-street and No. 31; between No. 75 and No. 91; and between No. 111 and Belmont.

29. The widening of Carlisle-street, on the north-east side, opposite Nos. 2 and 4, and on the south-west side, opposite Nos. 11 and 13.

30. The widening of St. Paul's-road, on the south side, between Old Chester-road and the railway bridge.

31. The widening of Mill-street, on the north side, opposite Nos. 56, 58, 60, and 62.

32. The widening of Holt-road on the north side.

33. The widening of Sidney-road on the north side.

34. The widening of Elm-road on the south side.

35. The purchase, as insanitary property, of Nos. 1, 2, 3, 4, 5, 6, 7, and 8, Byrom-place; Nos. 3, 5, 7, 9, 11, 13, and 15, and 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, and 32, Byrom-street; No. 98, Beckwith-street; and Nos. 59 and 61, St. Anne-street; and the forming and making of a new street from Beckwith-street to St. Anne-street.

36. The purchase, as insanitary property, of Nos. 20, 22, and 24, Watson-street; Nos. 1, 2, 3, 4, 5, and 6, Orderly-home; Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, Orderly-residence; Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, Orderly-avenue; and Nos. 1, 2, 3, 4, 5, and 6, Orderly-place.

37. The continuation of Westbourne-road from Grange-road to Cloughton-road.

38. The widening of Victoria-road, on the north side, from Dingle-road to Borough-road. Also the widening of Beech-road and its continuation from Dingle-road to Borough-road.

39. The widening of the footway leading from Allerton-road to Church-road.

40. The formation of a new road across land between Derby-road and the Borough-road, from Liversidge-road to Carlton-road.

41. The formation of a new road across land situate between Woodchurch-road and the Borough-road, from a point opposite the end of Arno-road to a point opposite the end of North-road.

42. The widening and continuation of Arno-road in part on both sides, from the end of Woodchurch-road to the junction of Storeton-road and Ingestre-road; also the widening of Ingestre-road in part on both sides from Storeton-road to a point near the end of Mill-hill.

43. A tunnel or subway, from a point on the north side of Canning-street, opposite the end of Sandford-street, passing under land in the occupation of the Cheshire Lines Committee, and Shore-road to the end of the Dock Shed, situate on the south side of the approach to the bridge over the entrance connecting the Morpeth Dock with the Morpeth Branch Dock.

All which said works, lands, buildings, and property are situate in some or one of the parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Birkenhead, extra-parochial place or chapelry of Birkenhead, Tranmere, Bebington, Cloughton or Cloughton-cum-Grange, Oxton, Bidston, and Woodchurch, or some or one of them.

Also to purchase lands and buildings by compulsion or agreement in the several parishes, townships, and places aforesaid, and rights and easements in, through, or over the same, and also the following lands, that is to say:

1. All or part of the lands in the township of Oxton, and parish of Woodchurch aforesaid; bounded on or towards the west, north-west, and north by the boundary of the borough of Birkenhead, on or towards the south by the road leading from the Bidston-road to Noctorum, and on or towards the east by an imaginary straight line drawn from the northern boundary of the said borough, at a point distant 280 yards or thereabouts from the western side of Bidston-road opposite Ashburton-road to the said road leading from the Bidston-road to Noctorum, at a point 195 yards or thereabouts from the said western boundary of the said borough, all which said lands belong, or are reputed to belong, to the Right Honourable the Earl of Shrewsbury, and contain 30 acres or thereabouts.

2. All or part of the lands in the parish of Bidston, belonging or reputed to belong to Robert Charles DeGrey Vyner, Esquire, forming part of the land known as Bidston-hill, and bounded on the north, east, and west sides by land belonging to the said Robert Charles DeGrey Vyner, Esquire, and on the south by the boundary dividing the township of Bidston-cum-Forde, in the parish of Bidston, and the township of Noctorum, in the parish of Woodchurch, and containing 120 acres or thereabouts; and to appropriate all or certain of the lands so to be acquired for recreation or other public purposes, and to take all usual and necessary powers for laying out, planting, and regulating the same, and otherwise in relation thereto.

Also to stop up, alter, or divert, temporarily or permanently, all roads, highways, streets, tramways, brooks, streams, telegraph and other wires, mains, pipes, and works of any description which it may be necessary or convenient to stop.

up, alter, or divert for any of the purposes of the intended Act.

To prohibit the fixing or placing of any post, wire, tube, or other apparatus for telegraphic, telephonic, or electrical purposes, or any wire, rope, or string for any other purpose over, under, across, or along any street, road, or public thoroughfare, except with the consent of the Corporation, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance to the traffic, or to passengers therein, and to empower the Corporation to inspect any such post, wire, tube, apparatus, rope, or string, whether existing or future, and to order the repair, alteration, renewal, or removal thereof, and in default thereof to execute the requisite works themselves at the cost of the owner or hirer of such post, wire, tube, apparatus, rope, or string, and to exercise all such powers of entry on such premises as may be necessary for the purposes aforesaid, and to relieve the Corporation from all liability by reason of any failure of or accident from any such post, wire, tube, apparatus, rope, string, or works.

To make provisions as to the mode of acquisition of lands required for carrying out the formation of the said intended new road, in continuation of Elm-grove to the Borough-road, to a point opposite Ball's-road east, and in the formation of the said new road in continuation of Liversidge-road, from Derby-road to the Borough-road, to a point opposite Carlton-road, and in the formation of the said new road in continuation of North-road to Woodchurch-road to a point opposite Arno-road, and as to the cost of forming, making, sewerage, and completing the same, and the payment thereof.

To authorise the Corporation to sell, exchange, or demise any lands which they may not require, and to make better provision with respect to buildings, streets, roads, courts, passages, and the like, and to enlarge the powers of the Corporation in relation thereto, and for making and enforcing bye-laws, rules, and regulations with respect to such matters, or any of them.

To authorise the Corporation to fix and supply gas services and meters free of charge, and to make further provisions as to the payment of rates and rent for water supply.

To amend, extend, and enlarge the powers of the Corporation with reference to the making or alteration of bye-laws for any purposes, and to provide that all streets at present laid out shall at all times hereafter be subject to the bye-laws for the time being.

To authorise the Corporation to remunerate the Coroner by salary, and to confirm or vary any arrangement in relation thereto which may have been entered into prior to the passing of the intended Act.

To provide for the establishment of a Super-annuation Fund for the officers and servants of the Corporation.

To amend, extend, and enlarge the powers of the Corporation with reference to the application of the receipts from their gasworks and waterworks, and with reference to private improvement expenses, and the apportionment and recovery thereof, and to repeal, alter, amend, or extend, for the purposes aforesaid, and for such other purposes as may be necessary, all or any of the provisions of the Birkenhead Corporation (Improvement) Act, 1881, the Birkenhead Corporation (Gas and Water) Act, 1881; the Town Police Clauses Act, 1847; and

the Public Health Act, 1875; or any or either of them.

To authorise the Corporation to apply to the purposes of their existing Acts, and of the intended Act, any of their existing or authorised funds, and to raise more money by mortgage, the creation of stock, or otherwise. To require the owners of vacant lands along or across which a pathway or roadway dedicated to the public exists, such roadway or pathway not being repairable by the inhabitants at large, to repair the same, or in default thereof to order such repairs to be executed, and recover the expenses incurred thereby from such owners.

To empower the Corporation 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 92nd section of the Lands Clauses Consolidation Act, 1845.

To make further and other provisions with respect to the following matters, or some of them, that is to say:—

1. Further sanitary matters, the sale of meat, milk, and the like.
2. The apprehension of offenders.
3. Offences in streets.
4. Constables and regulations relating to them.
5. Disorderly houses.
6. Common lodging-houses.
7. Gaming houses.
8. As to processions and bands in the streets.
9. As to the impounding of horses, cattle, and other animals at large, or which may be straying, and to construct such pounds or penfolds as may be necessary, and to make charges therefor.
10. As to the application of a sum of money now standing to the credit of the Corporation on gas and water accounts.
11. As to evidence in legal proceedings taken by or against the Corporation, and with reference to the service of summonses, orders, notices, and other documents.

To make further and better provision for laying, levying, and collecting rates, tolls, dues, and charges; to provide for the rating of new property and the composition of rates for small tenements, and to amend the existing Acts in relation thereto; and to vary and extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act; and to confer other rights and privileges.

To alter, amend, vary, extend, or to repeal all or some of the provisions of the Acts of Parliament following, or some of them, that is to say:—

Local and Personal Acts, 44 and 45 Vict., caps. 152 and 153; 45 and 46 Vict., cap. 14, and any other Act or Acts relating to the Corporation.

Plans and sections in duplicate of the intended works, and of the lands subject to the compulsory powers of purchase to be applied for by the intended Act, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited for public inspection with the Clerk of the Peace for the County of Chester, at his offices at Chester; and a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place with the parish clerk.

of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November, 1883, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1883.

Dated this 9th day of November, 1883.

Alfred Gill, Town Clerk, Birkenhead,
Solicitor.

Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Electric Lighting Act, 1882.

Bury St. Edmund's Electric Lighting.

(Application by the Corporation of Bury St. Edmund's for Powers to Produce, Supply, and Store Electricity for Lighting and other purposes, and for those purposes to Break up Public and Private Streets and other places within the Borough, and to Erect, Lay Down, Provide, and Maintain Wires and other Apparatus and Works, Acquire Land and other Rights, and to Purchase, Sell, and Let Engines, Lamps, Meters, Fittings, &c.; Powers to Make Agreements with Companies and Persons for Supplying Electricity, and Recover Rents and Charges, &c., and to Make Bye-laws and other provisions.)

NOTICE is hereby given, that application is intended to be made by the Mayor, Aldermen, and Burgesses of the borough of Bury St. Edmund's, in the county of Suffolk (hereinafter called "the Corporation"), to the Board of Trade on or before the 21st day of December next, under the provisions of the Electric Lighting Act, 1882, for a Provisional Order for the following purposes:—

1. To authorise and empower the Corporation to produce, supply, and store electricity, as defined by the said Act, for all or some of the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes in the said area, and to lay down, set up, maintain, renew, or remove either above or under ground or otherwise pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Corporation to produce, supply, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and all other works to carry into effect the objects of the proposed undertaking.

2. To enable the Corporation to appropriate any lands or buildings, and other property now belonging to or held by them, and to purchase, hold, acquire, or take on lease any lands, or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

3. To authorise the Corporation to purchase or hire, to manufacture, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

4. To authorise the Corporation to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

5. To authorise the Corporation to acquire licences for the use of any patented or protected processes, engines, machinery, apparatus, materials, or other things used for and in connection with the production or distribution of electricity.

6. To authorise the Corporation to enter into agreements for or with respect to the supply of electricity for any purpose for which they are empowered to supply the same with any company, body, or person.

7. To enable the Corporation to make, alter, rescind, and enforce bye-laws, rules for regulating the use of and preventing the waste of electricity, and otherwise in relation to the supply of electricity, and for other purposes of the intended order, and to impose penalties for the breach of the same.

8. To authorise the Corporation to make, levy, and recover rates, rents, and charges for the supply of electricity, or for the use of lamps, wires, meters, fittings, and apparatus let on hire or supplied by them to the consumers, and to prescribe the same, and to enable the same to be from time to time revised.

9. The area of supply within which it is proposed that the provisions of the said order shall be in force and have effect is the borough of Bury St. Edmund's, in the county of Suffolk.

10. The streets and other places in, over, or along which it is proposed to place any electric lines or other works are all the streets and other places within the said area of supply, and among such streets and places it is more particularly proposed to place electric lines and works in, over, or along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say: Cornhill, including the Town-hall, Butter Market, Meat Market, Provision Market, and Corn Hall, Abbeygate-street, Brentgoval-street, from St. Andrew's-street to Well-street.

11. The railways and tramways which the Corporation propose to take power to break up are as follows:—The Great Eastern Railway.

12. The canals and navigable rivers which the Company will be empowered to cross are as follows:—River Lark.

13. The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the office of the undersigned Wm. Salmon, No. 85, Guildhall-street, Bury St. Edmund's aforesaid, Solicitor and Town Clerk, and at the office of Messrs. Martin and Leslie, No. 27, Abingdon-street Within, Westminster, S.W., Parliamentary Agents.

14. Every local or other public authority, company, or person, 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 Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," within two months from the date hereof.

Dated this sixth day of November, 1883.

W. Salmon, 85, Guildhall-street, Bury St. Edmund's, Solicitor and Town Clerk.

In Parliament.—Session 1884.

Lancashire and Yorkshire Railway.

(Connecting Lines at Westhoughton and at Bolton-le-Moors; New Roads, &c., at Formby and at Hightown, near Liverpool; Additional Arch or opening under Lever Street, and Lands at Bolton-le-Moors; Widening Bridge and Lands at Blackburn; Diversion of Road, &c., at Ashton-under-Lyne, and at Kearsley, near Manchester; Additional Arch or Opening under Street at Windsor Bridge, and Diversion of Canal in Salford; Stopping up Footpath at Rawtenstall; Stopping up Footpath at Bank Street, Cheetham, in Manchester, and Authorising Agreements with the Corporation of Manchester; Diversion of Road, &c., at Dark Lane, Mirfield; Works at Heckmondwike; Diversion of Road, &c., at Liversedge; Abandonment of Authorised Road at Halifax; Additional Lands; Connecting Line at Wakefield; Provision as to Superfluous Lands; Prevention of Trespass; Provident Societies; Powers to London and North Western and Great Northern Railway Companies; Additional Capital; Amendment of Acts).

A PPLICATION is intended to be made to Parliament, in the next session thereof, by the Lancashire and Yorkshire Railway Company (who are hereinafter called "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

To enable the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them, or such part or parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

(a) A railway (Railway No. 1) wholly situate in the township of Westhoughton, in the parish of Dean, in Lancashire, commencing by a junction with the Company's Hindley and Blackrod Branch Railway, about 460 yards measured along the said last-mentioned railway in a northerly direction from the bridge carrying the occupation road over the said railway near Harrison's Fold, and terminating at a point marked 1 mile 2 furlongs and 4 chains upon the plans relating to the Company's Hindley to Pendleton Railway, deposited with the Clerk of the Peace for the County of Lancaster in the month of November, 1882, for the purposes of the Lancashire and Yorkshire Railway Act, 1883.

(b) A railway (Railway No. 2) wholly situate in the township of Great Bolton, in the parish of Bolton-le-Moors, in Lancashire, commencing by a junction with the Bolton and Preston section of the North Union Railway, at a point about 275 yards measured in a westerly direction along the same railway from the centre of the bridge carrying Trinity-street over the said railway, and terminating by a junction with the Bolton and Blackburn line of the Company, at a point about 250 yards measured in a northerly direction along the last-mentioned railway from the centre of Trinity-street bridge aforesaid.

To enable the Company in the county of Lancaster to execute the following works, or some of them, or some part or parts thereof respectively, and to exercise all or some of the following powers, that is to say:—

At Formby, in the township of Formby, in the parish of Walton-on-the-Hill—

(a) To make a new road commencing in and out of Kirklake-road, otherwise New Church-road, at a point about 177 yards westward of the centre of the level crossing of the Company's Liverpool Crosby and Southport Railway at the Formby Station, passing over the said railway, and terminating in Duke-street, at a point about 192 yards eastward of the centre of such crossing.

(b) To abolish the crossing of the Company's said Liverpool Crosby and Southport Railway on the level by Duke-street or Kirklake-road aforesaid, and also by the public footpath leading from Rosemary-lane to the sea, and to stop up all rights of way over the said railway and property by means of the said road and footpath, and to vest in the Company, for their own purposes (so far as the same does not already belong to them), the site and soil thereof, if and so far as they are the owners of the adjoining land on both sides.

(c) To acquire by compulsion or agreement certain lands lying on the westerly side of the said Liverpool Crosby and Southport Railway, and bounded on the south by Kirklake-road, otherwise New Church-road, aforesaid, and on the north by Wicks-lane. Also certain other lands lying on the easterly side of the said railway, and bounded on the south by Duke-street aforesaid, and on the east by Queen's-road, otherwise Four Acre-lane, and to stop up all rights of way over, and to vest in the Company, for their own purposes, the site and soil of so much of the said footpath as is situate on the northern side of the said lands.

At Hightown in the parish of Sefton—

(a) To make a new road wholly situate in the township of Little Crosby, commencing in and out of the road leading from the Hightown Station of the Company to the sea, at a point in the said road about 220 yards, measured in a westerly direction along that road, from the centre of the existing line of that road, crossing over the Company's said Liverpool Crosby and Southport Railway, and terminating in Alt-road, otherwise Sandy-lane, at a point about 170 yards, measured in a north-easterly direction along such last-mentioned road, from its junction with Acre-lane.

(b) To abolish the crossing of the Company's said Liverpool Crosby and Southport Railway on the level by the said road leading from Little Crosby to the sea, and to stop up all rights of way over the said railway and property along that road, and to vest in the Company for their own purposes (so far as the same does not already belong to them) the site and soil thereof for a distance of 20 yards on both sides of the said level crossing.

(c) To acquire by compulsion or agreement the lands following, that is to say:—

(1) Certain lands situate partly in the said township of Little Crosby and partly in the township of Ince Blundell, both in the said parish of Sefton, lying on the easterly side of the Company's Liverpool Crosby and Southport Railway, a portion of which lands abuts on the booking offices at the Hightown Station.

(2) Certain lands situate in the said

township of Little Crosby, and on the easterly side of the said railway, belonging or reputed to belong to Nicholas Blundell, Esq., and in the occupation of Mrs. North.

(3) Certain lands situate partly in the said township of Little Crosby and partly in the said township of Ince Blundell, lying on the westerly side of the said Liverpool Crosby and Southport Railway, and situate near to the Company's Passenger Station at Hightown, and belonging or reputed to belong partly to the Right Honourable the Earl of Sefton, and partly to the said Nicholas Blundell.

At Bolton-le-Moors, in the township of Great Bolton, in the parish of Bolton-le-Moors—

(a) To enable the Company, for the purpose of siding accommodation, to construct and maintain an additional arch or opening under Lever-street and Back Buckthorpe-street, such additional arch or opening to be constructed on the easterly side and alongside of the existing arch carrying Lever-street over the railway of the Company, and to commence on the northerly side of Lever-street, and to terminate on the southern side of Back Buckthorpe-street about 12 yards south-east of its junction with Lever-street.

(b) To acquire by compulsion or agreement the lands following, that is to say:—

(1) Certain lands between Lever-street and Orlando-street, and adjoining the railway of the Company on the north-easterly side thereof, part of which lands are used as a Postal Telegraph store yard.

(2) Certain lands lying between and abutting on Bridgman-street and the Manchester-road.

(3) Certain lands abutting upon the Company's Trinity-street Passenger Station, sidings, and premises, on the westerly side thereof, and between the same and Newport-street.

At Blackburn, in the township of Blackburn, in the parish of Blackburn—

(a) To widen on the easterly side the bridge now carrying the Company's Bolton and Blackburn Railway over the road or way leading and adjacent to the Columbia Mill buildings and premises.

(b) To acquire compulsorily or by agreement certain lands abutting on the south-east side of the Blackburn and Preston Railway of the Company, and a portion of which lands is occupied by the embankment of that railway, and is bounded on the north-westerly side thereof by the lands and property of the Company, and which said lands belong or are reputed to belong to Messrs. John Greenwood and Sons. Also certain other lands abutting on the easterly side of the Company's said Bolton and Blackburn Railway, and extending from the bridge carrying that railway over the Leeds and Liverpool Canal to the Columbia Mill aforesaid.

At Ashton-under-Lyne, in the township of Ashton-under-Lyne, in the parish of Ashton-under-Lyne—

(a) To divert a portion of Turner-lane, such diversion commencing in and out of the said lane at a point about 110 yards, measured in a northerly direction along the same, from the centre of the level crossing by Turner-lane of the Company's Ashton Branch Railway, and passing underneath the said railway, and terminating in

Wellington-road, at a point therein about 10 yards south-east of the junction therewith of Turner-lane, and by reason or in consequence of such work the Bill will enable the Company to alter the levels of so much of their said Ashton Branch Railway as extends from a point 330 yards west of the centre of the said level crossing to a point 220 yards east of the centre of that crossing.

(b) To abolish the said crossing on the level of the Company's Ashton Branch Railway by Turner-lane and by Yorkshire-street, and to stop up all rights of way over the said railway, along or by means of the said lane and street, and (so far as the same do not already belong to them) to vest in the Company for their own purposes the site and soil thereof respectively, if and so far as they are the owners of the adjoining lands on both sides.

In the township of Kearsley, in the parish of Dean—

(a) To divert the road leading from Clifton-house to Ringley, such diversion commencing in and out of the said road at a point about 165 yards, measured in a south-easterly direction along the said road, from the south-east face of the bridge carrying the Manchester and Bolton Railway of the Company over the road from Kearsley Brow to Kearsley Green, and terminating at a point in the said first-mentioned road, about 40 yards south-east of the said face of the said bridge, and the Bill will vest in and appropriate to the purposes of the Company the site and soil of so much of the said road as shall become unnecessary by reason of such diversion as aforesaid.

In the township of Salford, in the parish of Manchester—

To enable the Company to construct and maintain additional arches or openings under Broad-street or Windsor-bridge, such additional arches or openings to be constructed on both sides of the Company's Manchester and Bolton Railway, and to commence on the north side of Broad-street or Windsor-bridge, and to terminate on the south side of that street, and by reason or in consequence of the said works to make and maintain wholly in the township of Salford, in the parish of Manchester, a diversion of the Company's Manchester Bolton and Bury Canal, and the construction in connection with such diversion of all needful locks, lock-gates, towing-paths, works, and conveniences, such diversion commencing in and out of the said canal, about 110 yards northward of the bridge carrying Broad-street or the Crescent over the said Manchester Bolton and Bury Canal, and terminating in the said canal about 435 yards southward of the same bridge; and the Bill will or may enable the Company to stop up and abandon the use of so much of the said canal as shall be rendered unnecessary by the construction of the said diversion, and will or may relieve the Company from any obligation or liability in respect thereof, or of the works connected therewith; and the Bill will enable the Company to appropriate to their own use the site and soil of the portion of the said canal so to be stopped up and abandoned, and the wharves, quays, locks, lock-gates, towing-paths, or works connected therewith; and the Bill will provide, subject to such provisions as may

be made by the Bill, for the exercise of any rights and privileges now vested in the owners or occupiers of any mills, manufactories, or other works, or of any [other person or persons to take and use water from and out of the said portion of the Manchester Bolton and Bury Canal.

At Rawtenstall, in the township of Lower Booths, in the parish of Whalley—

To stop up and extinguish all rights of way in and over so much of the public footpath as now crosses on the level the railway of the Company at the Rawtenstall Station; and the Bill will vest in the Company for their own purposes (so far as the same does already belong to them) the site and soil of so much of the said footpath as now intersects the railway and property of the Company.

To repeal sub-section 6 of section 23 of the Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1872, with respect to the construction and maintenance by the Company of a bridge with proper approaches for the purpose of carrying an extension of Bank-street, in the township of Cheetham, in the parish of Manchester, in Lancashire, over and across the Company's railway; and the Bill will or may authorise the stopping up and extinguishment of all rights of way (if any) in and over the railway, lands, and property of the Company, by means of the footpath at the easterly end of Bank-street aforesaid, and which said footpath was formerly carried over the said railway by a bridge; and the Bill will or may enable the Company and the mayor, aldermen, and citizens of the city of Manchester (hereinafter called "the Corporation") to enter into and fulfil contracts and agreements with respect to the construction by the Company on their own lands of a footpath in substitution for the footpath so to be stopped up as aforesaid, in continuation of Bank-street aforesaid, to and into Collyhurst-road in the line level, and direction to be agreed upon between the Company and the Corporation, and also with respect to the construction by the Corporation, or by the Company and the Corporation, upon the lands of the Company, and in the line level and direction aforesaid of any road or way in substitution, either wholly or in part, of the footpath lastly hereinbefore mentioned, and as to the future maintenance of such footpath, road, or way; and the Bill will or may confirm, with or without alteration, any such contract or agreement which may have already been or which during the progress of the Bill may be entered into.

To enable the Company in the West Riding of the County of York to execute the following works or some of them, or some part or parts thereof respectively, and to exercise all or some of the following powers, that is to say:

In the township of Mirfield, in the parish of Mirfield—

(a) To divert a portion of Dark-lane, such diversion commencing in and out of the said lane, about 160 yards westward of the level crossing of the Company's Cleckheaton Branch Railway, and passing underneath that railway, and terminating in the North-road about 197 yards eastward of the said level crossing; and by reason or in consequence of such work, the Bill will enable the Company to alter the levels of so much of their said Cleckheaton Branch Railway as extends from a point about 220 yards south of the centre of the said level crossing to a point about 270 yards north of the centre of such level crossing.

(b) To abolish the crossing of the Company's said Cleckheaton Branch Railway, on the level by Dark-lane aforesaid, and to stop up all rights of way over the Company's railway and property along the said lane, and (so far as the same do not already belong to them) to vest in the Company for their own purposes the site and soil thereof if and so far as they are the owners of the adjoining land on both sides.

(c) To acquire compulsorily or by agreement certain lands abutting upon and lying on the westerly side of the said Cleckheaton Branch Railway, and extending for a distance of about 250 yards northward from Dark-lane.

At Heckmondwike, in the township of Heckmondwike, in the parish of Birstal—

(a) To make a new road, commencing in and out of Cater-lane at a point a few yards to the northward of the entrance to Cater Woollen Mills, passing thence in a westerly direction into and terminating in Railway-street, otherwise Smithies-lane, about 100 yards southward of the level crossing by that street of the said Cleckheaton Branch Railway.

(b) To divert Railway-street, otherwise Smithies-lane aforesaid, such diversion commencing in and out of the said street or lane, at a point about 50 yards south of the last-mentioned level crossing, and terminating in the same street or lane at a point about 94 yards, measured along that street in a northerly direction, from the centre of such level crossing.

(c) To abolish the crossing of the said Cleckheaton Branch Railway by Cater-lane, and by Railway-street otherwise Smithies-lane aforesaid respectively on the level; and the Bill will vest in the Company the site and soil of the existing level crossing at Cater-lane aforesaid, or so much thereof as is not now the property of the Company; and the Bill will extinguish all rights of way in and over all or any part of Railway-street, otherwise Smithies-lane aforesaid, which lies between the points of commencement and termination of the said diversion; and the Bill will vest in the Company, for their own purposes, the site and soil of the portion of road so proposed to be stopped up as aforesaid, or such portions thereof as are not now the property of the Company, so far as they are the owners of the property on both sides.

(d) To acquire by compulsion or agreement certain lands abutting on the said Branch Railway on both sides thereof, and extending for a distance of about 250 yards westward of Railway-street, otherwise Smithies-lane.

At Liversedge, in the township of Liversedge, in the parish of Birstal—

(a) To divert a portion of Hightown-lane, such diversion commencing in and out of the said lane, at a point about 130 yards, measured in an easterly direction, from the centre of the level crossing by Hightown-lane of the Company's Cleckheaton Branch Railway, and passing over the said railway, and terminating in Hightown-lane aforesaid at a point about 200 yards, measured in a westerly direction along that lane, from the centre of the said level crossing.

(b) To abolish the said crossing on the level of the Company's said Cleckheaton Branch Railway by Hightown-lane, and to stop up

all rights of way over the said railway, along or by means of the said lane and (so far as the same do not already belong to them) to vest in the Company for their own purposes the site and soil thereof, if and so far as they are the owners of the adjoining land on both sides.

At Halifax, in the township of Halifax, in the parish of Halifax—

To abandon the formation of the road described in sub-section 1 of section 14 of the Lancashire and Yorkshire Railway Act, 1878, and therein described as commencing at the western end of Navigation-road, and terminating at or near the eastern end of Lily-lane and near Bath-house.

And the Bill will or may enable the Company and the mayor, aldermen, and burgesses of the borough of Halifax to enter into and fulfil contracts and agreements for and in relation to or consequent upon the abandonment of the said road.

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, and wheresoever used in this notice, houses, buildings, and other hereditaments are included) hereinafter described, or some of them, or some part or parts thereof, and to retain and hold such of the lands as have already been purchased by the Company, and shown on the said deposited plans hereinafter mentioned, that is to say:—

Certain lands in the township of Hindley, in the parish of Wigan, in Lancashire, bounded on the south by the Company's Liverpool and Bury Railway, and abutting upon and partly occupying the site of the public footpath leading from Ladies-lane to the Deep Pit Colliery of the Wigan Coal and Iron Company, Limited; and the Bill will make provision for the keeping open and maintaining of so much of the public footpath as now intersects the said lands or some part thereof; also certain other lands in the same township and parish, lying on the southerly side of the Company's said Liverpool and Bury Railway, and part of which lands is occupied by the colliery lines and sidings in connection with the Ladies-lane Colliery.

Certain lands at Aintree, in the township of Netherton, in the parish of Sefton, in Lancashire, a portion of which lands forms part of the highway known as Park-lane, and abutting upon the Company's Aintree Station, on their Liverpool Ormskirk and Preston Line; and the Bill will provide for the stopping up and extinguishing of all rights of way in and over and for the vesting in the Company for their own purposes of the site and soil of any public way or road in or over the said lands; and in connection with the acquisition of such lands the Bill will enable the Company to pay to the district fund of the Sefton Highway Board, under the Highways Act, 1864, any sum of money which may have been or may hereafter be agreed upon between the Company and that Board.

Certain lands in Liverpool, in the parish of Liverpool, in Lancashire, formerly occupied by Messrs. Eaby & Abson as a brewery, and bounded on the south-west by Ray-street, and on the north-east by Maidens-green.

Certain lands at Rochdale, in the township of

Castleton, in the parish of Rochdale, in Lancashire, belonging or reputed to belong to the trustees of the late Duke of Bridgewater, and used by them as a coal yard in connection with their sidings near to Milkstone-road.

Certain lands at Mytholmroyd, in the township of Sowerby, in the parish of Halifax, in the West Riding of the county of York, abutting upon and lying to the northwards of the Company's main line of railway and goods station.

Certain lands at Hipperholme, in the township of Hipperholme-cum-Brighouse, in the said parish of Halifax, and West Riding of the county of York, lying on the south-westerly side of the Company's railway from Halifax to Bradford, and in part adjacent to the waiting rooms and platform at the Hipperholme Station, and belonging or reputed to belong to Evan Charles Sutherland Walker, Esquire. Also certain other lands in the same township and parish, bounded on the northerly side by Tanhouse-hill-lane, and on the southerly side by the said railway and lands of the Company.

To enable the Company and the London and North Western Railway Company jointly, as proprietors of the Lancashire Union Railway, to acquire by compulsion or agreement certain lands in the township of Livesey, in the parish of Blackburn, in Lancashire, situate near the Feniscowles Station, bounded on the west by the railway and property of the two Companies, and on the east in part by the public road leading from Witton to Feniscowles.

To enable the Company and the Great Northern Railway Company jointly, or either of them, to make and maintain, with all needful stations, sidings, approaches, works, and conveniences connected therewith, the railway following or such part or parts, thereof as the Bill shall define, that is to say—

A railway wholly situate in the parish of Wakefield, in the West Riding of Yorkshire, commencing in the township of Stanley-cum-Wrenthorpe, by a junction with the main line of the Lancashire and Yorkshire Railway, at a point about 870 yards, measured in a north-easterly direction along the said railway, from the junction therewith of the Company's Wakefield Pontefract and Goole Railway, and terminating by a junction with that railway in the township of Wakefield, at a point about 620 yards, measured in a south-easterly direction along the said railway, from its junction with the said main line. The said railway will be wholly situate in the said townships of Stanley-cum-Wrenthorpe and Wakefield.

And the Bill will empower the Company and the Great Northern Railway Company, or the Company alone, to levy tolls, rates, and charges in respect of the said intended railway and works, and to exercise other rights and privileges.

To authorise the Company and the Great Northern Railway Company to enter into and fulfil contracts and agreements for and in relation to any matters mentioned in the last preceding paragraph; and the Bill will or may confirm, with or without alteration, any such contract or agreement as may have been or which during the progress of the Bill may be entered into.

To extend the time within which superfluous lands belonging to the Company are required to be sold.

To make further and more effectual provision

for the prevention and punishment, by the imposition of penalties, or otherwise as may be provided by the Bill, of trespassers upon the railways, stations, works, and property belonging to or leased or worked by the Company, or to be leased or worked by the Company, or the Company and the London and North Western Railway Company jointly, or by the Company or any other Company or Companies, and to vest in such Company or Companies, and their officers and servants, more direct powers for the removal or apprehension of such trespassers.

To authorise the Company to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the said railways, roads, and other works, or for any of the other purposes of the Bill; and the Bill will empower the Company, or the Company and the London and North Western Railway Company, or the Company and the Great Northern Railway Company, with the consent of the Company, to stop up and appropriate the sites of any streets, roads, and footpaths as are shown as intended to be stopped up or included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken, and whenever the Company, either jointly with any other of the said Companies or separately, shall have acquired, under the powers of the Bill, any lands or houses on both sides of any street, highway, or footway, shown on the said deposited plans, and described in the deposited books of reference, they may stop up and appropriate the site and soil of so much of such street, highway, and footway as is coterminous with the lands or houses so acquired, and all rights of way in or over the same shall be thenceforth extinguished.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorise the Company, in connection with and for the purposes of all or any of the said works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be made, diverted, or altered under the powers of the Bill, as may be necessary in executing the said intended works; and the Bill will also enable the Company to alter the width, level, and line of any road or street, and to deviate from the lines of the railways, roads, and other works hereinbefore mentioned, 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 so much of any house or other building or manufactory 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.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways, roads, and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

The Bill will, so far as may be necessary for the construction or maintenance of the before-mentioned railway in the parish of Wakefield, confer on the Company and the Great Northern

Railway Company, or on such one of those Companies as may construct and maintain that railway, similar powers to those specified in the last three preceding paragraphs of this notice.

The Bill will or may provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads or footpaths for which they are substituted; and the Bill will or may authorise the Company and the road authority or any person or persons to enter into and fulfil contracts and agreements for or in relation to the construction and maintenance of such new and substituted roads or footpaths, or any matter incidental thereto, and will or may enable such road authority to provide the necessary funds for the purpose, by borrowing and by the levying of rates, or by either of those modes, and will or may confirm any such agreement which may have already been or which may at any time hereafter be entered into for any of the purposes aforesaid.

To empower the Company to contribute towards the funds of any Provident Institution or Society established, or to be established, by the officers, servants, workmen, or apprentices, in the service or employment of the Company, or any members of their respective families.

The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the completion of lines of railway and other works already authorised, and also for the general purposes of their undertaking, by the creation of new shares or stock with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors. And the Bill will or may confer similar powers on the London and North Western Railway Company and the Great Northern Railway Company, with respect to the matters aforesaid affecting either of those Companies.

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself certain 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 Act, 1845; and the Railways Clauses Act, 1863; and it will or may enlarge the powers and provisions of the Act 1 and 2 Wm. IV, cap. 60, and of any other Act or Acts relating to the Lancashire and Yorkshire Railway Company, or their undertaking, and the Act 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company, or their undertaking, and also the Great Northern Railway Act, 1846, and of any other Act or Acts relating to the Great Northern Railway Company, or their undertaking; and the Bill will or may repeal certain of the provisions contained in sub-section 1 of section 14 of the Lancashire and Yorkshire Railway Act, 1878.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, roads, and other 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 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 as follows, that is to say:—As regards the railways, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the County of Lancaster, at his office at Preston, and as regards the railway, works, lands, and property in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways, roads, 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 18th day of November, 1883.

Chris. Moorhouse, Solicitor for the Bill,
25, Victoria-buildings, Manchester.

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

In Parliament—Session 1884.

Dee River Conservancy.

(Constitution of Commissioners or Trustees, or a Board, or Committee of Conservancy, hereinafter called the Conservators; Provisions as to their appointment and election; Transfer to the Conservators of the Powers, Rights, and Privileges of the River Dee Commissioners and of the River Dee Company, or one of them; Creation of Conservancy Fund; Powers to raise Capital and to Borrow Money; Powers to the River Dee Company, their Mortgagees and Creditors, and the Conservators to make and carry into effect arrangements and agreements; Transfer to and vesting in Conservators of the River Dee and Ferries across the same; Removal of Obstructions; Extinguishment of Rights; Powers to Levy Tolls, Rates, and Duties; Apportionment of Annuities and other Charges and Liabilities on Re-claimed Lands; Acreage Rate; Power to hold, sell and mortgage lands; Incorporation of Acts; Amendment or Repeal of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to carry into effect the following, or some of the following, among other purposes, and to confer the following, or some of the following, among other powers, that is to say:

To constitute Commissioners, or Trustees, or a Board or Committee of Conservancy, herein called "the Conservators," for the improvement, protection, maintenance, and conservancy of the River Dee and estuary thereof, and of the navigation thereof, from a point in the said river called Wilcox Point, in or near to the city of Chester, in the parish of the Holy and Undivided Trinity, in the city of Chester, and county of the same city, down to a point called the Point of Aire, at or near to the mouth of the said river on the west shore thereof, in the parish of Llanasa and

county of Flint, and also down to another point called Hilbre Point, likewise at or near to the mouth of the said river on the east shore thereof, in the parish of West Kirby, in the hundred of Wirral, in the county of Chester, and including all streams, havens, creeks, bays, and inlets within the limits aforesaid.

To make regulations as to the constitution, election, qualification, and tenure of office of such Conservators, provide for the transfer to the Conservators of the jurisdiction, powers, duties, rights, and privileges of the River Dee Commissioners, and to vest in and confer upon the Conservators larger, fuller, ampler, and more extensive jurisdiction, powers, duties, rights, and privileges.

To transfer to and vest in such Conservators all or some of the rights, powers, duties, liabilities, and privileges, which the Company of proprietors of the undertaking for recovering and preserving the navigation of the River Dee (herein called the River Dee Company), or the mayor or citizens of Chester, or any other Corporation or persons have heretofore possessed at common law, by prescription, grant, usage, custom, or charter, or under the Acts of Parliament hereinafter mentioned or referred to, or under any other Act or Acts, or as modified or enlarged by the intended Act, in, over, or relating to the said River Dee and estuary thereof, and the soil and bed of the same, and the several rivers, streams, havens, creeks, bays, inlets, and watercourses communicating or connected with the said river and estuary, so far as the tide may flow and reflux over the same, including all ferries and rights of ferry, and all banks and embankments, walls, ferry houses, approaches, boats and appurtenances, groins, cops, weirs, sluices, dams, and cuts within the limits aforesaid.

To take powers to restore the state of the navigation of the said River Dee to the depth and condition heretofore prescribed, and further to improve the navigation of the said river and estuary thereof. And it is intended by such Act to take powers to make bye-laws for the regulation, improvement, and management of the said River Dee and the estuary thereof, and such other rivers, streams, and watercourses, havens, creeks, and inlets as aforesaid, and to set out boundaries, and to remove all obstructions to the free navigation of the said river and estuary; and to impose penalties on all persons placing or continuing obstructions, or throwing, emptying, or depositing ballast, spoil, refuse, or other materials in the said river or estuary, and to authorise the Conservators to appoint and remove harbour-masters, collectors, or other officers, and to place buoys, beacons, and mooring chains in the said river and estuary; and to regulate and manage the police thereof, and to compel the removal of wrecks therefrom.

To obtain power for the purchase by agreement of lands, houses, tenements, and hereditaments, waters, buildings, and private moorings and wharves, for the purposes aforesaid.

To transfer to the Conservators all tolls, rates, and dues leviable upon or in respect of ships, vessels, or other craft or goods, wares, merchandise, ballast, and other commodities, laden or unladen, entering into and using the said river or estuary within the limits aforesaid, and all rights and privileges connected therewith, and also to obtain powers for the Conservators to levy the same or other rents, tolls, rates, and duties in respect of the navigation of the said river and estuary, and that either free of existing restrictions or subject thereto, and to vary or extinguish all rights and privileges which may in any manner interfere with

the improvement of the navigation of the said river or estuary, or with the powers sought to be conferred by the said intended Act, and to compound for tolls, rents, rates, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To exempt and discharge the white sands and the lands already reclaimed, or which shall hereafter be reclaimed, either forthwith or when the said lands respectively shall be sold or otherwise conveyed or alienated, and to exempt and discharge all lands which have heretofore belonged to and have been sold or otherwise conveyed or alienated by the River Dee Company from all liability with respect to the maintenance of the said navigation, and the banks, causeways, and other works connected therewith, and the compensation for damage which may have been or may be occasioned by the acts or defaults of the River Dee Company, or the Conservators, and from the payment of two annuities to the Hawarden Embankment Trustees, and the maintenance of two ferries across the River Dee below Chester, and the maintenance and repair of certain roads, and all other general liabilities, absolute or contingent, touching the matters aforesaid, imposed on the said lands, or the owners or occupiers thereof, by or in consequence of the acts hereinafter specified, relating to the River Dee Company, or by the intended Act.

To enable and require the Conservators for all or some of the purposes herein specified, or for such purposes as shall from time to time be subsisting, to impose and lay on the owners and occupiers of all lands already reclaimed from the River Dee, and on the owners and occupiers of all such lands as shall hereafter be reclaimed, an annual acreage or other rate, and that either in addition to or in substitution for the charges, burdens, or liabilities to which such lands are or may be subject, with usual powers of distress and entry if such rates shall be unpaid.

To enable the said Conservators to redeem or commute the annuities of £200 and £50 payable by the River Dee Company to the Hawarden Embankment trustees by the payment of a capital sum, or by such other means as the Act may define, and as may be agreed on between the parties, and to authorise the said trustees to enter into such agreement and to accept any such sum of money or other consideration for the redemption or commutation of the said annuities.

To vest in the Conservators, and to empower them to hold, sell, lease, let, mortgage, or otherwise dispose of, farm, work, and use, with all the powers of absolute owners, all lands which may hereafter be reclaimed in and from the said river and estuary.

To define, mete, and set out the boundaries of the lands which have already been reclaimed, and to provide for the manner in which, and the terms and conditions on which such lands are to be held and enjoyed by the persons or corporation or corporations in whom the same are or may be vested.

To enable the Conservators to raise money upon security of reclaimed and other lands and hereditaments and property, and on the credit of the tolls, dues, rates, taxes, and contributions to be granted, transferred, or imposed under the said Act for carrying the purposes thereof into execution, and to confer upon the Conservators all such powers, and to make such provisions as may be deemed necessary for carrying into effect the objects of the said intended Act, or such powers and provisions as are usually inserted in Acts of a similar nature.

To enable the said Conservators, to make and carry into effect agreements and arrangements with the River Dee Company, their mortgagees, or creditors, or any person having any claim against the River Dee Company and with the River Dee Commissioners, and with all other public bodies, companies, and persons with respect to any matter or thing relating directly or indirectly to any of the objects or purposes of the said intended Act or otherwise.

To enable the Conservators to pay off, take up, or otherwise deal with the whole or any part of any moneys borrowed by, or any debts contracted by the River Dee Company, and to fix and determine the rank and position of any creditors of the River Dee Company and the amount of their debts.

To enable the Conservators to apply any funds of which they may become possessed for all or any of the purposes of the said intended Act, and to borrow money on mortgage or otherwise for those purposes, and to attach to the securities for any money so to be borrowed any preference or priority which they may think fit.

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 Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and any other Acts or provisions which it may be necessary or expedient to incorporate for effecting the objects of the said intended Act.

To alter, modify, and amend the constitution of the River Dee Commissioners and of the River Dee Company and the powers vested in them, and their rights, privileges, duties, and obligations in so far as may be necessary or convenient for the purposes of the said intended Act or otherwise.

To amend and enlarge, and in certain respects repeal, the powers and provisions of the several Acts following, or such of them as may be still in force, and of any other Acts relating to the navigation of the River Dee, namely, 11 and 12 Will. III., being an "Act to enable the mayor and citizens of the city of Chester to recover and preserve the navigation upon the River Dee," and (local and personal) 6 Geo. II., cap. 30, being "An Act to recover and preserve the navigation of the River Dee, in the county palatine of Chester;" 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; 5 and 6 Will. IV., cap. 88; "The Dee Standard Restoration Act, 1851;" and "31 Vic., cap. 25," and of the local and personal Act 16 Geo. III., cap. 61, relative to pilotage, buoys, and lighting within the port of Chester, also of the several local and personal Acts following, or some of them, relating to the Lower King's Ferry Road, in the county of Flint (that is to say), 5 and 6 Will. IV., cap. 4; 1 Vic. cap. 19; 23 and 24 Vic. cap. 32; and also all other Acts, charters, grants, customs, rights, and privileges which directly or indirectly affect the River Dee or the said navigation or the River Dee Company, and which may be inconsistent or would interfere with the exercise of the powers and provisions of the intended Act.

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, 1883.

Evan Morris, Wrexham, Solicitor for the Bill.

Batten, Proffitt, and Scott, 32, Great George Street, Westminster, Parliamentary Agents.

In Parliament—Session 1884.

Croydon Corporation.

(Creation of Consolidated Stock, Conversion of Existing Loans and Debts into Stock; General Financial Arrangements, Application of Funds, Construction and Acquisition of Water Works; Improved Supply of Water; Acquisition of Lands; Agreement with the Lambeth Water Works Company as to the Purchase of a Portion of their Undertaking and Works; Provisions relating to the Supply of Water; Collection and Recovery of Water Rates; Establishment and Regulation of Markets and Fairs; Telegraphic or Telephonic communication between Fire Stations, Establishments, and Offices; Repair of Private Roads; Regulations as to Hackney Carriages, Omnibuses, and Public Vehicles, and other Provisions for the Good Government of the Borough; To provide for Superannuation Allowances; and for the Repeal or Alteration of certain Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Mayor, Aldermen, and Burgesses of the Borough of Croydon, acting by the Council (hereinafter called "the Corporation"), for an Act to effect the purposes, and to confer the powers and privileges following, or some of them (that is to say):—

To authorise and provide for the consolidation and conversion into one or more stock or stocks of all or some of the loans, mortgages, and other securities and liabilities raised, granted, or incurred by the Corporation, or by the Croydon Local Board of Health (hereinafter called "the Local Board"), or hereafter to be raised or granted by the Corporation under statutory powers, or under the powers of any Act of Parliament, or the order of any public department of the State, now or hereafter in force within the borough of Croydon, or otherwise, and to authorise the creation and issue for that purpose of consolidated or other stock, annuities (perpetual or otherwise), or upon and subject to such terms and conditions as may be prescribed or provided for by the Bill, and to make provision with reference to the repayment of the said existing loans, mortgages or other securities, and the sinking funds (if any) applicable thereto; and if thought fit, to extend the periods for such repayment, to make other provisions as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, or other securities and liabilities into a permanent debt by the issue of stock, or other securities of an equal, less, or greater amount in lieu of such loans, mortgages, or other securities and liabilities.

To authorise the corporation to raise by the creation and issue of such consolidated or other stock or securities as aforesaid, the whole or any part of the moneys which they now are, or may hereafter by any Act to be passed in the ensuing or any future Session of Parliament, or under the order of any public department, be authorised to raise.

To charge the said stock, or other securities, upon all or any of the estates and property of the Corporation, and the rates, revenues, and other securities upon which the Corporation are or may be authorised to raise money, including the borough rates and borough fund, and the general district rates of the Corporation acting as the Urban Sanitary Authority.

To authorise the investment of trust funds in the consolidated or other stock, annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them

or affecting such stock, annuities, or other securities.

To empower the Corporation to enter into and fulfil contracts and agreements with the Bank of England, or any other bank, companies, or persons for and in relation to the issue and transfer of and the payment of interest upon the said stock, and for the keeping at such bank or elsewhere, of all or any registers, books of account and documents of or in relation thereto.

To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by "The Lands Clauses Consolidation Act, 1845" (Section 7), to sell land, to consent to the conversion of such stock, annuity, or security into the consolidated stock of the Corporation.

To make provision for the granting of stock certificate with coupons entitling the bearer to the dividends, and for the transfer of stock by the delivery of stock certificates.

To provide for the formation of a fund for the purposes of paying the dividends and redemption of stock, and for contributions to such fund from the several funds, account, revenues, tolls, rents, and rates of the Corporation.

To declare any perpetual annuities or other securities, granted or to be granted by the Corporation, under any statutory powers to be personal estate.

To make provision with reference to the exemption from stamp duty of transfers of such consolidated or other stock, on such terms and subject to such other payments by way of composition for stamp duty, as may be prescribed or authorised by the Bill.

On the sale of lands or property of the Corporation charged with the said stock or other securities, to free such lands and property from such charge.

To empower the Corporation to pay out of their funds, rates and revenues, and out of moneys to be raised by the issue of such stock and securities as aforesaid, the expenses of improving the condition of the main roads of the borough, and the expenses of adapting the corporate buildings to the purposes of the Corporation, and the expenses of and incidental to the preparing and passing of the said Bill, and for the general purposes of the Corporation.

To authorise the Corporation to make and levy additional, and to alter existing, rates, rents, duties, and charges, and to confer exemptions from the payment of rates, rents, duties, and charges, and to alter, amend, and extend the powers of the Corporation as to the making of assessments and the levying and recovering of rates, rents, duties, and charges, and as to the raising of money on the security thereof.

To empower the Corporation to make and maintain, with all necessary approaches, embankments, roads, wells, drains, sluices, culverts, mains, pipes, engines and all works and conveniences necessary for the supply of water within the limits of supply hereinafter mentioned, the water works and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, all in the county of Surrey, that is say:—

A.—A well with all necessary adits, headings, and borehole, and pumping station, with pumping engines, engine and boiler-houses, tanks, and other works, dwelling-houses and other buildings and fences, to be situated in the parish of Addington, in the county of Surrey, upon the field called Bottomfield, in the occupation of Henry Still, lying on the north side of, and contiguous to, an occupation-road leading to

Addington Lodge from the public highway known as Addington Bottom, or Hares Bank, and about 650 yards distant from the road leading from Addington to Selsdon.

B.—An aqueduct or line of pipes commencing in the parish of Addington at the said intended well or pumping station hereinbefore described, and passing thence along the public highways in the said parish of Addington, and terminating at an intended service reservoir next hereinafter described.

C.—A covered service reservoir about 320 feet by 150 feet or thereabouts, with all necessary works, shafts, and openings for ventilation upon lands belonging to the Corporation, called Addington Hills, in the last mentioned parish, at a point 150 yards or thereabouts measured in a north-easterly direction from the cottages called Bandy Mount, situate on the road leading from Coombe to Addington.

D.—An aqueduct or line of pipes commencing at the covered service reservoir last described, passing thence along the public highways in the parishes of Addington and Croydon, and terminating at or about the point of junction between Park Hill-road and Coombe-road, and about 280 yards or thereabout, east of the main line of the London, Brighton and South Coast Railway.

E.—An aqueduct or line of pipes commencing by a junction with the last-named aqueduct, at the point of junction of Oaks-road and Coombe-road, and passing thence along the public roads, and terminating at or near All Saints' Church, at the point of intersection of Church-road and Beulah Hill, all in the parish of Croydon.

F.—A well, with all necessary adits, headings, and borehole, and pumping station with pumping engines, engine and boiler houses, tanks and other works, dwelling-houses and other buildings, and fences, to be situated in the parish and township of Beddington, and upon the field called Trodden Way, in the occupation and ownership of Thomas Broadhurst Puckle, Esq., at the south-west corner of the junction of Smitham Bottom-lane, Foxley-lane, Carshalton lane, and Little Woodcote-lane.

G.—An aqueduct or line of pipes commencing in the last-mentioned township and parish, at the well or pumping station last described, passing thence along the public highways and private roads and terminating in the parish and borough of Croydon, at or near the point of junction between the road or street called Upper Coombe-street and the road or streets called South End and High-street.

All which intended works will pass from, 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, Addington, Beddington, South Norwood, Upper Norwood, Croydon.

To authorise the Corporation to deviate laterally from the lines of the intended works and vertically from the levels thereof.

To authorise the Corporation in the parishes and places aforesaid, or any of them, to cross, divert, and alter, and stop up temporarily turnpike and other roads, highways, streets, pipes, sewers, bridges, and tramways.

To empower the Corporation to take, collect, and thence distribute any water which may be obtainable by them from the wells and pumping stations hereinbefore described, as well as the waters of any springs and streams, or any waters

on or near the site of the proposed wells and works, or which may be from time to time in, on, or under any lands for the time being belonging to the Corporation, and to extinguish all rights and interests in such springs, streams, and waters.

To authorise the Corporation to purchase and acquire by agreement so much of the undertaking of the Lambeth Waterworks Company, and the aqueducts, conduits, mains, pipes, plant, machinery, apparatus, and rights as relate to or are in any wise used or intended to be used in or about the supply of water in the South Norwood, Upper Norwood, and west wards of the said borough, and to enable the said Company to sell that portion of their undertaking, and to extinguish the rights of the Lambeth Waterworks Company and the rights (if any) of any other water company, body, or persons to supply water within the said borough.

To authorise the Corporation to continue, maintain, renew, alter, and discontinue any existing waterworks, to erect, provide, and maintain additional and other wells, reservoirs, aqueducts, mains, pipes, meters, buildings, works, and apparatus to supply water within the limits of the borough, and to provide that water need not be constantly laid on under a greater pressure than the works will supply.

To authorise the Corporation, by compulsion or agreement, to purchase, acquire, and hold, and to take on lease, and to take grants of easements over any lands, houses, works, and other hereditaments requisite or desirable for any of the purposes of the Bill, and to collect and impound by and in their waterworks, and thence distribute all or any waters in, on, or near the site of any such works, or in any lands for the time being of the Corporation, and to vary and extinguish any rights or privileges connected therewith, and to confirm and give effect to any purchase made, or leases taken, or contracts or agreements entered into by the Corporation with respect to any such lands, houses, and other hereditaments.

To authorise the Corporation to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, authorities, obligations, claims, and demands of the Lambeth Waterworks Company, so far as they may relate to the user and enjoyment of their works and undertaking within the limits aforesaid, from the time of purchase of each portion of their undertaking, the supply of water, the levying of rates and charges, and otherwise.

To empower the Corporation to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise, without as well as within the limits of the borough, with any sanitary, local, or other authority, and any railway or other company, corporation, person or persons, and to vary, suspend, or rescind any such contracts or arrangements.

To purchase, by compulsion or agreement, and to take on lease, and also to take grants or easements of and other rights and privileges over mills, lands, houses, springs, streams, waters, and other hereditaments in the said parishes, townships, and other places aforesaid, required for the purposes of the said intended works, or any of them, or of the Bill; and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments.

To make provisions with reference to the supply of water, the rate or scale for supply for domestic purposes, definition of domestic supply, charge for water-closets and baths, provision for waste, misuse or improper use or undue consumption of water, limit of obligation to supply, recovery of expense of laying down and providing

continuation pipes and other works, to provide for the collection and recovery of water rates, rents, and charges, and the application of the water revenue, and make provision for meeting any deficiency therein.

To prescribe the form and nature of meters and fittings, pipes, valves, cisterns, baths, water-closets, and other apparatus, and regulate the use of taps and fittings.

To authorise the Corporation to regulate any existing market or market places, and, if need be, to erect a market house and other buildings, and to establish and maintain a new fair or market, or new fairs or markets, for the sale of horses, cattle, and fish, or any such animals and merchandise, in the borough, to be held at such times and places, and under and subject to such regulations and restrictions as may be prescribed by the Bill, and to levy, and take, and alter any existing tolls, rents, rates, stallages, duties, and other charges for the use of such markets or fairs, or any of them, and of the buildings, lairages, stands, stalls, shops, weighing machines, and conveniences provided in connection therewith, and on and after the opening of such fairs and markets, or any of them, to prohibit the sale of horses or other beasts of draught or burden, or of cattle, or of fish, or other merchandise, in any street or public place, not being the place prescribed for the holding of such fair or market within the borough, and to enable the Corporation to purchase or lease any existing markets and places within the said borough, and to extinguish rights if any in connection therewith, and to exercise all or any of the powers above mentioned including the power of making bye-laws, rules, and regulations.

To authorise the Corporation to provide and maintain for their establishments or offices telegraphic or telephonic communication between any parts of the borough, and for such purposes to incorporate, extend, or apply all or some of the provisions of "The Telegraph Act, 1863," or any other Act or Acts amending the same.

To empower the Corporation to obtain prepayment of the estimated cost of putting private roads compulsorily into repair.

To confer further powers upon the Corporation with respect to hackney carriages, omnibuses, and other public vehicles, and the standing and starting places thereof and the fares to be charged, and for that purpose to provide for the exclusion of the borough from the provisions of the Act entitled "An Act for regulating Hackney and Stage Carriages in and near London," and any other Act or Acts altering or amending the same in that respect, and the drivers, conductors, and persons in charge of hackney carriages, omnibuses, and other public vehicles, and for granting, suspending, and revoking licenses to such drivers, conductors, and persons, for imposing penalties for the use of false numbers and badges, and for regulating the conduct of drivers and conductors.

To empower the Corporation to prohibit or regulate by license or otherwise the placing or maintaining of wires, conductors, cables, tubes, or other projections, works, or things, above, along, across, or beneath streets or other public places within the borough.

To make provision for the good rule and government of the borough, and the prevention of nuisances and offences therein, and especially with respect to the following matters, that is to say:—

The driving of cattle through the streets of the borough, regulating traffic on special or ordinary occasions, the crying of goods for sale, or singing or brawling, or playing on musical

instruments in the streets of the borough on Sundays, the fencing in of land in which any gravel pit, sand pit, pond, or sheet of water is situate, and of vacant land.

As to the material on which and the mode in which plans of new streets and buildings submitted for the approval of the Corporation shall be prepared, and to prohibit the commencement of new buildings before the approval of the Corporation has been given thereto.

For the keeper of every common lodging-house to reside on the premises, or to appoint a resident deputy, with power to the Corporation to disapprove such deputy, and thereupon to provide for the appointment of another.

For the giving of notice to the Corporation of persons suffering from infectious or other diseases, and of certificates or declarations by medical practitioners attending such persons, and to empower the Corporation to remunerate any such medical practitioner for his services.

To authorise the Corporation to grant superannuation allowances to their officers and servants, and to establish a superannuation fund, and to provide for the investment and application of the same, and to enable the Corporation to grant gratuities and to establish a sick and funeral fund.

To empower the Corporation to make and enforce bye-laws, rules, and regulations, in respect of all or some of the matters and things mentioned or referred to in this Notice and to impose penalties for the breach of such bye-laws.

To confer upon the Corporation all powers, rights, and 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.

The Bill will or may enable the Corporation to carry the provisions of the Bill into effect as the Local Board of Health or Urban Sanitary Authority of the borough, under and according to the provisions of the Public Health Acts, and as the Municipal Authority under and according to the provisions of the Municipal Corporation Acts, but in both cases with such modifications as the Bill may contain, and will authorise the Corporation, for all or any of the purposes of the Bill, to make and enforce bye-laws and regulations, and to enter into and fulfil contracts and agreements, and will or may confirm any such contract or agreement which may have been entered into prior to the passing of the Bill.

The Bill will, for the purposes thereof, incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," the Highway Acts, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Public Health Act, 1875," "The Local Loans Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Burial Acts, 1852 to 1871," "The Commissioners Clauses Act, 1847," "The Municipal Corporations Act, 1882," "The Market and Fairs Clauses Act, 1847," "The Bankers Books Evidence Act, 1879," "The Inland Revenue Act, 1880," and may alter, vary, repeal, or make applicable to the purposes of the Bill, all or any of the provisions of the following Acts, namely, 46 Geo. 3, cap. 130, 10 Geo. 4, cap. 73, 12 and 13 Vic. cap. 94, 32 and 33 Vic. cap. 124, 26 and 27 Vic. cap. 32, 42 and 43 Vic. cap. 78, and 43 and 44 Vic. cap. 59, or any other Acts relating to the borough of Croydon.

And Notice is hereby further given, that duplicate plans and sections, describing the proposed works, and the lands, houses, and property under, in, upon, 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, as published in the London Gazette, will, on or before the 30th November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington Causeway, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place from, in, through, under, or into which the proposed works will be made or pass, and also a copy of this Notice as published in the London Gazette, will, on or before the same day, 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 an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1883.

C. M. Elborough, Town Clerk, Croydon,
Solicitor for the Bill.

Wyatt, Hoskins and Hooker, Parliament
Street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1884.

Caledonian Railway (No. 1).

Construction of Railways, Road, and other Works; Stopping up of Road, and Acquisition of Lands, in the Counties of Lanark, Renfrew, Forfar, Stirling, and Clackmannan; Extension of Time for Completing the Alloa Railway; Transference of that Railway to the Caledonian Railway Company, and Power to them to complete it; Dissolution of Alloa Railway Company; Abandonment of Railways authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and Repeal of that Act; Confirmation of Agreement between the Caledonian and the North British Railway Companies for such Abandonment, and for Conferring upon those Companies respectively Special Running and other Powers over certain portions of the Undertakings of each other, and Relative Matters; Acquisition by that Company of the Moffat Railway, and Confirmation of Agreements between them and the Moffat Railway Company; Dissolution of Moffat Railway Company; Additional Share and Loan Capital; Tolls, Rates, and Charges; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill (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 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 a point 950 yards or thereabouts (measuring along the said line) eastward from the signal-box at Milton Junction, and terminating by a junction with the railway authorised by the Caledonian Railway (Further Powers) Act, 1882, and therein called Railway No. 1, now in course of construction, at a point 300 yards or thereabouts north-westward from Blackhill Farmhouse; which intended 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 Barony of Glasgow, Maryhill, and Springburn, in the county of Lanark.

2. A Railway (hereinafter called "Railway No. 2"), commencing by a junction with the Greenock section of the Caledonian Railway at or near the signal-box on the said Greenock section in connection with the Walkinshaw Oil Works, and terminating on the western side of the public road leading from Paisley to Inchinnan, near the point where that road is carried over Abbot's Burn, 130 yards or thereabouts westward from the western side of the Cart Navigation, and 230 yards or thereabouts northward from the point where the Parliamentary boundary of the burgh of Paisley crosses the said road; which intended 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 Abbey parish of Paisley, the parish of Renfrew, and the burgh of Paisley, all in the county of Renfrew.

3. A Railway (hereinafter called "Railway No. 3"), commencing by a junction with the Company's Dundee and Newtyle Branch at or near the northern side of the bridge carrying the Clepington-road over that Branch, and terminating at a point 90 yards or thereabouts northward from the junction of the said road with the road leading to the ruins of Mains Castle.

4. A Railway (hereinafter called "Railway No. 4"), commencing by a junction with the said Dundee and Newtyle Branch at a point 670 yards, or thereabouts (measuring along the said branch), northward from the last-mentioned bridge, and terminating by a junction with Railway No. 3 at a point 70 yards, or thereabouts, north-eastward from the farm steading of West Mains; which intended Railway No. 3 and 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 Mains and Strathmartine, and partly within the burgh of Dundee, in the county of Forfar.

5. A Railway (hereinafter called "Railway No. 5"), being a doubling of the line of so much of the Company's South Alloa Branch as extends from the junction thereof with the Company's Scottish Central Main Line to the junction of the said branch with the Alloa Railway, authorised by the Alloa Railway Act, 1879, and now in course of construction; which intended 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 parishes of St. Ninians and Airth, in the county of Stirling.

6. A Railway (hereinafter called "Railway No. 6"), being an extension of the said Alloa Railway, commencing by a junction with the authorised line of that railway at the termina-

tion thereof, and terminating in the burgh of Alloa, on the western side of the street or road called Glasshouse Loan, at a point 14 yards or thereabouts northward from the north-eastern corner of Craigward Cooperage.

7. A road or street commencing at a point 50 yards or thereabouts southward from the south-eastern corner of the Bass Crest Brewery, and terminating on the western side of Glasshouse Loan aforesaid, at a point 37 yards or thereabouts northward from the north-eastern corner of Craigward Cooperage; which intended Railway No. 6, and intended road or street, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Alloa, and the burgh of Alloa, in the county of Clackmannan.

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 intended railways, road or street, and other 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, for the purposes of station accommodation in connection with the Alloa Railway, viz.:—

Certain lands in the parish of Alloa and burgh of Alloa, in the county of Clackmannan, bounded on the east by Glasshouse Loan aforesaid, on the south by Craigward-place and the road in continuation westward thereof, on the west by a line parallel to and distant 20 yards or thereabouts, westward from the western side of the road leading from Craigward-place to Bass Crest Brewery, and on the north by the northern side of the intended road or street hereinbefore described, and of a line in continuation westward of such northern side.

To enable the Company to stop up so much of the aforesaid road leading from Craigward-place to Bass Crest Brewery as lies between the commencement of the intended road or street hereinbefore described, and a point 95 yards or thereabouts southward from such commencement.

To extend the time limited by the Alloa Railway Act, 1879, for the completion of the Alloa Railway (including the bridge) authorised by that Act, and the opening thereof for the public conveyance of passengers.

To authorise and provide for the vesting in the Company, by purchase or amalgamation, of the undertaking of the Alloa Railway Company, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Alloa Railway, and of fixing and levying tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking, or any part thereof, in substitution for the mortgages granted, or authorised to be granted, by the Alloa Railway Company, to alter the agreements already made between the Company and the Alloa Railway Company, confirmed by the Caledonian Railway (Additional Powers) Act, 1880, and to provide for the dissolution of the Alloa Railway Company, and the winding up of their affairs.

To authorise the Company to abandon or relinquish the construction of the several rail-

ways in the parishes of Larbert and Falkirk, in the county of Stirling, authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and the subsidiary works connected therewith, and to release the Company from the payment of penalties in respect of such railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands for the purposes of such railways and other works, and to repeal the last-mentioned Act in whole or in part.

To confirm an agreement entered into between the Company and the North British Railway Company with respect to the abandonment of the railways and works authorised by the last-mentioned Act, and for securing to the Company perpetual running and other powers over the North British Railway Company's Stirlingshire Midland Junction Line, and stations and works connected therewith, for the traffic and upon the terms therein mentioned, and for altering the powers of the said Companies with respect to the use of the Company's Grangemouth Branch Railway, and the tolls payable for such use, and for conferring upon the North British Railway Company perpetual running powers over the railway authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 5, and with respect to other matters connected with the said several powers.

To authorise and provide for the vesting in the Company, by lease, purchase, or amalgamation, of the undertaking of the Moffat Railway Company, authorised by the Moffat Railway Act, 1881, and the Moffat Railway Act, 1882, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Moffat Railway, and the fixing and levying of tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner, and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking, or any part thereof, in substitution for the mortgages granted, or authorised to be granted, by the Moffat Railway Company, and to provide for the dissolution of the Moffat Railway Company, and the winding up of their affairs, as also to confirm any agreements entered into between the Company and the Moffat Railway Company with respect to the construction and use, and the lease or transference to the Company of the Moffat Railway, and relative works, and to enable the said Companies to enter into further agreements with each other with respect to the said matters, or some of them.

To empower the Company to deviate in the construction of the several railways and road or street 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, and 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, watercourses, sewers, drains, gas and water pipes, and electric 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 road or street, and works connected therewith; to

extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; 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 Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Company.

To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, in all respects, form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made 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 intended railways hereinbefore described, 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, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of these modes, additional money for the purposes of the several works proposed to be authorised, and the several lands proposed to be acquired, under the powers of the Bill, and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired, by the Company, and for the purpose of the acquisition of the Alloa Railway and the Moffat Railway, and the works connected therewith respectively, as aforesaid, and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to, or authorised to be raised by, the Company, 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, watercourses, sewers, drains, gas and water pipes, electric apparatus, and other property hereinbefore mentioned, and with the shares and stocks in the Company, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the Company, and the other Companies hereinbefore named, 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 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 Cale-

donian 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; the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867, and the Agreement scheduled thereto; the Montrose Harbour Act, 1837; the Montrose Harbour Act, 1850; the Montrose Harbour Act, 1866; the Montrose Harbour Order, 1878; and the Pier and Harbour Orders Confirmation Act, 1878 (No. 2), confirming that Order; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting any Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several railways and road or street 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 and road or street, 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 office at Glasgow of the principal Sheriff-Clerk of the County of Lanark; in the office at Paisley of the principal Sheriff-Clerk of the County of Renfrew; in the offices at Forfar and Dundee respectively of the principal Sheriff-Clerk of the County of Forfar; in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and in the office at Alloa of the principal Sheriff-Clerk of the County of Clackmannan; and copies of so much of the said plans, sections, and books of reference as relate to the respective parishes hereinbefore mentioned, and to the royal burgh of Dundee, 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, at his residence; and so far as respects the said royal burgh, with the town clerk of that burgh, at his office.

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 13th day of November, 1883.

George Jackson, Glasgow.

Grahames, Currey and Spens, 30, Great George-street, Westminster.

In Parliament.—Session 1884.

Bristol Corporation.

(Repairs to Private Streets; Private Improvement Expenses; Compensation for Illegal Damage; Standings for Tramcars; Dwellings on Lands Liable to Flood; Casual Employment of Children; Brothels; and other matters of Police; Licensing Places for Music and Dancing; Drovers; Bicycles; Compulsory Pilotage; Bye-Laws; Incorporation, Amendment and Repeal of Acts, and other powers.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the city of Bristol (herein referred to as the Corporation),

being also the Sanitary Authority for the district of the said City, intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following purposes, that is to say:—

1. To extend the powers of the Corporation for the recovery of expenses incurred by the Corporation in the paving, sewerage, draining, kerbing and repairing of streets and highways not repairable by the inhabitants at large, and any other expenses incurred by the Corporation, and recoverable from the owners and occupiers of property, and of expenses known as private improvement expenses.

2. To compel persons to make compensation for illegal damage to person or property.

3. To enable the Corporation to fix the standing places for tramcars.

4. To regulate and, if thought fit, to prevent the construction of dwellings on lands in the City liable to floods, and to make further provisions with respect to the construction of the foundations of houses, and the lower storeys thereof, for the prevention of damp.

5. To prohibit the casual employment of children under 8 years of age in vending articles in any public place in the city, and to prescribe the hours within which children between the ages of 8 and 13 may be so employed.

6. To make further provision for the good government of the said city, especially with reference to the following matters, namely:—Brothels; gaming and disorderly houses; street betting, street music, closing streets during fires, street traffic, street obstruction, removal of snow; the licensing of places for public dancing, music, games, and public entertainments, and the prohibiting the use of other than licensed places for any such purpose; the licensing of drovers, and the prohibiting of other than licensed persons from exercising that calling within the city; Projections (existing and future) over streets; supervision over the quality of building materials; the regulating the use of bicycles and other like mechanical contrivances.

7. To confer on the Corporation, or the Council of the City, or any committee thereof, and on the justices of the peace for and the police of the City, and all other persons, all such powers as may be thought expedient for carrying into effect the foregoing provisions, or any of them.

8. To restrict, or to enable the corporation by bye-law to restrict, the area within which the pilotage of vessels by pilots licensed by the Corporation is compulsory, and to alter and amend section 9 of the Bristol Wharfage Act, 1807 (as altered by the Bristol Channel Pilotage Act, 1861), and to extend, or to enable the Corporation by bye-law to extend, the provisions of that section so altered and amended to certain coasting vessels and Irish traders.

9. To charge the expenses of obtaining and carrying into execution the powers and provisions of the intended Act on the rates, tolls, and revenues of the Corporation, and for that purpose to levy rates, tolls, and charges, and to alter existing rates, tolls, and charges.

10. The Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will enable the Corporation to make and enforce bye-laws for all or any of the purposes of the Bill, and confer other rights and privileges.

11. The Bill will or may incorporate with itself, and with or without alteration, such provisions as may be thought expedient of "The Towns Improvement Clauses Act, 1847," and "The Town Police Clauses Act, 1847," and will

No. 25290.

G

or may, so far as may be necessary, alter, amend, extend, and repeal the necessary provisions of "The Bristol Wharfage Act, 1807;" "The Bristol Encroachments Act, 1837;" "The Bristol Improvement Act, 1840;" "The Bristol Improvement Act, 1847," and any other Act relating directly or indirectly to the Corporation, "The Locomotives Act, 1861;" "The Locomotives Act, 1865," and "The Highways and Locomotives (Amendment) Act, 1878," and of any and every other Act which will interfere with any of the objects of the Bill.

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

Dated this 14th day of November, 1883.

Daniel Travers Burges, Town Clerk,
Bristol;

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

In Parliament.—Session 1884.

Dee Conservancy and Improvement.

(Constitution of Conservancy Board; Transfer to them of Powers, Rights, and Privileges of River Dee Company and River Dee Commissioners with respect to the Navigation of the River Dee, and of the Embankments and Banks and other Works of Navigation belonging to the River Dee Company, and the levying of Tolls, Rates, and Duties thereon, and with respect to the reclamation and enclosure of Lands not already reclaimed from the Estuary of the River; Constituting Conservancy Board Port and Harbour Authority within Port of Chester; Ferries across the Navigation to be vested in Conservancy Board; Construction of Canal in the Bed and Channel of the River Dee, Drainage Channels, and other Works; Creation of Conservancy Fund by way of Mortgage or Sale of the Lands and Estate of the River Dee Company, or by means of Funds to be contributed by that Company or otherwise; Powers to that Company and Conservancy Board to make and carry into effect Arrangements and Agreements; Powers to raise Moneys for purposes of Act; Powers to Great Western, London and North Western, Wrexham, Mold, and Connah's Quay Railway Companies, Shropshire Union Railways and Canal Company, and Cheshire Lines Committee to contribute; Powers to levy Tolls, Rates, and Duties; Powers to hold, mortgage, and sell lands; Powers to improve Navigation; Powers to purchase and re-sell or otherwise deal with Mills in Chester; Provisions as to outfall of Chester sewage, and otherwise in relation to such sewage; Power to purchase parts only of certain properties; Amendment or Repeal of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to carry into effect the following, or some of the following, among other purposes, and to confer the following, or some of the following, among other powers, that is to say:—

To amend and enlarge, and in certain respects repeal, the powers and provisions of the several Acts following, or such of them as may be still in force, and of any other Acts relating to the navigation of the River Dee and to the Company of Proprietors of the undertaking for recovering and preserving the navigation of the River Dee (hereinafter called "the River Dee Company"), namely:—11 and 12 Will. III., being "An Act to enable the Mayor and Citizens of the City of Chester to recover and preserve the Navigation

upon the River Dee," and (local and personal) 6 Geo. II., cap. 30, being "An Act to recover and preserve the Navigation of the River Dee, in the County Palatine of Chester;" 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; 5 and 6 Wm. IV., cap. 88; "The Dee Standard Restoration Act, 1851," and 31 Vic., cap. 25 (which Acts are hereinafter called "the recited Acts"); and also of the local and personal Act, 16 Geo. III., cap. 61, relating to pilotage, buoys, and lighting within the Port of Chester; and of all other Acts, charters, grants, customs, rights, and privileges which may be inconsistent or would interfere with the exercise of the powers and provisions of the intended Act.

To transfer to and vest in a Conservancy Board to be appointed and incorporated under the powers of the intended Act all the powers, duties, and liabilities now vested in the River Dee Company and in the River Dee Commissioners and their supervisors respectively under the recited Acts, or as modified or enlarged by the intended Act, with respect to the recovering and preserving the navigation of the River Dee within the county of Flint and the county of Chester, and county of the city of Chester, from the sea to a certain point within the liberties of the city of Chester, called Wilcox Point, and including all streams havens, creeks, bays, and inlets within the limits aforesaid, and to vest in such Conservancy Board the embankments and other works constructed by the River Dee Company for navigation purposes, and also the banks of the river, and the bed and soil of the river along the line of the existing navigation, and all land lying between such banks and embankments.

To constitute the Conservancy Board the Harbour Authority of the port and harbour of Chester, and to confer upon the Conservancy Board powers to improve the navigation of the said river, and to make and maintain such embankments, mounds, fences, river walls, dams, cuts, sluices, locks, reservoirs, channels, and other works as may be necessary for the purposes of such improvement; and also to make Bye-laws for the regulation, improvement, and management of the said River Dee and the estuary thereof, and such other rivers, streams, and water-courses, havens, creeks, and inlets as aforesaid; to set out boundaries, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said river, and of all parts of the waters and estuary connected therewith; to remove all obstructions to the free navigation of the said river and estuary; to impose penalties on all persons placing or continuing obstructions, or throwing, emptying, or depositing ballast in the said river or estuary; to appoint and remove Harbour Masters, Collectors, and other officers; to place buoys, beacons, and mooring chains in the said river and estuary; to regulate and manage the police thereof; to compel the removal of wrecks therefrom, and to make, maintain, grant, and license basins, docks, harbours, piers, jetties, and quays, with all proper conveniences for the navigation and improvement of the said river and estuary, and for the safety and convenience of ships, steam-vessels, and other craft navigating the same.

To enable the Conservancy Board to construct and maintain in the counties of Chester and Flint, and the county of the city of Chester, the several works following, viz.:-

(1) A navigable canal within and along the existing bed and channel of the River Dee, commencing at Wilcox Point and terminating at a point on the River Dee a little to the westward of St. Mark's Church, Connah's

Quay, in the parish of Northop, and to strengthen and make watertight the present banks and embankments, and to make new banks and embankments where necessary, together with such weirs, locks, gates, sluices, salmon passes, and other works as may be necessary for the purpose of such navigable canal.

- (2) To extend and improve the present training walls, and to make new training walls, and to execute such other works as may be necessary, to define, improve, and maintain the access from the said canal to Mostyn Deep.
- (3) To dredge, scour, open, deepen, widen, straighten and improve, the bed, banks, shores, and channels of the River Dee (either before or after the making of the said canal), from Wilcox Point to the sea.
- (4) A cut or channel for carrying off the drainage waters that now flow into the River Dee on the western side of the said river, with all necessary works appertaining thereto, such cut or channel commencing at Saltney, in the parish of St. Mary-on-the-Hill, in the city and county of the city of Chester, at or near a point where the Saltney branch of the Great Western Railway crosses on the level the turnpike road from Chester to Hawarden, and terminating in the existing channel of the River Dee at a point measuring 600 yards or thereabouts from the west side of the Western Railway wharf at Connah's Quay in a north-westerly direction, in the parish of Northop, and county of Flint.
- (5) A cut or channel, for carrying off the drainage waters that now flow into the River Dee, on the eastern side of the said river, with all necessary works appertaining thereto, such cut or channel commencing in the parish of the Holy and Undivided Trinity, in the county of Chester, in a brook called Finchett's Gutter (which there forms the boundary between the county of Chester and the city and county of the city of Chester), at a point measuring 600 yards or thereabouts in a northerly direction from the Cheese Stage, and terminating in the parish of Northop, in the county of Flint, at a point in the existing channel of the said river, on the north-eastern side thereof, measuring 700 yards or thereabouts from the west side of the said Western Railway Wharf at Connah's Quay.

The foregoing works will be made from, through, into, or in the parishes, townships, and extra-parochial places following, or some of them, in the counties of Chester and Flint, and the county of the city of Chester, or some or one of them, namely, St. Mary-on-the-Hill, St. Bridget, St. Martin, Blacon-cum-Crabwall, St. Oswald's, the Holy and Undivided Trinity, Saltney, Bretton, Manor and Rake, Mancot, Aston, Shotton, Sealand, Hawarden, Wepre, Golftyn, Kelsterton, Leadbrook Major and Leadbrook Minor, Northop, Flint, Coleshill, Coleshill Fawr, Coleshill Fechan, Bagillt Fechan, Bagillt Fawr, Whelston, Holy well, and Greenfield.

To authorise the Conservancy Board to cross, stop up, alter or divert, either temporarily or permanently, 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 works and of the intended Act, and for the same purpose to deviate laterally and vertically to any extent from the lines and levels of the works, as

shown on the plans and sections to be deposited as hereinafter mentioned.

To enable the Conservancy Board within the limits aforesaid, to construct, and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, lay-byes, gates, sluices, culverts, bye-passes, arches, bridges (fixed or opening), sewers, drains, embankments, towing-paths, walls, jetties, landing places, dolphins, moorings, buoys, beacons, lights, staites, groins, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, drops, railways, roads, tramways, rails, approaches, works, and appliances which may be necessary or convenient for or incidental to the before-mentioned works or any of them, or for the navigation of the said canal and river and the traffic thereon.

To purchase by compulsion or agreement lands, houses, tenements, and hereditaments, waters, buildings, and private moorings for the purposes aforesaid, and likewise to repeal, alter, modify, or transfer to the Conservancy Board all tolls, rates, town, quay, coal, and ballast or other rates and dues levied or authorised to be levied upon or in respect of ships, vessels, or other craft, or goods, wares, merchandise, ballast, and other commodities, laden or unladen, entering into or using the said navigation within the limits aforesaid, and all exclusive rights and privileges connected therewith; and also to levy the same or other rents, tolls, rates, and duties in respect of the navigation of the said river and estuary, and the said intended canal and 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 said river and estuary, or with the powers sought to be conferred by the said intended Act; and to compound for tolls; and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To purchase by compulsion or agreement and to resell the mills at both ends of the weir at the old Dee Bridge, in the city of Chester, to convert the same into steam mills or to other purposes, or to make agreements with the owners or lessees thereof for the conversion of the same.

To transfer to and vest in the Conservancy Board all the powers vested in the River Dee Company for reclaiming lands within the estuary of the Dee, and not already exercised by them, and to define the lands which have been reclaimed by works of reclamation by the River Dee Company, and which are, after the passing of the intended Act, to be held and enjoyed by them in manner to be thereby provided.

To vest in the Conservancy Board the existing ferries across the navigation of the River Dee, and to make provision for the passage of traffic across the river in manner to be provided by the intended Act.

To enable the Conservancy Board to raise such funds as may be agreed upon between them and the River Dee Company, or as may be prescribed by the said intended Act, for the purposes of improving and upholding the said navigation, by way of mortgage or sale of the lands and estate of the River Dee Company, or some part or parts thereof, or of rent-charge thereon, or in such other way as may be agreed on or prescribed as aforesaid; and also to enable the Conservancy Board to apply such funds to the purposes of the intended Act, or any of them, and to enable the said Company to do and execute all and whatsoever acts and deeds may be necessary for giving effect to any agreement between them and the Conservancy Board, and thereafter to hold their said property

and estate, or such part thereof as may be agreed upon, or as may be defined by the intended Act, freed and discharged of all liabilities in regard to the maintenance and improvement of the said navigation, or of all or some of the other burdens imposed upon them by the recited Acts or any of them, and to sell, lease, or otherwise dispose of the said property and estate, or any part or parts thereof, as they may see fit.

To authorise the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Union Railways and Canal Company, the Wrexham, Mold, and Connaught's Quay Railway Company, and the Cheshire Lines Committee, or any of them, to subscribe to the funds of the Conservancy Board.

To repeal, if necessary, the provisions as to the depth to be maintained in the navigable channel of the river, as prescribed by the Act 17 Geo. II., cap. 28, or by any other of the recited Acts, and the means of ascertaining the same, and in lieu thereof to make provision for the maintenance of a defined depth of water in the said canal throughout the whole course thereof.

To enable the Conservancy Board, until the said canal shall be opened for traffic, to levy the tolls, rates, and duties authorised by the recited Acts, and thereafter to levy such tolls, rates, duties, and charges as shall be authorised by the intended Act.

To make provision for diverting the existing outfalls of the sewage of the city of Chester; for the purchase of land by compulsion or agreement, and for the carrying off and disposal of the said sewage by irrigation or by such other means as may be provided by the intended Act; and to authorise the making of arrangements and agreements with the Corporation of Chester, the River Dee Company, and others with regard thereto.

To exempt the Conservancy Board from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

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 all such powers and provisions as may be necessary for carrying into effect the purposes aforesaid, or as are usually inserted in Acts of the like nature.

To hold, mortgage, sell, lease, or otherwise dispose of lands vested in the Conservancy Board by or to be acquired under the powers of the intended Act.

To alter, modify, and amend, or repeal the constitution of the River Dee Company, and the powers vested in them by the recited Acts or any of them, in so far as may be necessary or convenient for the purposes of the intended Act or otherwise.

To incorporate with the intended Act all or some of the provisions of the Commissioners' Clauses Act, 1847, The Companies' Consolidation Act, 1845, and the Companies' Clauses Act, 1863, the Harbours, Docks, and Piers Clauses Act, 1847, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and any Acts amending or affecting the same, or any of them.

Duplicate plans and sections, showing the lines and levels of the intended canal, cuts, channels, embankments, and works, and the lands and property proposed to be taken as aforesaid, and also a plan showing the mills proposed to be taken as aforesaid, together with a Book of Reference to such plans, containing the names of the owners or reputed owners,

essees or reputed lessees, and occupiers of such lands, houses, mills and property, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection on or before the 30th day of November, 1883, with the Clerk of the Peace for the county of Chester, at his office at Chester, with the Clerk of the Peace for the city and county of the city of Chester, at his office at Chester; and with the Clerk of the Peace for the county of Flint, at his office at Mold; and on or before the same day a copy of so much of the said plans, sections and Book of Reference as relates to each parish in or through which the intended works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this Notice will be deposited, in the case of each such parish, with the Parish Clerk of such parish, at his residence, and in the case of an extra-parochial place with the Clerk of some parish adjoining such extra-parochial place, at his place of abode.

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, 1883.

Birch, Cullimore, and Douglas, Chester,
Solicitors for the Bill.

Martin and Leslie, 27, Abingdon Street,
Westminster, Parliamentary Agents.

In Parliament—Session 1884

Wirral Railway.

(New Railways in Birkenhead; Additional Lands; Underpinning Ventilating Shafts; Tolls and Charges; Additional Capital; Payment of Interest during Construction; Apply Funds and Raise Capital; Power for the Mersey Railway Company, and the Seacombe, Hoylake, and Deeside Railway Company to subscribe; Agreements with Corporations of Liverpool and Birkenhead, Mersey Docks, and Harbour Board; Working and Traffic Agreements; Amendment of Acts.)

NOTICE is hereby given, that the Wirral Railway Company (in this notice called "the Company") intend to apply to Parliament in the ensuing session for an Act to enable them to make and maintain the railways and street or road hereinafter described, and all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A Railway (No. 1), wholly in the county of Chester, commencing by a junction with the authorised Wirral Railway, at or near the point where the said Wirral Railway is shown upon the plans deposited with the clerk of the peace for the said county to cross the northern boundary fence of the public road from Birkenhead to Moreton, which road is numbered 41A on the said deposited plans, and terminating in the extra-parochial chapelry of Birkenhead, at or near the north-western side of the street known as Arthur-street, such point being midway between Beckwith-street and Conway-street.

The said intended railway will pass into or through the following townships, parishes, or extra-parochial places, namely: township of Bidston, parish of Bidston, township of Cloughton-cum-Grange, parish of Woodchurch, and extra-parochial chapelry of Birkenhead.

The intended Act will authorise the Company to exercise the powers and effect the objects following, namely: to deviate laterally from the lines and vertically from the levels of the proposed railways and works shown on the plans and sections to be deposited as hereafter mentioned, to a greater extent if necessary than is allowed by the "Railway Clauses Consolidation Act, 1845."

A

To appropriate or use any street, square, road, or land traversed by the intended railways, and also to acquire compulsorily an easement only through or under the same, and through or under any buildings for the purposes of the intended railways; and to cross, divert, alter or stop up temporarily or permanently streets and other roads and highways, railways, tramways, drains, pipes, sewers, navigations, streams, and water-courses, as far as may be necessary in constructing or maintaining the intended railways and works, and particularly to stop up and appropriate the sites of Arthur-street, Buccleugh-street, and Duke-street.

To purchase by compulsion or agreement lands, houses, and other property, and to acquire easements in or over lands for the purposes of the intended railways and works, and to purchase and take by compulsion or agreement any vaults, cellars, arches, or offices, or parts thereof attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same, without being subject to the obligation contained in the 92nd section of the "Lands Clauses Consolidation Act, 1845."

To sell, mortgage, lease, or appropriate for building, or otherwise dispose of, any land or property purchased or acquired under the powers of the intended Act which may not be eventually required for any of the purposes of the Company, or under which the railway may be constructed, or to vary or to extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or property, or with the portion or portions thereof purchased by the Company which would interfere with the construction and maintenance of the intended railways.

To underpin or otherwise secure any houses or buildings which may be rendered insecure or be likely to become insecure by reason of the construction or working of the intended railways or of any works of the Company, and which houses and buildings the Company do not require to purchase for the purposes of their undertaking.

To make such openings or ventilating shafts from their railway into any public road, square open space, or any public place, and at such spots as shall be agreed upon between the Company and the local authorities having control of such road, square, open space, or public place, or shall in default of agreement be decided by arbitration, and to erect at such spots and on the surface of the ground such balustrades or other works for the purposes of the said openings or shafts connected therewith, as shall be so agreed or decided upon, and to interfere with and alter sewers, drains, pipes, telegraph wires, and all other works which may impede the construction and use of any such openings or shafts.

To levy tolls, fares, rates, and charges for and in respect of the use of the intended railways, stations, and other works, and the conveyance and accommodation of traffic, and to alter, increase, and regulate, the tolls, fares, rates, and charges now authorised to be demanded, levied, and charged by the Company, and to confer, vary, or extinguish exemptions from the payment of tolls, fares, rates, and charges.

To apply any capital or funds raised or authorised to be raised by the Company to the purposes of the intended Act, and to raise additional capital for such purposes and also for the general purposes of their undertaking by preferential or ordinary shares or stock, and by borrowing, or mortgage, or by the creation and issue of debenture stock.

To enable the Company, notwithstanding anything in the "Companies Clauses Consolidation

Act, 1845," contained to the contrary, to pay out of their capital or funds from time to time, interest or dividends on any shares or stock of the Company during such period, and under such restrictions, as may be prescribed by the intended Act.

The intended Act will or may authorise the Mersey Railway Company, and the Seacombe, Hoylake, and Deeside Railway Company, or either of those Companies, to subscribe for, and take and hold shares in the capital of the Company, and to apply their corporate or other funds, and to raise further moneys by ordinary or preference shares, and by borrowing, for the purposes aforesaid, and to guarantee the payment of interest or dividend upon the whole or some portion of the share and loan capital of the Company, and to vote at meetings, and appoint a director or directors of the Company.

The intended Act will authorise the Company and the Corporation of Liverpool, and the Corporation of Birkenhead and the Mersey Docks and Harbour Board, to make and carry into effect agreements with respect to the appropriation and occupation for the purposes of the Company's undertaking of lands or property vested in, or under the control and management of the said Corporations and Board, and with respect to the construction of railways, works, and buildings in or over the same, with respect to the construction of approaches and access to and communications through any property acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

The intended Act will enable the Company on the one hand, and the Mersey Railway Company, and the Seacombe, Hoylake, and Deeside Railway Company, or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the construction and use of a joint station, and with respect to the working, use, management, and maintenance of the intended and authorised railways of the Company, or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants for the conveyance and 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, conveyance, accommodation, and transmission of traffic to, from, and over the railways of the contracting Companies; the fixing, collection, payment, division, and apportionment of the tolls, charges, and other revenues arising from that traffic, and the payments, allowances, and rebates to be paid, made, or allowed by any of the contracting Companies to others or other of them and the intended Act will sanction or confirm any agreement already made or which previously to the passing thereof may be made touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Acts, 1868 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," with such modifications of the provisions of those Acts as may be deemed expedient; 20 and 21 Vic., cap. 162; 21 and 22 Vic., cap. 92; 36 and 37 Vic., cap. 143; and any

other Acts relating to the Mersey Docks and Harbour Board.

Duplicate plans and sections describing the lines, situation, and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the intended Act, together with a book of reference to such plans an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the clerk of the peace for the county of Chester, at his office at Chester; and 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 or other property intended to be taken are situate, and a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence; and in case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 12th day of November, 1883.

<p><i>Beaters and Co.</i>, 5 and 6, Victoria-street, Westminster; <i>Birch, Cullimore, and Douglas</i>, Friars, Chester; <i>Gill and Archer</i>, 14, Cook-street, Liverpool; <i>William Bell</i>, 27, Great George-street, Westminster;</p>	}	Solicitors.
Parliamentary Agent.		

In Parliament—Session 1884.

Plympton and District Water.

(Dissolution of the Plympton and District Waterworks Company Limited; Incorporation of new Company, and vesting in them undertaking of Limited Company; Construction of Works; Supply of Water in various Parishes in Devonshire; Power to take certain Waters; Compulsory Purchase of Lands; Rates, Rents, and Charges; Sale or Lease of Lands, &c.; Power to supply Water in Bulk; Agreements with Corporations, &c.; Protection of Works, &c., of Company; Power to purchase Waterworks of other Parties.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the following purposes, or some of them, viz. :—

To dissolve the Plympton Waterworks Company Limited (hereinafter referred to as "the Limited Company"), and to annul and cancel their Memorandum and Articles of Association, and to provide for their winding-up, and to incorporate the shareholders, or some of the shareholders, therein, together with such other persons and corporations as may become proprietors in the undertaking, into a new Company (hereinafter referred to as "the Company"), and to vest in the Company all the undertaking, lands, waterworks, wells, reservoirs, mains, conduits, pipes, pumps, tanks, meters, engines, machinery, apparatus, plant, stock, buildings, rights, easements, securities, effects, moneys, and credits of what nature or kind soever, then vested in or belonging to or enjoyed by the Limited Company.

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 raise further capital 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, or by any or all of such means.

To enable the Company to hold, use, alter, improve, enlarge, and maintain any existing waterworks of the Limited Company; and to make and maintain the waterworks next hereinafter described, or some of them, all of which will be situate in the county of Devon.

A reservoir (No. 1) situate in the parish of Plympton St. Mary, in an existing adit near the northern boundary of the field numbered 397 on the 25-inch scale Ordnance map of the county of Devon.

A reservoir (No. 2), situate in the same parish, in a field numbered 395 on the said Ordnance map, in an existing adit there.

An aqueduct, conduit, or line of pipes, all in the same parish, commencing in the Reservoir No. 1, at or near the northern end thereof, and terminating in Reservoir No. 2 at the northern end of that reservoir.

Together with all proper and necessary approaches, dams, embankments, filtering beds, softening tanks, gauges, sluices, culverts, adits, levels, tunnels, channels, wells, weirs, outfalls, pumps, valves, drains, fences, and other conveniences and appliances necessary or incidental to the construction, maintenance, repair, and management of the proposed works or any of them.

To empower the Company to intercept, take, and collect in the intended reservoirs and therein impound for the purpose of distribution, the waters flowing through the said adits, and to divert into the said reservoirs for the same purpose the waters of any springs and streams on or near the site of the intended reservoirs, or any lands for the time being belonging to the Company.

To supply water for all purposes, public and private, to and within the following parishes, townships, hamlets, extra-parochial and other places or some or one of them, that is to say: Plympton St. Mary, Plympton Earle, otherwise Plympton St. Maurice, Plymstock, Brixton, Wembury, Yealmpton, Newton Ferrers, Revelstoke, Holbeton, Egg Buckland, Lairagreen St. Budeaux, Mutley, Tamerton Foliot, Ermington, and Modbury, and such parts of the parishes of Pennycross and Compton Gifford, as are not within the limits of supply of the Corporation of Plymouth, all in the county of Devon.

To supply their customers with water by meter or otherwise, and to sell meters or let them on hire.

To make and maintain, and from time to time add to and renew in the parishes, townships, hamlets, extra-parochial and other places aforesaid, and every or any of them all conduits, mains, pipes, works, machinery, engines, and appliances necessary or convenient for collecting, storing, conveying, and distributing water.

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 to deviate vertically from the levels shown on the sections hereinafter mentioned.

To purchase and take by compulsion or agreement, and to take leases or grants of, or easements over lands, houses, springs, streams, waters, and other hereditaments in the parishes,

townships, hamlets, extra-parochial and other places aforesaid, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with or affecting any such lands, houses, springs, streams, waters, and other hereditaments.

To break up, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, towing-paths, canals, streams, watercourses, sewers, drains, bridges, railways, and tramways within the parishes, townships, hamlets, extra-parochial and other places aforesaid, or any of them, 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 demand, take, and recover rates, rents, and charges for the supply of water, and for the sale and hire of meters, and to confer, vary, or extinguish exemptions from the payment of any rates, rents, and charges.

To sell and dispose of, and from time to time to let on lease or otherwise any of the works, lands, houses, and property for the time being belonging to the Company.

To enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise with and to any corporation, local board of health, urban, rural, or other local sanitary authority, trustees of any turnpike or other road, highway board, surveyors of highways, railway companies, and any other companies, bodies, or persons, either within or without the district of supply described in this notice, and to vary, suspend, or rescind any such contracts or arrangements, and to make and carry into effect other contracts and arrangements in lieu thereof. And the Bill will confer all necessary powers in that behalf upon all such corporations, boards, local authorities, trustees, surveyors, companies, bodies, and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

To make special provision for the protection of the works, property, and water supply of the Company, and for defining and regulating their supply, and for preventing frauds upon and abuses of their supply, and for imposing penalties in respect of all or any such matters.

To authorise the Company to acquire by agreement any waterworks, mains, or pipes, and all lands, waters, sources of water, agreements, rights, and privileges belonging to any local board, company, body, or person, within the district of supply of the Company, and to confer upon the said local boards, company, body, or persons, all necessary powers for the carrying of any such sale into effect, and to enable them or any of them to accept and hold shares or stock in the capital of the Company, or other securities of the Company, and the Bill will or may sanction, confirm, and give effect to agreements made or to be made for any of the objects aforesaid.

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

On or before the 30th day of November instant, plans and sections of the intended works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of

Devon, at his office at the Castle, Exeter, in that county, and with the parish clerk of the parish of Plympton St. Mary, at his residence.

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

Dated the 15th day of November, 1883.

Woolcombe and Pridham, Plymouth;

Bullock and Rowe, Plymouth;

Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George Street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1884.

Metropolitan District Railway.

(Construction of Railway at Hammersmith and powers to Metropolitan Railway Company and Great Western Railway Company in regard thereto; Construction of Subway at South Kensington, and to Levy a Toll for the use thereof; to Acquire Land to Ventilate the proposed Station near Goulston-street, Whitechapel, and for other purposes in connection with that Station; Power to take parts only of certain Properties; Power to stop up and appropriate certain Passages or Places; Power to alter Levels of certain Streets; to Explain or Amend Sections 5 and 6 of the Metropolitan Railway Act, 1881, or to remove Doubts, and to make Further Provision in regard thereto; Provisions as to the Acquisition of Further Lands in the Parish of Whitechapel, and transfer to the Company of the powers in regard thereto, and to other Lands in the same Parish now vested in the Metropolitan and Metropolitan District Railway Companies; Provision for vesting in the Company or the Metropolitan and District Joint Committee portion of Whitechapel Branch of East London Railway; Running Powers over the Whitechapel Branch Railway; Payment of Interest during Construction of Works; Provision for Amendment or Repeal of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, with regard to Lands required for Cannon-street Station; Provisions as to Compensation for Injuries; Provision as to Construction of certain Works on the Thames Embankment; Provision as to Raising Capital under Kingston and London Railway Act, 1882; Additional Capital; Provisions as to Superannuation and other Funds; 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 Metropolitan District Railway Company (hereinafter called "the Company") for an Act for all or some of the following among other purposes:—

1. To enable the Company to make and maintain the railway and works hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith or incidental thereto (that is to say):—

Hammersmith Junction.

(A.) A railway situate wholly in the parish of St. Peter and St. Paul, Hammersmith, in the county of Middlesex, commencing by a junction with the extension railway of the Company at the north end of the Company's station at the Broadway, Hammersmith, and terminating by a junction with the Hammersmith and City Railway on the east side thereof at about 25 chains from the commencement of the rails at the Hammersmith station of that railway, and for the purposes of the said junction to alter the position of

the rails of the said Hammersmith and City railway between the northern end of the platform of the Hammersmith station of that railway and the point of junction therewith before referred to. And the Bill will enable the Metropolitan Railway Company and the Great Western Railway Company, or either of them, to agree with the Company with respect to the construction, management, and use of the Hammersmith junction, and the cost thereof, including the purchase of lands for the purposes of the same, and will enable the two Companies, or either of them, to apply their funds to such purposes;

(B.) A subway, wholly in the parish of St. Mary Abbot, Kensington, in the county of Middlesex, commencing at or near the northern side of the booking office of the South Kensington Railway Station of the Metropolitan and Metropolitan District Railway Companies, and terminating in the Horticultural Gardens, at or near the south-eastern entrance thereof; with approaches therefrom to the South Kensington Museum, and to levy a toll for the use thereof.

2. To vest in the Company for the purposes of the Bill the usual powers granted to railway companies for the construction and maintenance of railways, 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 railway, subway, and works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned or defined by the Bill: and to deviate from the levels shown upon the Sections to be deposited as hereinafter mentioned to any extent which may be defined by the Bill.

3. To enable the Company to purchase and take, by compulsion or agreement, lands, houses, and other property required for the purposes of the said intended railway, subway, and works; to levy tolls, rates, and charges for the use of the intended railway, subway, and works; and to alter existing tolls, rates, and charges, and to grant exemption from the payment of tolls, rates, and charges.

4. To enable the Company to acquire, by compulsion or agreement, certain lands situate in the parish of St. Mary, Whitechapel, in the county of Middlesex, for the purpose of making such openings as may be necessary for ventilating the proposed station between Goulston-street and Commercial-road, and for other purposes in connection with that station.

5. To exempt the Company from the operation of Section 92 of "The Lands Clauses Consolidation Act, 1845," so as to enable them to purchase compulsorily parts only of certain properties situate in the parish of St. Mary, Whitechapel.

6. To enable the Company to stop up and discontinue for public traffic the passages or places known as Wood's-buildings, Devonshire-place, and Harrison's-buildings, all in the parish of St. Mary, Whitechapel, and to vest in and to appropriate for the purposes of the Company the sites and soil of such passages.

7. To enable the Company to alter to such extent as shall be defined by the intended Act the levels of Thomas-street and Court-street, all in the parish of St. Mary, Whitechapel.

8. To acquire, by compulsion or agreement, certain lands in the parish of St. Mary, Whitechapel, in the county of Middlesex, on both sides of Baker's-row, and portions of which abut upon Whitechapel-road, and other portions upon White's-row; and certain other lands in the same parish, abutting upon Wood's-buildings,

Devonshire-place, and the Whitechapel road, and to transfer to and vest in the Company, for the purposes of constructing their Whitechapel Terminal Station and the approaches thereto, the powers now vested in the Metropolitan and District Joint Committee, under the Metropolitan and District Railways (City Lines and Extensions) Acts, 1879 and 1882, respectively, with regard to the construction of so much of the Railway No. 4 authorised by the Metropolitan and District Railways (City Lines Extensions) Act, 1879, as lies between a point opposite Davenant Charity School in the Whitechapel-road, and the termination thereof at the East London Company's Main Line of Railway.

9. To explain, and if necessary to amend, Sections 5 and 6 of the Metropolitan Railway Act, 1881, or to remove doubts which have been raised in regard to the provisions of the said section in respect of the part (mentioned in the fifth section of the said Act of 1881, and also in the tenth section of the Metropolitan Railway Act, 1882) of the Railway No. 1 authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and in respect to the right of the Company to become joint owners thereof, with equal powers of working over the same, along with the Metropolitan Railway Company and to make such further provision (if any) as may be necessary in regard thereto.

10. To vest in the Company, or in the Metropolitan and District Companies jointly, so much of the new railway now in course of construction in Whitechapel-road, authorised by "The East London Railway Act, 1882," and "The East London Railway Act, 1883," as lies between the junction of that railway with the said Railway No. 4, authorised by "The Metropolitan and District Railways (City Lines and Extensions) Act, 1879," and the intended terminal station of the Company at Whitechapel, authorised by the Company's Act of 1883, and to make provisions for refunding to the East London Railway Company the cost of such part of the said railway so to be vested as aforesaid.

11. To empower the Company, and all companies or persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon mileage rates, or upon such terms and conditions and on payment of such tolls and rates as may be agreed upon or settled by the Railway Commissioners, or prescribed by the intended Act, the new railway now being constructed by the East London Railway Company in Whitechapel-road as aforesaid.

12. 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 for the general purposes of their 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.

13. To pay interest or dividends on the moneys raised under the powers of the several Acts relating to the Company, or to the Company jointly with the Metropolitan Railway Company or the London and South-Western Railway Company, during the construction of the railways and works authorised by those Acts respectively, subject to such terms and conditions, and for such period as may be defined by the intended Act.

14. To alter, amend, and enlarge, and if necessary to repeal, the 23rd, 24th, and 25th sections of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, respecting the lands required for the construction of the Cannon-street Station.

15. To amend the provisions of Section 16 of the Metropolitan District Railway Act, 1870, with respect to the liability for compensation for personal injury, and to extend and apply the same throughout the railway system of the Company.

16. To amend some of the provisions of the 46th section of the Metropolitan District Railway Act, 1864, in so far as they interfere with or impede the working arrangements of the Company.

17. To alter, amend, and enlarge the provisions of the London and South-Western and Metropolitan District Railway Companies (Kingston and London) Act, 1882, respecting the creation of shares and stock by the Company; and to confer upon the Company all such and the like powers in regard thereto as are by that Act conferred upon the London and South-Western Railway Company; and to provide further means for raising the capital for the purposes of the Undertaking.

18. To empower the Company or the directors of the Company, to establish funds for the benefit of the salaried officers and other servants of the Company, for the payment of allowances on account of accidents happening to such officers or servants in the discharge of their duty; also for a superannuation fund, and funds for allowances to such officers and servants during sickness, or to their widows and orphans, and to provide such funds, or any of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contributions by the Company, or by some other means, and according to such classes as may be provided by the intended Act; and to authorise the appointment of a managing committee, and the making from time to time of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management, investment, and disposition thereof, or otherwise in relation thereto.

19. To alter, vary, and extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken which would in any manner impede or interfere with the conversion and use thereof, or with the purposes of the intended Act, or which would be inconsistent with the same; and to confer, vary, or extinguish other rights and privileges.

20. The Bill will, for the purposes aforesaid, so far as may be necessary, incorporate the Companies Clauses Acts, 1845, 1863; and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Railways Clauses Acts, 1845 and 1863; and will vary, amend, extend, and enlarge, and if need be repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say):—The Metropolitan Railway Company's Acts passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1883, all inclusive, and all other Acts relating to or affecting the Metropolitan Railway Company; the 5 and 6 Will. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; the 24 and 25 Vict., cap. 164, and any other Acts relating to the Hammersmith and City Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Company; the 28 and 29 Vict., cap. 51, and all

other Acts relating to or affecting the East London Railway Company; also the 4 and 5 Will. IV., cap. 88, and all other Acts relating to or affecting the London and South-Western Railway Company.

21. A Plan and Section, in duplicate, describing the line and levels of the intended railway and works, together with an Ordnance Map with the intended railway delineated thereon, so as to show its general course and direction, and also a plan of the lands, houses, and other property which may be taken under the compulsory powers 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 for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and a copy of so much of the said Plan, Section, and Book of Reference as relates to each of the parishes above mentioned, and a copy of the said Gazette Notice, will be deposited for public inspection as follows, that is to say: for the parish of Saint Mary, Whitechapel, with the clerk of the District Board of Works for the Whitechapel district, at his office, No. 15, Great Alie-street, Whitechapel: for the parish of Saint Mary Abbot, Kensington, with the vestry clerk of that parish, at the Vestry-hall, High-street, Kensington: and for the parish of Saint Peter and Saint Paul, Hammersmith, with the clerk to the Fulham District Board of Works, at his office in Broadway, Hammersmith; and all such deposits will be made on or before the 30th day of November instant.

22. 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 the 14th day of November, 1883.

*Baxters and Co., 5 and 6, Victoria-street,
Solicitors for the Bill.*

In Parliament.—Session 1884.

Chatham and Brompton Tramways.

(Incorporation of Company, with Powers to construct Street Tramways in the Parishes of Gillingham and Chatham; Powers to alter, improve Gradients, and otherwise interfere with Public Roads and Footpaths; Tolls; Steam, Mechanical or Animal Power; Agreements with Local and Road Authorities and others; to vary or Extinguish Rights and Privileges; Provisions for Regulating Traffic of the Streets, and User of the Tramways; and other provisions.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to confer upon them all necessary powers for constructing and maintaining the following tramways, or some of them, or some part or parts thereof respectively, together with all rails, plates, chairs, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1.—A tramway wholly situate in the parish of Chatham, commencing in Railway-street at a point about 66 yards or thereabouts south from the centre of the bridge carrying New-road over Railway-street, passing thence northward along Railway-street, across High-street, and along Military-road, and terminating therein at a point 6 yards or thereabouts north from the south-west corner of the said road.

Tramway No. 1 will be a double line, except at the part hereinafter described, where

it will be a single line, that is to say, from the commencement of the tramway to a point 22 yards northward therefrom.

Tramway No. 2.—A tramway commencing in the parish of Chatham by a junction with, and at the termination of, Tramway No. 1 in Military-road, passing thence northward along Military-road, along the roadway adjoining the Dockyard, into and along River-street, Wood-street, along the roadway, across the Great Lines, joining Wood-street and High-street (New Brompton), known as Brompton-road, into and along High-street (New Brompton), Railway-street, and Station-road, and terminating therein in the township of Gillingham, in the parish of Gillingham, at a point 27 yards or thereabouts east from the centre of Kingswood-road.

Tramway No. 2 will be a single line, except at the part hereinafter described, where it will be a double line, that is to say:—

(a.) In Military-road, from its commencement to a point 66 yards or thereabouts south from a point opposite the centre of Brompton-hill.

(b.) In Military-road, from a point 71 yards or thereabouts from a point opposite the centre of Brompton-hill to a point 38 yards or thereabouts south from a point opposite the centre of Westcourt-street.

(c.) In Wood-street, for a length of 44 yards or thereabouts from the south end of that street.

(d.) In Wood-street, and the roadway leading across the Great Lines known as Brompton-road from a point opposite the centre of Mansion-row to a point 66 yards or thereabouts eastward therefrom.

(e.) In the Brompton-road, High-street (New Brompton), and Railway-street, from a point in Brompton-road 206 yards or thereabouts east from a point opposite the centre of Mansion-row, and terminating in Railway-street at its western end.

(f.) In Station-road, between points respectively 121 yards or thereabouts, and 55 yards or thereabouts, west from the termination of the tramway.

The proposed tramways will be made or pass in, from, through, or into the parish and township of Gillingham, and the parish of Chatham, or one of them, all in the county of Kent.

In the following instances the tramways will be laid along the several streets or roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpaths on the sides or side of the hereinafter mentioned streets or roads hereinafter specified in each case and the nearest rail of the tramway:—

In Railway Street.

On both sides thereof, from a point 7 yards or thereabouts south from the centre of the bridge carrying New Road over Railway-street to the northern end of Railway-street.

In Military Road.

On both sides thereof, between points respectively 27 yards or thereabouts south, and 20 yards or thereabouts north, from the centre of the bridge carrying the roadway over Moat, on the west side thereof, between points respectively 121 yards or thereabouts, and 150 yards or thereabouts, north from the centre of the bridge carrying the roadway over Moat.

In the roadway adjoining the entrance to the dockyard on the east side thereof, between points respectively 113 yards or thereabouts, and 85 yards or thereabouts, south from a point opposite the centre of Westcourt-street.

In the roadway across the Great Lines, known as Brompton-road and High-street (New Brompton), on both sides thereof, from a point 366 yards or thereabouts west from a point opposite the centre of Park-road to the eastern end of High-street (New Brompton).

The proposed tramways will be laid on a gauge of 3 feet, and it is not intended to run thereon trucks or carriages adapted for use upon railways.

To empower the Company, and all other persons or companies for the time being using the intended tramways, to work the intended tramways by steam, cable, or other mechanical or motive powers, in addition to or in substitution for animal power, or by all or any of these means.

To empower the Company from time to time (either temporarily or permanently) to lay down, construct, alter, or remove all such crossings, curves, passing-places, sidings, loops, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or for affording access to any stables, carriage-houses, buildings, sheds, or other works and premises of the Company, or to or into any warehouses, buildings, yards, wharves, and other premises near to or abutting on the streets or roads in which any of the proposed tramways may be laid.

To empower the Company from time to time, when, by reason of the execution of any work affecting the surface or soil of, or the alteration, improvement, widening, or diversion of, any street, road, highway, or thoroughfare in which any tramway or works shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway or works, and to make or lay down and maintain temporarily or permanently in the same street or road, or in any part of the same street or road as so altered, improved, or widened, or in any diversion of the same, or in any adjacent street or road, and to maintain so long as occasion may require, a substituted tramway or substituted tramways.

To reserve to the Company the exclusive right of using on the intended tramways carriages having flange wheels or other wheels specially or particularly adapted to run on an edge-rail, or on grooved or other rails, and to prohibit, except by agreement with the Company, or upon terms to be prescribed in the Bill, the use of the proposed tramways and works by persons, corporations, or bodies other than the Company.

To authorise the Company, and all other persons and companies lawfully using the said tramways, to levy, demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

To provide for the maintenance and repair by the Company, or other persons, bodies, or authorities, of the whole or some portion of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and to provide for the use or disposition by the Company of all or any of the materials or things excavated or removed by them in the construction or repair of any of the proposed tramways, and to empower the Company on the one hand, and any local or road authority, corporation, bodies and persons on the other hand, to enter into contracts with respect to the matters aforesaid.

To empower the Company on the one hand, and any corporation, local or road authority, trustees, bodies, or persons having respectively

the control or management, or the duty of directing the repair of any streets or roads along which the proposed tramways will be laid, on the other hand, to enter into contracts or agreements with respect to the construction or the mode or system of construction, laying down, maintaining, renewing, and repairing the proposed tramways or any of them or any part of them, and the rails, plates, chairs, sleepers, materials, and works connected therewith or used in constructing the same, and for facilitating the passage of carriages and traffic over or along the same.

To empower the Company from time to time to enter upon, and to open and break up the surface of, and to alter, raise, lower, cross, divert, widen, improve, enlarge, stop up, and otherwise interfere with, streets, highways, lanes, turnpike and other roads and ways (public and private), and thoroughfares, bridges, railways, tramways, canals, towing-paths, streams, rivers, water-courses, aqueducts, culverts, drains, sewers, pavements, gas and water mains and pipes, and electric telegraph poles, pipes, tubes, wires, and apparatus, and also to straighten or set back the edge or kerb of the footpath or pavement on both sides or either side of any streets and roads in or along which any of the proposed tramways will be laid, and also to empower the Company to widen or strengthen all or any bridges, arches, and culverts to be crossed by the proposed tramways, so far as may be necessary for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill, and if deemed expedient to ease or improve the gradients of any such streets and roads.

To enable the Company for all or any of the purposes of their undertaking, to purchase and take, and otherwise acquire by agreement, and to take on lease, and to hold and to sell, or dispose of, lands, houses, buildings, and hereditaments, and easements in or over land, and to erect and maintain offices, buildings, stables, sheds, workshops, and other conveniences on any of such lands.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made by the Company or the Promoters on the one hand, and any corporation, local or road authority, or other body, company, or persons, on the other hand, for or with respect to any of the purposes mentioned in this notice, and to vary or extinguish all rights and privileges which are inconsistent with, or which would or might in any way impede or interfere with objects of the Bill, and to confer other rights and privileges.

Duplicate plans and sections describing the lines, situations, and levels of the proposed tramways, 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 Kent at his office at Maidstone, and on or before the same day, a copy of so much of the said plan, sections, and book of reference as relates to each of the parishes in or through which the intended tramways will be laid or pass, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of such parish, at his residence.

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

Dated this 13th day of November, 1883.

Sutton and Ommalley, 3 and 4, Great Winchester-street, London, E.C., Solicitors;

Durnford and Co., 38 Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1884.

Wisbech Dock and Railways.

(Power to Corporation of Wisbech to Construct a Dock at Wisbech and Railways for affording Access thereto from Great Eastern Railway Harbour Branch and Peterborough, Wisbech, and Sutton Railway of Midland Railway Company; New Road in Wisbech St. Peter Parish; Stopping up, &c., of existing Roads; Powers to Dredge and take Water from River Nene; Compulsory Purchase, &c., of Lands; Tolls, Rates, &c.; Sale, Lease, &c., of Lands; Bye-Laws, Rules, and Regulations; Tug Boats; Ballast; Licenses; Powers to Midland Railway Company to make certain of the Proposed Railways, and to exercise Powers of Bill relating thereto; and to Raise and Apply Moneys; Agreements between Corporation and Great Eastern and Midland Railway Companies; Powers to Corporation and Midland Railway Company to use Parts of Great Eastern Railway; Application of Monies by and further Borrowing, Rating, &c. powers to the Corporation; Description of Special Rating Area; 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 Wisbech (in this notice called "The Corporation"), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:

To authorise and empower the Corporation to make and maintain the works hereinafter described, or some of them or some part or parts thereof respectively, namely—

- (a) A dock with a lock and entrance at its north-western end from the River Nene, the said works commencing on the said river at or near Henson's Repairing Slip, and extending thence south-eastwardly for a distance of about 385 yards (the said dock to contain 6 acres of waterspace or thereabouts), and to be situated in the parishes of Wisbech St. Peter and Leverington, in the Isle of Ely, and county of Cambridge.
- (b) A railway (No. 1) wholly in the parish of Wisbech St. Peter aforesaid, commencing by a junction with the Great Eastern Railway Company's Harbour Branch at a point thereon two hundred and forty-seven yards or thereabouts, measured along that railway in a north-westerly direction from the centre of the level crossing on the Lynn-road, and terminating at a point fifty-three yards or thereabouts measured in a north-easterly direction from the Shipwrights' Arms Public-house, situate at or near the north-western end of the road leading north-westwardly from Mount Pleasant Bank to the River Nene.
- (c) A railway (No. 2) wholly in the parish of Wisbech St. Peter aforesaid, commencing by a junction with the Peterborough, Wisbech, and Sutton Railway (worked by the Midland Railway Company) at a point about 66 yards measured in a north-easterly direction along that railway from the level crossing thereof, by the road leading from Wisbech St. Mary via Barton-lane to the town of Wisbech, and terminating by a junction with the March and Wisbech Branch of the Great Eastern Railway at a point about 264 yards measured in a southerly direction along that railway from the level crossing thereof by Weasenhams-lane.
- (d) A railway (No. 3) wholly within the parish

of Wisbech St. Peter aforesaid, commencing by a junction with the Peterborough, Wisbech, and Sutton Railway aforesaid, at a point about 120 yards measured in a south-westerly direction along that railway from the level crossing thereof by Barton-lane, and terminating by a junction with the intended railway (No. 2) to be authorised by the Bill at a point 850 yards or thereabouts measured along the said proposed Railway No. 2, from the intended commencement thereof as above described.

- (e) A new public carriage road wholly in the parish of Wisbech St. Peter aforesaid, commencing in the road along the right bank of the River Nene at a point about 50 yards southward from the point at which the boundary between the counties of Cambridge and Norfolk crosses the last-mentioned road, and terminating in the road known as the Middle Drove at a point about 560 yards from its commencement on the north side of Mount Pleasant Bank.

To provide for the dedication of the intended new road to and its repair by the public.

To empower the Corporation to stop up and discontinue for public traffic the portions hereinafter described of existing public carriage roads and public footways, or some part or parts of such portions of road and footway respectively, and to vest in the Corporation the site and soil of the portions of roads and footways so to be stopped up, freed, and discharged from all public and other rights of way and other rights over or affecting the same (that is to say):—

- (1) So much of the carriage road known as Walsoken Drove as lies between Mount Pleasant Bank and a point in the same Drove 510 yards or thereabouts distant from Mount Pleasant Bank aforesaid.
- (2) So much of the carriage road along the right bank of the River Nene as extends from a point at or near the Shipwrights' Arms Public-house aforesaid and the point of commencement hereinbefore described of the new road proposed to be authorised by the Bill as aforesaid.
- (3) So much of a public footway as lies between the said public carriage road on the right bank of the River Nene, near Henson's Repairing Slip, and a point in the said footway at the distance of 180 yards or thereabouts measured along such footway from the said last-mentioned road.
- (4) So much of the carriage road as lies between the Shipwrights' Arms Public-house and the south end of Walsoken Drove.

To confer upon the Corporation the following or some of the following powers, and to enable them to carry into effect the objects or some of the objects following (that is to say):—

- (a) To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed and shore of the River Nene adjoining or near to the entrance to the proposed New Dock for the purpose of forming an uninterrupted means of access to the dock, and to use and appropriate the soil and material thereof.
- (b) To take and divert from time to time water from the River Nene for the purpose of supplying the proposed dock with water.
- (c) To make and maintain from time to time all necessary and convenient quays, wharves, wharf walls, retaining walls, river walls, embankments, canals, sluices, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, gridirons, graving docks,

dock entrances, timber grounds, cranes, drops, dolphins, moorings, buoys, beacons, viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, bridges, gates, warehouses, sheds, buildings, yards, footways, drains, and other works, buildings, and conveniences connected with the proposed dock, railways, road, and other works.

(d) To deviate laterally from the lines of the intended works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, and in either case whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845, or the Harbours, Docks, and Piers Clauses Act, 1847.

(e) To cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, wharves, quays, landing places, subways, streams, watercourses, sewers, drains, aqueducts, banks, culverts, gas, water, telegraph, electric and other pipes, and telegraphic and electric apparatus within the parishes aforesaid or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

(f) To purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purposes of the intended works and of the Bill, and notwithstanding section 92 of the "Lands Clauses Consolidation Act, 1845," to empower the Corporation to purchase and take by compulsion or agreement any part or parts of any land, house, building, manufactory, or premises without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to apply any lands of the Corporation for any of the purposes aforesaid, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, manufactories, buildings, tenements, and hereditaments or any part or parts thereof so purchased or taken or applied.

(g) To demand, take, and recover tolls, rents, rates, dues, or other payments, upon or in respect of persons, goods, wares, merchandise, cattle, fish, articles and things, ships, vessels, boats, carts, carriages, and other vehicles using, or passing over, or carried upon, or frequenting, or resorting to the proposed dock and works, or (notwithstanding anything contained in section 25 of the Harbours, Docks, and Piers Clauses Act, 1847) any part or parts thereof respectively, and for or in respect of the use of any timber ponds, timber yards, graving docks, or other works and conveniences, or any lands of the Corporation, and for or in respect of all services performed or labour employed, and to confer exemptions from and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

(h) To demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works connected therewith, or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To provide and declare (if thought expedient so to do) that the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to lifeboats and with respect to keeping a tide and weather gauge, shall not apply to the proposed dock and works, or to the Corporation in respect thereof.

To empower the Corporation to appoint and remove dock-masters, meters, and weighers, and other officers and servants, and to define the limits of the dock and within which tolls, rents, rates, dues, or other payments may be taken, and the dock and other masters, meters, weighers, and other officers and servants of the Corporation may exercise the powers respectively conferred upon them, and (if thought fit) to confer upon the Corporation the exclusive right of performing all labour and duties within such limits, and to prohibit the performance thereof by any persons without the leave of the Corporation.

To authorise and regulate sales, conveyances, demises, and leases, or other disposal of lands and hereditaments purchased or required under the powers of the Bill, and to enable the Corporation to demise or lease or grant the use and occupation of any of their warehouses, buildings, wharves, yards, cranes, machines, or other conveniences for such periods (notwithstanding anything in the Harbours, Docks, and Piers Clauses Act, 1847), and on such terms and conditions as they think fit or the Bill may prescribe.

To empower the Corporation to enter into and carry into effect agreements and arrangements with the owners, lessees, and occupiers of any lands which will adjoin the intended dock and railways, or any of them, with reference to the construction and maintenance whether on such lands or on the lands of the Corporation of warehouses, depôts, houses, or other buildings or accommodation, or of works or conveniences for the accommodation and benefit of such owners, lessees, or occupiers, and to apply their corporate funds and revenues for the purposes of such agreements or arrangements.

To authorise the Corporation to make and enforce bye-laws, rules, and regulations for the management, use, and safety of, and for the control and regulation of the persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting, or resorting to the proposed dock, or any of the works, conveniences, or lands of the Corporation connected therewith, and to confer upon the Corporation all necessary powers for enabling them effectually to carry on their business as dock owners.

To enable the Corporation to purchase, hire, let, and charge for the use of tug boats, and to supply and charge for the supply of ballast, and to license tug boats, and the masters thereof, and to prohibit the use of any tug boat not licensed by, or being commanded by a master licensed by the Corporation, and to make annual or other charges in respect of, and to suspend and revoke such licenses, and to make and enforce bye-laws in respect of any of the matters aforesaid.

To empower, if thought expedient, the Midland Railway Company to make and maintain the Railways Nos. 2 and 3 proposed to be authorised by the Bill, or one of them, or some part or parts thereof respectively, hereinafter referred to as "the said Railways," and the stations, works, and conveniences connected therewith respectively, or to provide for the sale, transfer or lease thereof, and the lands, stations, works, and conveniences connected therewith by the Corporation to the Midland Railway Company, on such terms and

conditions as may have been or may be agreed or as may be prescribed or provided for by the Bill, and to transfer to the Midland Railway Company, and enable that Company to exercise, have, hold, and enjoy all the rights, powers, and privileges proposed to be conferred by the Bill upon the Corporation in respect to the said railways, and especially but not exclusively powers of taking lands and houses for the purposes thereof by compulsion, and of levying tolls, rates, and charges in respect thereof, and of maintaining the said railways, and of making and maintaining the proposed new road to be authorised by the Bill, and of stopping up and discontinuing for traffic the portions of roads above mentioned as intended to be stopped up and discontinued, and to enable the Midland Railway Company for all or any of the purposes thereof to apply their corporate funds and revenues, and to raise further monies by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing.

To empower the Corporation on the one hand and the Great Eastern Railway Company and the Midland Railway Company, or either of those 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 parties, or any or either of them of the docks, railways, and works, or any part or parts thereof belonging, or leased to, or worked by them respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the docks and railways of the contracting parties, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective docks, railways, and works of the contracting parties 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 agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Corporation and the Midland Railway Company, or either of them, and any Company or persons for the time being working or using the railways proposed to be authorised by the Bill, 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 respective engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description :—

The whole of the Great Eastern Railway Company's Harbour Branch Railway.

So much of the Great Eastern Railway Company's main line of railway as lies between the junction of their said Harbour Branch with their said main line, and the junction of the railway No. 2 proposed to be authorised by the Bill with the said main line.

So much of the said Great Eastern Railway Company's railway, in Wisbech St. Peter aforesaid, as leads from their passenger line, near their passenger station at Wisbech St. Peter aforesaid, through their goods yard to the South Brink adjoining the River Nene ;

and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portion of railway.

To empower the Corporation and any company or persons for the time being working or using the railways proposed to be authorised by the Bill, 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 for any other purpose whatsoever, and for the purposes of their traffic of every description :—

So much of the Peterborough, Wisbech, and Sutton Railway now leased to the Midland Railway Company as lies between the intended junction therewith of the Railway No. 2 proposed to be authorised by the Bill, and the several stations of the said Midland Railway Company in Wisbech St. Peter and Leverington, or either of such stations ; and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway.

To enable the Corporation and the Midland Company, or either of them, to levy tolls, rates, and duties upon and in respect of the aforesaid portions of the Great Eastern Railway Company's Harbour Branch Railway and of their other railways, and of the Peterborough, Wisbech, and Sutton Railway, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Corporation for all or any of the purposes of the Bill to apply all or any funds, rates, tolls, dues, and revenues now belonging to them, or which they are empowered to demand, take, or raise, whether as a Municipal Corporation, or as a Sanitary Authority, or as a Port or Harbour Authority, and to raise further money by borrowing on mortgage, or by Debenture Stock, or by annuities charged on their Dock Estate tolls and revenue under the Bill, and on all or any lands or property of the Corporation in any such capacities as aforesaid, and on special rates to be levied under the powers of the Bill upon or in respect of—

All the messuages, lands, tenements, and hereditaments situate, lying, and being in the parish of Wisbech St. Peter, in the borough of Wisbech, in the Isle of Ely, in the county of Cambridge, within the following boundary line (that is to say) : commencing on the western side of the eastern bank of the River Nene, at the point where the boundary between the said parish of Wisbech St. Peter and the parish of Walsoken, in the county of Norfolk, crosses the said Eastern Bank, and proceeding thence along the line of the said boundary between the said parish of Wisbech St. Peter and the said parish of Walsoken, to the point where the same line joins the boundary line, between the said parish of Wisbech St. Peter and the parish of Emneth in the county of Norfolk, thence along the said last-mentioned boundary line to a point in the same line about 60 yards distant from and immediately opposite to the centre of the

east end of New Common Bridge; thence in a straight line to and along the centre line of the said New Common Bridge to the west end thereof; thence in a straight line to the centre of the east end of the highway leading from the Elm-road at its junction with the Elm Low-road to Weasenham's-lane; thence along the central line of the same highway to the central line of Weasenham's-lane; thence along the central line of Weasenham's-lane to the west end thereof; thence in a straight line in the same direction to the central line of the South Brink; thence along the central line of the South Brink in a north-easterly direction for the distance of one hundred and fifty-four yards; thence in a north-westerly direction across the River Nene and the North Brink to the east end of the fence dividing the land No. 176 on the Tithe Commutation Map of the parish of Wisbech St. Peter aforesaid from the land No. 186 on the same map; thence along the central line of the said fence to the west end thereof; thence along the central line of the fence or ditch between the land No. 185 on the said Tithe Commutation Map, and the several lands Nos. 186, 187, and 189 on the same map to Magazine-lane; thence in a straight line diagonally across Magazine-lane to the south-west corner of the Land No. 190 on the said Tithe Commutation Map; thence along the central line of the fence or ditch dividing the said land No. 190 and the land No. 191 on the said Tithe Commutation Map from the land No. 197 on the same map; thence along the central lines of the fences or ditches dividing the several pieces of land Nos. 191, 192, and 193 respectively on the said Tithe Commutation Map from the piece of land No. 195 on the same map to the back (being the south side) of a stable of Algernon Peckover, on the south side of Barton-lane; thence westwardly along the back of the said stable, and of the other adjoining buildings of the said Algernon Peckover to the west end of such buildings; thence northwardly to and diagonally across Barton-lane to the south-west corner of a row of cottages and buildings No. 227 on the said Tithe Commutation Map; thence along the western side of the said last-mentioned cottages, and of a piece of land lying at the back thereof No. 226 on the said Tithe Commutation Map; thence along the northern side of the said last-mentioned piece of land to the fence or ditch between the piece of land No. 225 on the said Tithe Commutation Map, and the several pieces of land Nos. 228, 229, 240, and 241 on the same map, and along the central line of the same fence or ditch until the same touches the boundary of the piece of land No. 242 on the same map; thence along the central line of the fence or ditch between the pieces of land Nos. 241 and 242 respectively on the said Tithe Commutation Map; thence along the central line of the fence or ditch between the piece of land No. 243 and the several pieces of land Nos. 241 and 238 respectively on the said Tithe Commutation Map; thence in the same straight line to the central line of Pickard's-lane; thence northwardly along the central line of Pickard's-lane to the boundary between the parish of Wisbech St. Peter afore-

said and the parish of Leverington, in the said Isle of Ely; thence turning eastwardly and proceeding along the boundary line between the said parishes of Wisbech St. Peter and Leverington, to the point of commencement on the western side of the eastern bank of the River Nene hereinbefore described.

And the Bill will or may provide for the recoupment or reimbursement out of the dock tolls and revenue of the Corporation to arise under the Bill of all or any monies which may be raised or received by the Corporation for the purposes or any or some of the purposes of the Bill from any other source.

To authorise the Corporation for all or any of the purposes of the Bill to enter into and carry into effect contracts and agreements, and the Bill will or may confirm any such contract or agreement which may have been entered into prior to the passing of the Bill.

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects or provisions of the Bill, and the Bill will confer other rights and privileges, and will or may so far as may be necessary repeal, alter, or amend the provisions or some of the provisions of the following local Acts; that is to say, 50 Geo. III., cap. 206, and 18 and 19 Vic., cap. 160, and all or any other Acts relating to the borough of Wisbech and to the Corporation, 11 and 12 Vic., cap. 143, and all or any other Acts relating to the Commissioners of the Nene Outfall, the Nene Valley Drainage and Navigation Improvement Act, 1852, and the Nene Valley Drainage and Navigation Improvement (Amendment) Act, 1854, and the Nene Valley Act, 1862, 25 and 26 Vic., cap. 223, and all or any other Acts relating to the Great Eastern Railway Company, and 7 and 8 Vic., cap. 18, 26 and 27 Vic., cap. 222, 27 and 28 Vic., cap. 240, 28 and 29 Vic., cap. 340, 29 and 30 Vic., cap. 267, and all or any other Acts relating to the Midland Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the dock, railways, and works proposed to be authorised by the Bill showing the 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 Isle of Ely, in the county of Cambridge, at his Office at Wisbech, and with the Clerk of the Peace for the County of Cambridge, at his Office at Cambridge, 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 railways or works, or any part thereof, are or is intended to be made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection, in the case of each 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 be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this thirteenth day of November, 1883.

Fra. Jackson, Town Clerk, Wisbech.

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

In Parliament.—Session 1884.

London and North Western Railway.

(New Railways and Widening of Railways and other Works, and Footpaths, and Additional Lands, in the Counties of Middlesex, Northampton, Warwick, Worcester, Stafford, Leicester, Nottingham, Chester, Lancaster, York (West Riding), Cumberland, Glamorgan, and Flint; Powers with respect to New Railways, Works and Lands to the Company and the North Staffordshire Railway Company, and to the Company and the Great Western Railway Company, and to the Company and the Lancashire and Yorkshire Railway Company, and to the Company and the Manchester Sheffield and Lincolnshire Railway Company, and to the Manchester South Junction and Altrincham Railway Company; Provisions as to Tolls, &c.; Extension of Time for Purchase of Lands for and for Construction of Llanelly Station Railway; Agreements with Smethwick Local Board, as to Works in their District, and with the North Staffordshire Railway Company and the Manchester Sheffield and Lincolnshire Railway Company as to Joint Matters; Confirmation of Agreement with Lancashire and Yorkshire Railway Company; Transfer to Company of Undertaking of Vale of Towy Railway Company, and Agreements relating thereto between Company and Vale of Towy Railway Company, Llanelly Railway and Dock Company, and Great Western Railway Company; Superfluous Lands, and other Powers as to Lands of the Company, and of the Company and the Great Western Railway Company; Further Powers to Company as to Steam Vessels, and as to County Hotel at Lancaster; Repeal of Provisions as to Salt Works; Supply of Water at Llan-doverly; Further Provisions as to Superannuation, and as to St. James's Burial Ground, and as to Borrowing Powers of Shropshire Union Railways and Canal Company; Provision as to Customs and Excise Bonds; Additional Capital and Application of Funds by Company and other Companies; Amendment of Acts).

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

To empower the Company to make and maintain the new railways and the widening (including in that term the alteration and improvement of and the laying down of additional lines of rails upon) of the portion of their existing railways hereinafter respectively described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith, that is to say:—

A railway, to be called the railway at Nottingham, to be wholly situate in the parish of Sneinton, in the county of Nottingham, commencing by a junction with the Nottingham and Grantham Railway, at or near the bridge carrying that railway over the Midland Railway, and terminating at a point 55 yards or thereabouts west of the junction of Lees-hill, with the public road called Sneinton Hermitage, and 30 yards or thereabouts north of the last-named road. With power to acquire, by compulsion or agreement, and to hold certain lands in the same parish extending north-westward from the termination of the said intended rail-

way, to Manvers-street and Lower Eldon-street:

Six railways, to be called the Edgehill Junctions, to be situate in the township of West Derby, in the parish of Walton-on-the-Hill, and in the township of Wavertree, in the parish of Childwall, all in the county of Lancaster:

Railway No. 1, commencing by a junction with the Company's Waterloo Branch Railway at or near Tunnel-road, at the east end of the Waterloo Tunnel, and terminating by a junction with the Company's Edgehill and Garston Railway at or near the north end of the viaduct at the Wavertree Station:

Railway No. 2, commencing by a junction with the Company's Wapping Branch Railway at or near Tunnel-road, at the east end of the Wapping Tunnel, and terminating by a junction with the Company's Liverpool and Manchester Railway at a point 65 yards or thereabouts west of the bridge carrying Mill-lane over that railway.

Railway No. 3, commencing by a junction with Railway No. 2 at a point 215 yards or thereabouts west of the north-west corner of the Company's engine-house at Edgehill, and terminating by a junction with Railway No. 1 at a point 100 yards or thereabouts south-east of the south-east corner of the said engine-house:

Railway No. 4, commencing by a junction with Railway No. 1 at a point 190 yards or thereabouts east of its commencement as above described, and 55 yards or thereabouts south of the south end of Botanic-street, and terminating by a junction with the Company's Edgehill and Bootle Railway, at a point 35 yards or thereabouts north-west of the north-west corner of the before-mentioned engine-house:

Railway No. 5, commencing by a junction with Railway No. 1 at a point 100 yards or thereabouts south-westward of the junction of Ashworth-street with Pighue-lane, and terminating by a junction with Railway No. 2 at a point 165 yards or thereabouts south-eastward of the junction of Rathbone-road with Pighue-lane:

Railway No. 6, commencing by a junction with the Company's Edgehill and Bootle Railway at or near the bridge carrying Binns-road over that railway, and terminating by a junction with Railway No. 5 at a point 50 yards or thereabouts westward of the junction of Rathbone-road with Pighue-lane aforesaid:

With power to the Company, notwithstanding anything contained in section 39 of the London and North Western Railway (Lines near Liverpool) Act, 1861, to lay down and construct sidings and other works upon any of the lands shown upon the plans relating to the said intended railways to be deposited as hereinafter mentioned:

A railway, to be called the Mumbles Extension, commencing in the parish of Swansea, in the county of Glamorgan, by a junction with the Company's railway from Pontardulais to Swansea at a point 270 yards or thereabouts north-east of the bridge carrying that railway over the public road at the Mumbles-road station, and terminating in the parish of Oystermouth, in the same county, at a point 30 yards or thereabouts north-west of the Mumbles Lifeboat House. And for the purposes of the said railway a portion estimated to contain 4 acres or

thereabouts of a certain common or commonable lands at Black Pill, in the said parishes of Swansea and Oystermouth, and also a portion estimated to contain 5 acres or thereabouts of a certain other common or commonable lands known as Mumbles-hill, in the said parish of Oystermouth, are intended to be taken. The said intended railway will pass from, in, through, or into, or be situate within the parishes of Swansea and Oystermouth, in the county of Glamorgan:

The widening in the township and parish of Stockport, in the county of Chester, and in the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster, of so much of the Company's Stockport and Manchester Railway as extends from the northern end of the Stockport Station to the junction with that railway of the Company's Stockport and Guide Bridge Railway:

To empower the Company to execute the works and acquire the lands (in which term in this notice houses and buildings are included) and exercise the powers following, that is to say:

In the parish of Saint Leonard, Shoreditch, in the county of Middlesex—

(1) To make a new road commencing by a junction with Hearn-street, at a point 7 yards or thereabouts west of the junction therewith of Plough-yard, and terminating by a junction with Plough-yard immediately to the west of the bridge carrying the North London Railway over that yard. And to stop up and discontinue and appropriate to the purposes of their undertaking so much of Hearn-street and Plough-yard as is situate between the commencement and termination of the intended new road:

(2) To extend for a distance of 6 feet or thereabouts in an easterly direction, the said bridge carrying the North London Railway over Plough-yard:

(3) To extend for a distance of 8 yards or thereabouts in a westerly direction the bridge carrying the railway leading to the Company's station at Broad-street over Skinner-street:

In the said parish of Saint Leonard, Shoreditch, and in the parish of Saint Botolph Without, Bishopsgate, in the city of London, in the same county—

To extend for a distance of 22 yards or thereabouts in a westerly direction the bridge carrying the railway leading to the Company's station at Broad-street over Primrose-street:

In the parish of Kenilworth, in the county of Warwick—

To stop up and discontinue all public rights of footpath along so much of the road which crosses on the level the Company's Coventry and Leamington Railway at the north-east end of the Kenilworth Station as lies between the boundaries of the Company's property, and to carry the footpath over the said railway by means of a footbridge:

In the parish of Sutton Coldfield, in the county of Warwick—

- (1) To extend for a distance of 22 yards or thereabouts in a north-westerly direction the bridge carrying the Company's Sutton Coldfield Branch Railway over Park-road:
- (2) To stop up and divert so much of the existing footpath leading from the north-

west end of Station-street to High-street in Sutton Coldfield, as lies between points respectively 30 yards and 80 yards or thereabouts north of the north-west end of Station-street aforesaid, and to carry the said footpath over the tunnel on the Company's Sutton Coldfield and Lichfield Railway, now in course of construction:

- (3) To acquire by compulsion or agreement and to hold certain lands lying on the north-west side of and adjoining the Company's Sutton Coldfield Branch Railway and south-west of and adjoining Park-road aforesaid:

In the township of Bolehall and Glascoate, in the parish of Tamworth, in the county of Warwick, in substitution for the footpath diversion authorised by sub-section 2 of section 17 of the London and North Western Railway Act, 1882—

To divert so much of the footpath which crosses on the level the Company's Trent Valley Railway at the east end of the Tamworth Station as extends from the south side of the said railway for a distance of 220 yards or thereabouts in a northerly direction. And to carry the diverted footpath under the said railway. And to stop up and discontinue and appropriate to the purposes of the Company's undertaking the portion of the existing footpath hereinbefore described:

In the parish of Harborne, in the county of Stafford—

(1) To alter the levels of Rolfe-street, Smethwick, between a point thereon, 200 yards or thereabouts east of the level crossing thereof by the Company's Stour Valley Railway, and the junction thereof with High-street, and to carry the said road over the said railway by means of a bridge:

(2) To make a new road, commencing by a junction with Brass House-lane, Smethwick, at a point 100 yards or thereabouts north of the level crossing of that lane by the said railway, and terminating by a junction with Rolfe-street, as altered immediately north of the crossing thereof by the said railway:

(3) To stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of Rolfe-street as lies between the boundaries of the Company's property, and also so much of Brass House-lane as lies between the commencement of the intended new road and the south side of the level crossing of that lane by the said railway. And to construct a footbridge over the said railway at the said level crossing:

In the township and parish of Cheadle, in the county of Chester—

To make a new footpath commencing by a junction with the road which passes under the Company's Stockport and Cheadle Railway, 400 yards or thereabouts west of the junction with that railway of the Company's Stockport Junction Railway now in course of construction at a point on such road 80 yards or thereabouts north of the bridge carrying the said branch railway over the said road, and terminating by a junction with the Cheadle-road at or near the junction with that road of the road leading to the Edgeley Bleach Works. And to stop up and discontinue the existing footpath which leads from the said first-mentioned road to the said road to the Edgeley Bleach Works, and which crosses

on the level the said Cheadle Branch Railway at or near the said junction with the Stockport Junction Railway :

In the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster—

To construct an additional archway or opening under Wellington-road north, on the north-west side of and adjoining the existing archway, by which that road is carried over the Company's Stockport and Guide Bridge Railway, and to alter the levels of the said road so far as may be necessary for that purpose :

In the township of Garston, in the parish of Childwall, in the county of Lancaster—

(1) To extend for a distance of 25 yards or thereabouts in a northerly direction the bridge carrying the Company's Garston and Warrington Railway over Church-road, Garston :

(2) To alter, extend, and reconstruct the bridge by which the road from Speke to Garston is now carried over the Company's said railway at a point 440 yards or thereabouts east of Church-road aforesaid :

In the townships of Allerton and Garston, in the parish of Childwall, in the county of Lancaster—

(1) To make a new footpath commencing by a junction with the existing footpath, which crosses on the level the Company's Garston and Warrington Railway, near the junction with that railway of the Company's Allerton and Garston Loop, at a point on such footpath 45 yards or thereabouts south-west of the said level crossing, and terminating by a junction with the existing footpath, which crosses on the level the Company's Allerton and Garston Loop at Dutch Farm, at a point on such last-mentioned footpath immediately west of such level crossing. And to stop up and discontinue so much of the said first-mentioned existing footpath as lies between the junctions therewith of the said new footpath, and of the secondly-mentioned existing footpath :

(2) To stop up and discontinue so much of the existing footpath which crosses on the level the Company's Edgehill and Garston Railway 250 yards or thereabouts south-east of the junction therewith, of the said Allerton and Garston Loop as extends for a distance of 40 yards or thereabouts south-westward from the north-eastern boundary of the Company's property, and to carry the said footpath over the railway by means of a footbridge :

(3) To acquire by compulsion or agreement and to hold certain lands lying between and adjoining the said Edgehill and Garston and Garston and Warrington Railways, at their junction at Speke :

In the township of Charnock Richard, in the parish of Standish, in the county of Lancaster—

To make a new road commencing by a junction with German's-lane at a point 170 yards or thereabouts north-west of the level crossing of that lane by the North Union Railway, and terminating by a junction with the said lane at a point 35 yards or thereabouts south-east of the said level crossing. And to stop up and discontinue and appropriate to the purposes of the Company's undertaking so much of German's-lane as lies between the west side of the said railway and the termination of the said intended new road, and also the two existing occupation level crossings over the said railway immediately north of the first-mentioned level crossing :

No. 25290.

I

In the township and parish of Huddersfield, in the West Riding of the county of York—

To make a new footpath along the north-west side of the Company's Huddersfield and Manchester Railway between the occupation road leading from Sheepridge to Field House-lane and the existing footpath, which crosses the said railway on the level 135 yards or thereabouts south-west of the said occupation road, and to stop up and discontinue so much of the said existing footpath as lies between the boundaries of the Company's property :

In the township and parish of Workington, in the county of Cumberland—

(1) To make two new roads, one commencing and terminating by junctions with the existing road which crosses on the level the Company's Whitehaven Junction Railway at the New Yard Iron Works, at points respectively 130 yards or thereabouts east, and 210 yards or thereabouts west of the said level crossing, and the other commencing by a junction with the first-mentioned intended new road, at a point 100 yards or thereabouts east of the termination thereof as above described, and terminating by a junction with the said existing road at a point 70 yards or thereabouts west of the said level crossing. With power to the Company to stop up and discontinue so much of the said existing road, and of the tramway thereon, as extends for a distance of 35 yards or thereabouts eastwards from the western boundary of the Company's property :

(2) To acquire, by compulsion or agreement, and to hold certain lands lying on the east side of and adjoining the said Whitehaven Junction Railway, and between a point 220 yards or thereabouts south of where the Salter Beck crosses under that railway and the said level crossing, and certain other lands lying on the west side of and adjoining the said railway, and between the said level crossing and Havelock-road.

(3) To stop up and divert the existing footpath which now passes along the western side of the said railway between the said level crossing and Havelock-road, and to carry the same along the western side of the said last-mentioned lands, and to remove the existing footbridge at the said level crossing :

(4) To stop up and discontinue so much of the existing footpath which crosses the said railway on the level at Westfield-place as extends for a distance of 35 yards or thereabouts eastward from the western boundary of the Company's property, and to carry the said footpath over the railway by means of a footbridge :

(5) To stop up and discontinue so much of the existing footpath which crosses the said railway on the level 370 yards or thereabouts south of the said level crossing at Westfield-place as extends for a distance of 30 yards or thereabouts eastward from the western boundary of the Company's property. And to carry the said footpath over the railway by means of a footbridge :

In the township of Prestatyn, in the parish of Meliden, in the county of Flint—

To stop up and discontinue all public rights of footpath along so much of the road which crosses on the level the Company's Chester and Holyhead Railway at the Prestatyn

Station as lies between the boundaries of the Company's property, and to carry the footpath over the existing footbridge at the said station :

■ To empower the Company to acquire by compulsion or agreement and to hold lands in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended new railways and widening and other works, and for other purposes in addition to the lands hereinbefore described or referred to, and also to acquire by compulsion or agreement, and to hold for the purpose of extending the station siding and other accommodation of the Company, and for other purposes connected with their undertaking, the lands hereinafter described or referred to, or some of them, that is to say :

In the county of Middlesex—

Certain lands in the parish of Saint Pancras, lying on the south-west side of and adjoining the Company's main line of railway and property, and between the said railway and property and the Hampstead-road and Cardington-street; with power to the Company to make additional archways or openings under the roadways on each side of the garden of Ampthill-square, on the south-west side of the existing archways or openings by which those roads respectively are now carried over the said railway :

In the county of Northampton—

Certain lands in the parish of Nether Heyford, lying on the north-east side of and adjoining the Company's London and Birmingham Railway, and on the west side of and adjoining the road from Stowe to Nether Heyford :

Certain lands in the parish of Long Buckby lying on the west side of and adjoining the Company's London and Birmingham Railway, and on the south side of and adjoining the road from Daventry to Long Buckby :

In the counties of Northampton and Leicester—

Certain lands in the parishes of Little Bowden, in the county of Northampton, and of Great Bowden, in the county of Leicester, lying on the north-west side of and adjoining the Company's Rugby and Stamford Railway, and between the road from Market Harborough to Kettering and the road which passes under the said railway at the south-west end of the Market Harborough Station. With power to extend for a distance of 15 yards or thereabouts in a north-westerly direction the bridge which carries the said railway over the last-mentioned road :

In the county of Warwick—

Certain lands in the parish of Milverton, lying on the west side of and adjoining the Company's Coventry and Leamington Railway, and on the north-west side of and adjoining the Milverton Station :

In the county of Stafford—

Certain lands in the parish of Harborne lying on the north side of and adjoining the Company's Stour Valley Railway, near the Soho Station thereon, and being the property lately known as the Sicker Safe Works :

Certain lands in the township of Aston and Doxey, in the parish of Seighford, lying on the north-east side of and adjoining the Company's Grand Junction Railway and near the level crossing of that railway by the public carriage road leading from Doxey to Tillington. With power to stop up and discontinue as a public highway and appropriate to the purposes of the Company's

undertaking so much of the said public carriage road as extends from the south-west boundary of the Company's property in an easterly direction to the river Sow :

In the counties of Worcester and Stafford—

Certain lands in the township of Oldbury, in the parish of Halesowen, in the county of Worcester, and in the parish of West Bromwich, in the county of Stafford, lying on the north-east side of and adjoining the Company's Stour Valley Railway at and near the Oldbury Station, and between that railway and the Birmingham Canal :

In the county of Worcester—

Certain lands in the parish of Yardley, lying on the south side of and adjoining the Company's London and Birmingham Railway at the Stechford Station, and certain other lands in the same parish lying on the south side of and adjoining the same railway, and west of and adjoining the road which passes under the said railway at the junction therewith of the Company's Aston and Stechford Junction Railway :

In the county of Lancaster—

Certain lands in the township of Garston, in the parish of Childwall, lying on the west side of and adjoining the Company's Edgehill and Garston Railway, and at the south end of the Mossley-hill Station. With power to stop up and divert the public footpath which now runs along the western side of the said railway southwards from Rose-lane, and to carry the same along the western side of the lands so intended to be taken :

Certain lands in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, lying on the south-east side of and adjoining Strand-road, and between that road and the Company's property. With power to lay down, maintain, work, and use a single line of rails in, over, across, and on the level of Strand-road at a point 70 yards or thereabouts east of its junction with Regent-road :

Certain lands in the township and parish of Chorley, lying on the east side of and adjoining the Lancashire Union Railway, and between Primrose-street and Stump-lane. With power to make, maintain, work, and use a short railway or siding commencing by a junction with the Bolton and Preston section of the North Union Railway at the north end of the Chorley passenger station, and terminating at or near the eastern end of the existing sidings on the said lands, and forming junctions with the existing sidings on the east side of the Lancashire Union Railway :

Certain lands in the township and parish of Lancaster south of Meeting-house-lane, and lying on the east side of and adjoining the Company's Lancaster and Carlisle Railway, at and near the Castle Station :

Certain other lands in the township of Scotforth, in the parish of Lancaster, lying on the east side of and adjoining the Company's Lancaster and Preston Railway, and near the Company's goods warehouse at Lancaster Old Station :

Certain lands in the township of Poulton Bare and Torrisholme, in the parish of Lancaster, lying on both sides of and adjoining the Company's Morecambe Branch Railway and between Schola-green-lane and the public road which passes over that railway at the Poulton-lane Station. With power to stop

up and discontinue so much of Schola-green-lane as lies between the boundaries of the Company's property :

In the county of Cumberland—

Certain lands in the township of Stainton, in the parish of Dacre, lying between and adjoining the Company's Lancaster and Carlisle Railway and the North Eastern Railway at the Eamont Junction of those railways :

To empower the Company and the North Staffordshire Railway Company, or one of them, with the consent of the other, to make and maintain the railways hereinafter described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith, that is to say :—

Two railways, to be called the Middlewood Junctions, to be situate in the township of Poynton, in the parish of Prestbury, and in the township of Marple, in the parish of Stockport, all in the county of Chester :

Railway No. 1, commencing by a junction with the Macclesfield Bollington and Marple Railway at a point 460 yards or thereabouts south of the bridge carrying that railway over the Company's Stockport Disley and Whaley Bridge Railway, and terminating by a junction with the last-mentioned railway at a point 280 yards or thereabouts west of the bridge carrying the Macclesfield Canal over that railway :

Railway No 2, commencing by a junction with Railway No 1 at a point 165 yards or thereabouts north-east of its commencement as hereinbefore described, and terminating by a junction with the said Stockport Disley and Whaley Bridge Railway at a point 50 yards or thereabouts west of the said last-mentioned bridge :

To empower the Company and the Great Western Railway Company, or one of them with the consent of the other, to execute the works and exercise the powers following, that is to say :—

In the township of Heswall-cum-Oldfield, in the parish of Heswall, in the county of Chester (in substitution for the diversions shown upon Sheet No. 3 of the plans deposited with the Clerk of the Peace for the County of Chester, relating to the West Kirby Extension Railway No. 1, authorised by the London and North Western Railway Act, 1882, of the public road numbered on those plans 36 in the said parish, and in that Act referred to as the deposited plans)—

(1) To alter and divert the said road between a point 40 yards or thereabouts north-east of the junction therewith of the road numbered on the said plans 27 in the said parish, and a point 260 yards or thereabouts north-west of the junction therewith of the road numbered on the said plans 46 in the same parish. And to stop up and discontinue and appropriate to the purposes of the joint undertaking of the two Companies so much of the said road numbered 36 as lies between the points aforesaid, and also so much of the said road numbered 46 as lies between its junction with the said road numbered 36 and the said intended diversion.

(2) To acquire, by compulsion or agreement, and to hold certain lands lying on the south-west side of and adjoining the main road in the village of Heswall, and on the north-west side of and adjoining the properties numbered on the said plans 33 and 34 in the same parish.

To empower the Company and the Lancashire and Yorkshire Railway Company, or one of them, with the consent of the other, to acquire, by compulsion or agreement, and to hold for the purposes of or connected with the North Union Railway the lands hereinafter described, that is to say :—

Certain lands in the township of Euxton, in the parish of Leyland, in the county of Lancaster, lying on the south side of and adjoining the road from Preston to Wigan, near where that road crosses under the North Union Railway at Euxton Junction, and on the east side of the said junction :

To empower the Company and the Manchester Sheffield and Lincolnshire Railway Company, or one of them, with the consent of the other, to acquire by compulsion or agreement and to hold for the purposes of or connected with the Oldham Ashton-under-Lyne and Guide Bridge Junction Railway, or their respective undertakings, the lands hereinafter described, that is to say :—

Certain lands in the township of Oldham, in the parish of Prestwich, otherwise Prestwich-cum-Oldham, in the county of Lancaster, lying on the south side of and adjoining the Oldham Ashton and Guide Bridge Junction Railway, and the Company's Oldham branch, and between Waterloo-street, Oldham, and the Glodwick-road Station on the said branch :

To empower the Manchester South Junction and Altrincham Railway Company to acquire, by compulsion or agreement, and to hold for the purposes of or connected with their undertaking the lands hereinafter described, that is to say :—

Certain lands in the township and parish of Manchester, in the county of Lancaster, lying on the south-east side of and adjoining Cross-street, and on the south-west side of and adjoining Croft-street, with power to acquire and appropriate to the purposes of their undertaking the site and soil of Shepley's Court :

Certain other lands in the same township and parish, lying on the east side of and adjoining Deansgate, and on the north side of and adjoining the Knott Mill and Deansgate Station, on the Manchester South Junction and Altrincham Railway :

Certain lands in the township of Altrincham, in the parish of Bowdon, in the county of Chester, lying on the east side of and adjoining the railway of the Cheshire Lines Committee, north of and adjoining Moss-lane :

Certain other lands in the same township and parish lying on the east side of and adjoining the Manchester South Junction and Altrincham Railway, and between that railway and the Timperley Brook and south of and adjoining Navigation-road :

To authorise the purchase and acquisition of so much of any property as may be required to be taken for the purposes or in exercise of the powers of the intended Act without the Company or Companies purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845 :

To extinguish or provide for the extinguishment of all rights of way over the public, carriage, and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, courts, alleys,

and passages, or portions thereof, in the Company or Companies upon whom the powers to stop up the same are conferred:

To vary or extinguish all rights and privileges connected with the lands purchased, or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraph and telephonic wires and apparatus within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act:

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned:

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways to be constructed or altered under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways, in the parishes, townships, or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act:

To empower the Company and the Company and the North Staffordshire Railway Company, or one of them, as the case may be, to demand and recover tolls, rates, and charges for or in respect of the use of the new railways and widening, and for or in respect of the other works by the intended Act authorised, and to alter and increase certain of the Company's authorised tolls, rates, and charges with respect to the use of wagons, and to grant exemptions from the payment of tolls, rates, and charges:

To extend the powers granted by the London and North Western Railway (New Lines and Additional Powers) Act, 1876, as revived and extended by the London and North Western Railway Act, 1882, for the purchase of lands for and for the construction of and otherwise relating to the Llanelly Station Railway:

To empower the Company and the Smethwick Local Board to make and carry into effect agreements with respect to the payment by the said Local Board of the cost of or the contribution of the said Board towards the making of the intended new road, and the alteration of the levels of Rolfe-street, and other works within the district of the said Local Board, by the intended Act authorised, or the purchase of lands therefor; and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and to empower the said Local Board to apply their funds or rates to the purposes of the intended Act, or of any such agreement:

To empower the Company and the North Staffordshire Railway Company to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the Middlewood Junctions, the purchase, division, and appropriation of land to be acquired for the purposes of or in connection therewith, and with respect to the

providing of joint and separate stations, and of sidings, wharves, and buildings for the accommodation of the said two Companies, and each or either of them, and with respect to the payment and contribution to be made by each of those Companies towards the costs, charges, and expenses incurred in effecting the purposes of the intended Act, and with respect to the regulation, management, and transmission of traffic upon the said junctions, and otherwise with respect to any matter relating thereto, arising out of the said intended Act or in giving effect thereto, and to confirm and give effect to any agreement between those Companies relating to the matters aforesaid, or any of them:

To empower the Company and the Manchester Sheffield and Lincolnshire Railway Company to enter into and carry into effect agreements, with respect to the purchase, division, appropriation, and use of the lands which by the intended Act they may be authorised to acquire, and with respect to the payment and contribution to be made by each of the said companies, towards the costs, charges, and expenses incurred in respect thereof, and to confirm and give effect to any agreement between those companies relating to the matters aforesaid, or any of them:

To confirm or give effect to an agreement dated the 1st day of June, 1883, and made between the Company of the one part and the Lancashire and Yorkshire Railway Company of the other part, with respect to the North Union Railway and other matters:

To transfer to and vest in the Company the undertaking, railways, works, buildings, lands, plant, property, and effects of the Vale of Towry Railway Company, and all the powers, rights, and privileges of or belonging to or enjoyed by that Company, of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company, or to otherwise provide for such transfer and vesting upon such terms and conditions as may have been or may be agreed upon or as may be provided for or prescribed by the intended Act:

To dissolve or provide for the dissolution of the Vale of Towry Railway Company.

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 Vale of Towry Railway Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the granting or issuing of mortgages, bonds, or debenture stock, or otherwise:

To authorise or provide for the substitution of shares or stock of the Company for the shares or stock of the Vale of Towry Railway Company (whether before or after the same shall have been paid up in full); and to authorise or provide for the redemption by the Company in cash of the shares or stock of the Vale of Towry Railway Company, or of any shares or stock of the Company issued in substitution therefor, or of any interest or dividend payable by the Company to the Vale of Towry Railway Company in respect of any such shares or stock; and to provide for the redemption of the mortgages and rent-charges of the Vale of Towry Railway Company by the creation and issue to the holders thereof of debenture stock of the Company:

To empower the Company and the Vale of Towry Railway Company and the Llanelly Railway and Dock Company and the Great

Western Railway Company, or any of them, to make and carry into effect agreements in reference to the matters aforesaid, or any of them, and to confirm any such agreement made before the passing of the intended Act:

To alter, amend, and repeal, so far as may be necessary, all or some of the provisions of the Vale of Towy Railway Act, 1854; the Vale of Towy Railway Leasing Act, 1868; and any other Act relating to the Vale of Towy Railway Company:

To confer upon the Company further powers with reference to the sale, lease, or other disposition of lands situate over tunnels on their railways at or near Birmingham, and over such railways, and to exempt such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands; and to empower the Company to build or to grant, sell, or demise the right to build over any parts of such tunnels and railways, or any other right or easement, in or over the same; and to make other provisions with regard to the matters aforesaid, or if thought fit to enable the Company to declare such lands to be superfluous lands, and to deal with them accordingly:

To extend the time for the sale of all or any of the superfluous lands belonging to the Company, and to the Company and the Great Western Railway Company in connection with their Birkenhead Railway, and to confer upon the said Companies further powers with reference to the retention, sale, or disposition of, and to alter, amend, and extend, with reference to the lands hereinbefore referred to, the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To make permanent the powers of the Company under or by virtue of the Chester and Holyhead Railway Act, 1848; the Improved Postal and Passenger Communication between England and Ireland Act, 1855; the London and North Western (Chester and Holyhead) Railway Act, 1861; and the London and North Western Railway (Steam Vessels) Act, 1870; or any of them, with respect to the purchase, hire, building, using, and owning of steam and other vessels; and to alter, amend, extend, or repeal, so far as may be necessary, all or some of the provisions of the said Acts, and of any other Act relating to the same matters:

To extend and apply to the County Hotel at Lancaster the powers and provisions contained in section 20 of the London and North Western Railway (Joint and Various Powers) Act, 1877:

To alter, amend, and repeal the whole or some part of the under-mentioned section of the Act passed in the third year of the reign of his late Majesty King William the Fourth, entitled "An Act for making a Railway from the Warrington and Newton Railway at Warrington, in the county of Lancaster, to Birmingham in the county of Warwick, to be called the Grand Junction Railway," that is to say, the 167th section, of which the marginal note is "For preserving Salt Works," and if need be to make other provision in lieu thereof:

To empower the Company and the Great Western Railway Company, or one of them, from time to time to supply to the Corporation of Llandovery water in bulk not required for their own purposes, and to empower them, or one of them, and the said Corporation to enter into and carry into effect contracts and agreements with reference to such supply:

To make provision with respect to the admission or continuance as a member of the Superannuation Fund Association of the Com-

pany established under the provisions of the London and North Western Railway Act, 1854, of any officer or servant directly or indirectly employed or paid by the Company or engaged in the conduct of any of their business, either solely or jointly with any other Company or Companies, and also of any officer or servant of the Shropshire Union Railways and Canal Company, and to enlarge and extend the powers and provisions of the Acts now in force relating to the said Association, and to alter and amend or repeal all or some of the rules and regulations of the said Association:

To make provision for the burial ground situate within the parish of St. Pancras, in the county of Middlesex, known as the St. James's Burial Ground, and now forming part of the parish of St. James, Westminster, being constituted and becoming for all purposes, including the assessing, levying, and recovering of rates, part of the said parish of St. Pancras, and so far as may be needful to alter, amend, and repeal the following Acts relating to the said burial ground, namely:—29 Geo. III, cap. 47; 30 Geo. III, cap. 70; and 32 & 33 Vict., cap. 77:

To make provision with reference to the borrowing powers of the Shropshire Union Railways and Canal Company, and to remove doubts as to the right of that Company to exercise such powers, and if necessary to empower that Company, or the Company on their behalf, to raise money, by borrowing or by the creation and issue of debenture stock, to such an amount, and upon such terms and conditions, as may be prescribed or authorised by the intended Act; and to alter and amend or repeal all or some of the provisions contained in the Acts (local and personal), 9 and 10 Vict., caps. 322, 323, and 324; 10 and 11 Vict., cap. 121; and 17 and 18 Vict., cap. 189, or any other Acts relating to the Shropshire Union Railways and Canal Company, relating to or restricting or imposing conditions upon the said Company with reference to the exercise of the borrowing powers conferred by those Acts, or some of them:

To empower the Company to give and grant under their common seal to the Commissioners of Her Majesty's Customs and the Commissioners of Inland Revenue respectively, general removal bonds, general export bonds, Excise bonds, or other bonds of the like character, in respect of Customs or Excise Duties, which the said Commissioners may lawfully require:

To empower the Company, for all or any of the purposes of the intended Act, and of any other Act or Acts of the next session, and for purposes connected with the North Union Railway, or with any other undertaking in which they are jointly interested, and for the general purposes of the Company, to increase their capital and to raise further sums of money, 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 the creation and issue of debenture stock and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company:

To empower the North Staffordshire Railway Company, for the purposes of the intended Act to be executed by them, to increase their capital and to raise further sums of money, 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 the creation and issue of debenture stock, and by borrowing, or by any of such means,

and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Lancashire and Yorkshire Railway Company, for the purposes of the intended Act, and for other purposes connected with the North Union Railway, to increase their capital and to raise further sums of money, 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 the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to such purposes any capital or funds belonging to them.

To empower the Great Western Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, and the Manchester South Junction and Altrincham Railway Company respectively, to apply to the purposes of the intended Act, to be executed by them, any capital or funds belonging to them :

For the purposes aforesaid, it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them, that is to say :—

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the Company :

The Acts 9 and 10 Vict., caps. 84, 85, and 86, and all other Acts relating to the North Staffordshire Railway Company :

The Act 5 and 6 Wm. IV, cap. 107, and all other Acts relating to the Great Western Railway Company :

The Act 22 and 23 Vict., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company :

The Act 12 and 13 Vict., cap. 81, and all other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company :

The Act 8 and 9 Vict., cap. 111, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company.

And notice is also hereby 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 as follows, that is to say : as relates to the works and lands in the county of Middlesex, and to the works and lands partly in that county and partly in the city of London, with the Clerk of the Peace for that County, at his office at the Sessions House, Clerkenwell ; as relates to the lands in the county of Northampton, and the lands partly in that county and partly in the county of Leicester, with the Clerk of the Peace for the County of Northampton, at his office at Northampton ; as relates to the last-mentioned lands, with the Clerk of the Peace for the County of Leicester, at his office at Leicester ; as relates to the works and lands in the county of Warwick, with the Clerk of the Peace for the County of Warwick, at his office at Leamington ; as relates to the lands in the county of Worcester, and to the lands partly in that county and partly in the county of Stafford, with the Clerk of the Peace for the County of Worcester, at his office at Worcester ; and as relates to the last-mentioned lands, and also to the works and lands wholly in the county of Stafford, with the Clerk of the Peace for that County, at his office at Stafford ; as relates to the railway and lands in the county of Nottingham, with the Clerk of the Peace for that County, at his office at Newark ; as relates to the railways, works, and lands in the county

of Chester, with the Clerk of the Peace for that County, at his office at Chester ; as relates to the railways, works, and lands in the county of Lancaster, with the Clerk of the Peace for that County, at his office at Preston ; as relates to the lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield ; as relates to the works and lands in the county of Cumberland, with the Clerk of the Peace for that County, at his office at Carlisle ; and as relates to the railway and lands in the county of Glamorgan, with the Clerk of the Peace for that County, at his office at Cardiff. And that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended railways and works are proposed to be made, or lands are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows, that is to say : as relates to the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Town-hall, Old-street ; as relates to the parish of Saint Pancras, with the vestry clerk of that parish, at the Vestry-hall, King's-road ; and as relates to the other parishes, with the parish clerk of each such parish, at his residence ; or as relates to any extra-parochial place, with the clerk of some adjoining parish, at his residence.

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

Dated this 9th day of November, 1883.

C. H. Mason, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

North Sea Fisheries (East Lincolnshire) Harbour and Dock Company.

(Incorporation of Company with Power to make a Tidal Harbour, Dock, Piers, and other Works at Sutton-le-Marsh, in the County of Lincoln ; Reclamation of Land ; Power to Take Water from the North Sea ; Compulsory Purchase of Lands, Tolls, Rates, and Charges ; By-laws ; Tonnage and other Dues ; Removal of Obstructions ; General Dock Powers ; Special Powers of Sale or Lease of Lands ; Exemption from Provisions of Lands Clauses Consolidation Act, 1845, with respect to Sale of Superfluous Lands ; Amendment 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 effecting 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 them to maintain the tidal harbour, docks, piers, quays, and other works hereinafter described, or some or one of them, or some part or parts thereof respectively, all in the county of Lincoln, that is to say :—

1. A pier commencing at or about the line of high-water mark at a point 12 chains or thereabouts, measuring in a south-easterly direction, from the eastern end of Church-lane, near a point locally known as Wilyman's opening, and 32½ chains or thereabouts, measuring in a direction north-east by east, from the east end of the Church of Sutton-le-Marsh, and such pier

will extend thence in an easterly direction for a length of 517 yards or thereabouts, and terminate with a pier head inclining to the south.

2. A jetty commencing by a junction with Pier No. 1, at a point 300 yards or thereabouts from the commencement of the said pier, and extending in a southerly direction for a distance of 33 yards or thereabouts.
3. A pier commencing at or about the line of high-water mark, and at a point $9\frac{1}{2}$ chains or thereabouts from the point above described as the commencement of Pier No. 1, measuring in a southerly direction, and $33\frac{1}{2}$ chains or thereabouts, measuring in a north-easterly direction, from the junction of Cross-gate-lane and Huttoft-road, and such pier will extend thence in an easterly direction for a length of 418 yards or thereabouts, and terminating with a pier inclining to the north, leaving a harbour space of 167 yards or thereabouts in width between the said piers.
4. The excavation of foreshore lying between the piers above described to a depth of 5 feet or thereabouts below low-water level.
5. A dock (with a lock and entrance from the harbour above described) to be situate on the south side of Church-lane, and on the east side of Huttoft-road, and on the north side of Cross-gate-lane, and on the west side of the foreshore commencing at a point 120 yards or thereabouts, measuring in a westerly direction, from the line of high-water mark, and 310 yards or thereabouts, measuring in a southerly direction, from the eastern end of Church-lane. Such dock will extend thence in a westerly direction for a length of about 283 yards and having a breadth of about 180 yards.

All necessary and convenient viaducts, rails, sidings, junctions, turn-tables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining wall, river walls, embankments, jetties, groynes, shipping-places, staiths, stairs, stages, tramways, machinery, graving docks, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed tidal harbour, dock, piers, and other works, and also to provide, work, maintain, and hire steamers, tugs, lighters, and other ships, barges, and boats.

The said intended tidal harbour, dock, piers, and other works will be situate wholly in the parish of Sutton-le-Marsh, in the county of Lincoln, or extra-parochial places adjoining the said parish, and in the North Sea, or on the foreshore thereof.

To empower the Company to purchase by compulsion and reclaim any foreshore, waste, unenclosed, or other lands in the parish of Sutton-le-Marsh, in the county of Lincoln, as may be contiguous to or affected by the works of the Company, on the seashore beyond the limits of high-water mark seawards, and to vary or extinguish all rights and claims whatsoever in or affecting such lands acquired by or vested in the Company, and to empower the Company to reclaim and improve, and to re-sell or to lease or otherwise deal with such lands, and to apply their corporate funds accordingly.

To empower the Company to deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, banks, shores, and channel of the North Sea enclosed within or adjoining or near to the entrance to the intended tidal harbour, for the purpose of forming an uninterrupted

means of access to the dock and piers, and to take and divert water from the North Sea for the purpose of supplying the harbour and dock with water.

To enable the Company to cross, divert, alter, or stop up or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary or convenient in constructing, maintaining, or using the said intended tidal harbour, dock, piers, and other works, or for other the purposes of the Bill, and to deviate laterally from the lines of the tidal harbour, dock, piers, and other works, and vertically from the levels thereof, as shown upon the plans and sections hereinafter mentioned, to such an extent as may be authorised by the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, and other property, and rights and easements in or over the same, for the purposes of the intended Bill or some of them; and to take a part only of any property which may be required for those purposes without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845; and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, or property which would interfere with or prevent the carrying into execution of any such purposes, and to exercise other rights and privileges. The Bill will confer upon the Company the usual powers for the construction and maintenance of a tidal harbour, dock, piers, and other works, and especially for any of such works, the powers contained in the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Harbours Docks and Piers Clauses Act, 1847; and will also authorise the Company to levy tolls, rates, dues, and charges upon and in respect of the use of the intended tidal harbour, dock, piers, and other works, and also upon and in respect of persons, goods, fish, wares, merchandise, cattle, articles and things, ships, vessels, boats, carts, carriages, and other vehicles using or passing over or carried upon or frequenting or resorting to the proposed tidal harbour, dock, piers, and other works connected therewith, or any part or parts thereof respectively, or for the hire or use of any vessels or boats of the Company, or in respect of any services to be rendered or performed by the Company to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and charges.

To empower the Company for such consideration, at such rents, and upon such terms (pecuniary or other) and conditions, as may be prescribed or provided for by or under the Bill, from time to time to sell or lease any lands from time to time belonging to them for the construction of graving docks, warehouses, sheds, houses, or other buildings, works, and conveniences, or for any other purposes of or connected with the Company's undertakings and for such terms or period as notwithstanding anything contained in the Harbours Docks and Piers Clauses Act, 1847, or any other Act or Acts they may think proper, or as may be prescribed or limited by the Bill, to lease or grant the use or occupation of or easements in and rights over or affecting any warehouses, buildings, wharves, yards, cranes, machines, or other conveniences belonging to or provided by them. To authorise the Company to demise and lease any lands,

superfluous or otherwise, for the time being belonging to the Company for such periods and upon such terms (pecuniary and otherwise) and conditions as the Company think fit; and the Bill will, so far as may be necessary or expedient, exempt all or some of such lands, 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 empower the Company to buoy lights or remove wrecks, obstructions, or floating timber, and to recover the costs thereof.

To empower the Company to appoint and remove harbour masters, dock masters, pier masters, meters, weighers, and other officers and servants, and the Bill will define the limits within which such harbour and other masters, meters, weighers, and other officers and servants may exercise the powers to be conferred upon them respectively by the Bill.

To authorise the Company to make and enforce bye-laws, rules, and regulations for the management, use, and safety of and for the control and regulation of the persons, fish, animals, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing, or being carried over, or frequenting or resorting to the proposed harbour, dock, piers, works, conveniences, or lands of the Company.

To authorise the Company on the one hand, and the Commissioners of Sewers for the county of Lincoln on the other hand, to enter into and carry into effect agreements and contracts with reference to the use by the Company of banks, sand-hills, or lands belonging to or under the control of the said Commissioners, and to provide for the terms of such use and the payments or considerations therefor, and either by way of rent charge by the Company to the Commissioners, or on such other terms as may be agreed upon between them, or as may be prescribed or authorised by the Bill, and to make provision for securing to the Commissioners and enabling them to recover any such rent charge.

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

The Bill will, or may, incorporate with itself with variations and modifications, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Harbours Docks and Piers Clauses Act, 1847; and will or may exempt the Company and their undertaking from such of the provisions of those Acts as may not be considered necessary or applicable, and it will or may alter, enlarge, amend, or repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of the several local and personal Acts following, that is to say: 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., cap. 148, and all other Acts relating to the Great Northern Railway Company and the East Lincolnshire Railway Company.

And notice is hereby also given, that plans and sections in duplicate of the works proposed to be authorised by the Bill, showing the situations and levels thereof, the plans also showing the lands to be purchased compulsorily 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, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Lindsey in the County of Lincoln, at his office at Lincoln; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said works are intended to be made, or will be situate, with 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 such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1883.

Travell and Woodward, Victoria-street, Nottingham, Solicitors for the Bill.

Torr and Co., 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Croydon Central Station and Railways.

(New Railways at Croydon; Street Improvements; Widening High Street; Altering Surrey Street and other Streets; Appropriation of Site of Railway; Compulsory Purchase of Land; Tolls; Underpinning; Altering Section 92 of "Lands Clauses Act, 1845;" Running Powers over Part of London, Brighton, and South Coast Railways; Agreements with London, Brighton, and South Coast, London, Chatham and Dover, and South Eastern Railway Companies; Contribution by Corporation of Croydon; Power to Corporation to borrow money.)

A PPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following purposes, viz:—

To incorporate a Company, hereinafter referred to as "the Company," for the purposes of the intended Act.

To authorise and enable the Company to construct and maintain the railways and works in the parish and borough of Croydon hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, bridges, roads, wharves, depôts, warehouses, offices, cranes, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing by a junction with the Epsom and Croydon Branch of the London, Brighton, and South Coast Railway, at the West Croydon Station, near the southern end of the down platform at that station used in connection with the through line, and terminating in the disused station in Katharine-street, of the London, Brighton, and South Coast Railway (known as the Central Croydon Station), at a point 70 yards or thereabouts westward of the bridge carrying Park-lane over the railway between the said station and the New Croydon Station.

Railway No. 2, commencing by a junction with the intended Railway No. 1 at the termination thereof above described, and terminating by a junction with the London, Brighton, and South Coast Railway, at a point near

the south-eastern angle of the booking-office at the New Croydon Railway Station.

Railway No. 3, commencing by a junction with the intended Railway No. 1 at the termination thereof above described, and terminating by a junction with the London, Brighton, and South Coast Railway at a point 130 yards or thereabouts northward of the foot-bridge over the railway at the north end of the South Croydon Railway Station.

To enable the Company to make and maintain, in connection with the works above described, the following street and street improvements.

(a.) The widening of High-street, Croydon, on the eastern side, commencing at the junction of High-street with George-street, and terminating at a point 45 yards or thereabouts south of its junction with Surrey-street.

(b.) A new street between Surrey-street and High-street, commencing at a point in Surrey-street at the "Dog and Bull" public house, and terminating in High-street opposite Katharine-street.

To enable the Company to stop up and extinguish all rights of way over part of Surrey-street, King-street, Keeley-road, and any other street, passages, yards, or places which the Company may deem it expedient to stop up in connection with the intended works, and which may be shown on the plans hereinafter mentioned.

To provide for the closing, stopping up, and discontinuance of the railway known as the Croydon Central Railway, between the station at Katharine-street above mentioned and the junction of the said railway with the London, Brighton, and South Coast Railway on the southern side of the bridge carrying the Addiscombe-road over the main line, and to enable the Company to appropriate the site and soil of that railway, or some part thereof.

To authorise the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of roads, tramways, drains, telegraphs, sewers, pipes, and watercourses, and the removal of telegraphic or electric wires, posts, tubes, and other apparatus, so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or any works to any extent within the limits of deviation to be shown on the deposited plans, and from the levels thereof, as shown on the deposited sections; purchase of land, houses, and other property compulsorily for the purposes of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof; and the exercise of other rights and privileges.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and that whether or not such houses and buildings or any part thereof may be required to be taken for the purposes thereof.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of "The Lands Clauses Consolidation Act, 1845," which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being compellable to purchase the whole thereof, notwithstanding Section 92 of the said Act.

To enable the Company and all companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the portions of the London, Brighton, and South Coast Railway hereinafter mentioned, including both main and local lines, namely:—

So much as will lie between East Croydon and New Croydon and South Croydon Stations. So much as will lie between the commencement of Railway No. 1 hereinafter described and the junction with the London, Chatham, and Dover Railway at Tulse Hill. So much as will lie between the termination of Railway No. 2 hereinafter described and the said Tulse Hill Junction.

Together with the said stations and all other stations, sidings, platforms, points, junctions, signals, signal-boxes, watering-places and conveniences connected with the above-named portions of railway.

To enable the Company on the one hand, and the London, Brighton, and South Coast, the London, Chatham, and Dover, and South Eastern Railway Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railways, or any of them, or any part thereof, 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, the division and appropriation of the revenue arising from that traffic, and the appointment of a joint committee or joint committees of any of the contracting Companies, and to confirm any agreement touching any of the matters aforesaid.

To authorise the mayor, aldermen, and burgesses of the borough of Croydon to contribute out of their corporate funds towards the street improvements above-mentioned and for the purposes aforesaid to borrow money on the security of the rates leviable within the borough.

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 Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Lands Clauses Consolidation Act, 1869," "The Railways Clauses Consolidation Act, 1845, and "The Railways Clauses Act, 1863;" and it will amend and enlarge, and if need be, repeal the powers and provisions of the following local and personal Acts (that is to say):—9 & 10 Vic., cap. 283, "The London, Brighton, and South Coast Railway (Additional Powers) Act, 1864," and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company; 6 Wm. IV., cap. 75, and any other Act relating to the South Eastern Railway Company; 16 and 17 Vic., cap. 132, and any other Act or Acts relating to the London, Chatham, and Dover 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, or which may be taken compulsorily under the intended Act, also 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, houses, and other property, also an Ordnance map, with the lines of railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, S.E.; and on or before the same day a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of Croydon, 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 12th day of November, 1883.

F. C. Mathews and Browne, 151, Cannon-street, London, E.C., Solicitors.

In Parliament.—Session 1884.

Sutton and Willoughby Railway.

(Incorporation of Company; Construction of Railway from Sutton-le-Marsh, in the County of Lincoln, to Willoughby, in the same County, Forming a Junction with the East Lincolnshire Railway (leased to the Great Northern Railway Company), at that place; Working and other Arrangements with the Great Northern Railway Company, and the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company; Use of Stations and Sidings; Payment of Interest out of Capital; Compulsory Purchase of Land; Levying Tolls and other Powers; Amendment of Acts).

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

To incorporate a Company, and to authorise the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereafter mentioned, or some part or parts thereof respectively, together with all proper and convenient stations, sidings, junctions, approaches, bridges, yards, buildings, and other works and conveniences connected therewith, or incidental thereto, that is to say:—

1. A railway commencing in the parish of Sutton-le-Marsh, in the parts of Lindsey, in the county of Lincoln, in a field belonging to and in the occupation of Mr. Richard Brooks, on the east side of and adjoining the public road leading from the village of Sutton-le-Marsh to Huttoft, at a point $16\frac{1}{2}$ chains or thereabouts from the west end of the parish church of the parish of Sutton-le-Marsh, measuring in a northerly direction, and $12\frac{1}{2}$ chains, or thereabouts, measuring in a north-westerly direction from the centre of Church-lane, and terminating in the parish of Willoughby, in the parts of Lindsey, in the county of Lincoln, in a field belonging to the Honourable Baroness Willoughby d'Eresby, and in the occupations of Anthony Dring and Richard Bradshaw, and situate on the east side of the East Lincolnshire Railway (leased to the Great Northern Railway Company), and on the

north side of the public road between Claxby and Willoughby, at a point $1\frac{1}{2}$ chains or thereabouts east of the centre of the said railway, and $1\frac{1}{2}$ chains or thereabouts north of the centre of the said road, and which intended railway will be made or pass from, in, through, or into the parishes, townships, or places following, or some of them, that is to say:—Sutton-le-Marsh, Huttoft, Bilsby, Thurlby in Bilsby, Cumberworth, Farlthorpe, and Willoughby.

2. A railway commencing in the parish of Willoughby aforesaid, by a junction with the said intended Railway No. 1, in a field belonging to the Honourable Baroness Willoughby d'Eresby, and in the occupation of William Hurdman, at a point 23 chains or thereabouts, measuring in a northerly direction, from the centre of the level crossing at Willoughby Station, and $3\frac{1}{2}$ chains or thereabouts east of the centre of the East Lincolnshire Railway (leased to the Great Northern Railway Company), at a point 23 chains or thereabouts measured in a northerly direction along that railway, and terminating in the parish of Willoughby aforesaid, by a junction with the East Lincolnshire Railway, at a point $11\frac{1}{2}$ chains or thereabouts from the centre of the level crossing, measuring in a northerly direction along the same railway.

3. A railway commencing by a junction with the said intended Railway No. 1, in the parish of Willoughby aforesaid, in a field belonging to the Honourable Baroness Willoughby d'Eresby, and in the occupation of John Wright Belton, at a point 54 chains or thereabouts, measuring in a north-easterly direction, from the centre of the level crossing aforesaid, and 28 chains or thereabouts east of the centre of the East Lincolnshire Railway (leased to Great Northern Railway Company), and terminating in the parish of Willoughby aforesaid by a junction with the same railway at a point 55 chains or thereabouts from the centre of the said level crossing, measuring in a northerly direction along the said railway.

To authorise the Company to deviate laterally from the lines of the intended railways or works within the limits of deviation shown on the plans, and also to deviate vertically from the levels of the railways shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise the Company to purchase, and take by compulsion, and also by agreement, lands, houses, and property, for the purposes of the intended railways and works, and of the Bill; and to empower the Company, notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to purchase, and take by compulsion, part or parts of any house, buildings, manufactory, or premises, without being required to purchase the whole thereof, and to vary or extinguish all rights and privileges connected with the lands, houses, and property so purchased.

To authorise the Company to levy tolls, rates, and duties for the use or in respect of the intended railways and works, and also for the use or in respect of the portions of railway stations, and works hereafter mentioned belonging to the Great Northern Railway Company, and to alter existing tolls, rates, and duties

which that Company is now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company to cross, stop up, remove, alter, or divert, temporarily or permanently, roads, railways, tramways, canals, rivers, streams, bridges, sewers, drains, and pipes, buildings, erections, or other works, so far as may be necessary in constructing or maintaining the intended railways and works.

To authorise the Company and the Great Northern Railway Company and the Company to be incorporated by the North Sea Fisheries (East Lincolnshire) Harbour and Dock Bill, 1884 (hereinafter called "the Dock Company"), from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements for and with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the intended railways and works, or any part thereof, or of the railway sidings, and other works to be authorised by the last-mentioned Bill (which railway sidings and other works are hereinafter called "the dock sidings"), the supply of engines, and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railway or dock sidings; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, and transmission, forwarding, conveyance, and delivery of traffic coming from or destined for the respective railways or dock sidings of any or either of the contracting Companies; the fixing, levying, division, and apportionment of tolls, rates, and charges to be demanded, taken, and recovered, in respect of or arising from such traffic, and 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 of them for or on account of any of the matters to which the respective contracts, agreements, or arrangements relate; 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 confirm and give effect to any such contract or agreement already made or which prior to the passing of the Bill may be made.

To empower the Company and all companies and persons lawfully working or using the intended railways, or any part thereof, either by agreement or otherwise, to run, work, and use with their engines, carriages, trucks, and wagons, officers, and servants, and for purposes of traffic of all kinds, and upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration, or provided by the Bill, over and on so much of the Great Northern Railway as is between the said intended point of junction of the intended railways and the station at Willoughby aforesaid, including Willoughby Station, and over and on the said dock sidings, together with all lines of rails, station-yards, sidings, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, points, works, machinery, and conveniences connected or used with such station and dock sidings, and require and compel the Great Northern Railway Company or the Dock Company respectively to give all necessary facilities for the above purposes.

To confer upon the Company all rights, powers, privileges, and authorities which are or may become necessary for carrying the objects and

purposes of the Bill into complete and full effect; to vary or extinguish all rights and privileges which may impede or interfere with those objects and purposes, or any such contract or agreement as aforesaid; and to confer other rights and privileges.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company from time to time, interest or dividends, on any shares, stock, or debenture stock of the Company.

The Bill will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869; and the Railway Clauses Consolidation Act, 1845; and the Railway Clauses Act, 1863; and add to, alter, amend, enlarge, or repeal some of the provisions of the Act (local and personal), 9 and 10 Vict., caps. 71 and 88; and 10 and 11 Vict., cap. 148, and of any other Acts relating to the Great Northern Railway Company, and to the East Lincolnshire Railway Company; and also the Act 46 and 47 Vict., cap. 183, relating to the Skegness Chapel St. Leonard's and Alford Tramways 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, the plans showing also the land to be purchased or acquired by compulsion, under the powers of the Bill, 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 for public inspection, with the Clerk of the Peace for the parts of Lindsey in the County of Lincoln, at his office at Lincoln; and that on or before the same date, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish, or extra-parochial place, or district of any Urban Sanitary Authority, in or through which the intended railway or works are proposed to be made, or in which any lands or houses are intended to be taken, with a copy of this notice, will be deposited with the parish clerk of each such parish, and the clerk of each Urban Sanitary Authority, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and 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, 1883.

Travell and Woodward, Victoria-street,
Nottingham, Solicitors for the Bill.

Torr and Co., 22, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Mersey Railway.

(New Railway in Birkenhead; Additional Lands; Disposal of Land over Railway; Underpinning; Ventilating Shafts; Tolls and Charges; Additional Capital; Payment of Interest out of Capital; Increase of Directors; Agreements with Corporation of Birkenhead; Mersey Docks and Harbour Board; Working and Traffic Agreements; Amendments of Acts.)

NOTICE is hereby given, that the Mersey Railway Company (in this Notice called

“the Company”) intend to apply to Parliament in the ensuing Session for an Act to enable them to make and maintain the railway hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

A railway wholly in the borough of Birkenhead, in the county of Chester, commencing in the extra-parochial chapelry of Birkenhead by a junction with the Mersey Railway, now in course of construction, at a point under Hamilton-street, on the east side of Hamilton-square, at or near to the junction of Mortimer-terrace with Hamilton-street aforesaid, and terminating in the township of Claughton-cum-Grange, in the adjoining parish of Bidston, on the eastern side of Cavendish-street, about midway between Beckwith-street and Conway-street.

The intended Act will authorise the Company to exercise the powers and effect the objects following, viz.: To deviate laterally from the line and vertically from the levels of the proposed railway and works shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be authorised or prescribed by the intended Act.

To appropriate or use any street, square, road, or lane traversed by the intended railway, and also to acquire compulsorily an easement only through or under the same, and through or under any buildings for the purposes of the intended railway, and to cross, divert, alter, or stop up, temporarily or permanently, streets and other roads and highways, railways, tramways, drains, pipes, sewers, navigations, streams and water-courses, so far as may be necessary, in constructing or maintaining the intended railway and works, and particularly to stop up and appropriate the sites of Arthur-street and Duke-street.

To purchase, by compulsion or agreement, lands, houses and other property, and to acquire easements in or over lands for the purposes of the intended railway and works, and to purchase and take by compulsion or agreement any vaults, cellars, arches, or offices, or parts thereof, attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same without being subject to the obligation contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To sell, mortgage, lease, or appropriate for building, or otherwise dispose of any land or property purchased or acquired under the powers of the intended Act, which may not be eventually required for any of the purposes of the Company, or under which the railway may be constructed, and to vary or extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or property, or with the portion or portions thereof purchased by the Company, which would interfere with the construction and maintenance of the intended railway.

To underpin, or otherwise secure any houses or buildings which may be rendered insecure, or be likely to become insecure, by reason of the construction or working of the intended railway, or of any works of the Company, and which houses and buildings the Company do not require to purchase for the purposes of their undertaking.

To make such openings or ventilating shafts from their railway into any public road, square, open space, or other public space, and at such spots as shall be agreed upon between the Company and the local authority having control of such road, square, open space, or public place, or as shall, in default of agreement, be decided by arbitration, and to erect at such spots and on

the surface of the ground such balustrades or other works for the purposes of the said openings or shafts or connected therewith as shall be so agreed or decided upon, and to interfere with and alter sewers, drains, pipes, telegraph wires, and all other works which may impede the construction and use of any such openings or shafts.

To enable the Company, for the purposes of their undertaking, to acquire compulsorily or by agreement certain land and property adjoining the Gasworks at or near the Borough-road, in the extra-parochial chapelry of Birkenhead and county of Chester.

To levy tolls, fares, rates, and charges for and in respect of the use of the intended railway stations and other works, and the conveyance and accommodation of traffic, and to alter, increase, and regulate the tolls, fares, rates, and charges now authorised to be demanded and charged by the Company, and to confer, vary, or extinguish exemptions from the payment of tolls, fares, rates, and charges.

To apply any capital or funds raised, or authorised to be raised by the Company, to the purposes of the intended Act, and to raise additional capital for such purposes, and also for the general purposes of their undertaking, by preferential or ordinary shares or stock, and by borrowing on mortgage or by the creation and issue of debenture stock.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time, interest or dividends on any shares or stock of the Company during such period, and under such restrictions as may be prescribed by the intended Act.

The intended Act will authorise the Company to increase the number of directors, and will also authorise the Company and the Corporation of Birkenhead, and the Mersey Docks and Harbour Board, to make and carry into effect agreements with respect to the appropriation and occupation for the purposes of the Company's undertaking, of lands or property vested in or under the control and management of the said Corporation and Board, and with respect to the construction of railways, works, and buildings in or over the same, with respect to the construction of approaches and accesses to, and communications through any property acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

The intended Act will enable the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Midland Railway Company, the Manchester, Sheffield and Lincolnshire Railway Company, the Wirral Railway Company, and the Seacombe, Hoylake and Deeside Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the intended and authorised railways of the Company, or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants for the conveyance and 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, conveyance,

accommodation and transmission of traffic to, from and over the railways of the contracting Companies, the fixing, collection, payment, division, and appropriation of the tolls, charges, and other revenues arising from that traffic, and the payments, allowances, and rebates to be paid, made, or allowed by any of the contracting Companies to the other or others of them, and the intended Act will sanction or confirm any agreement already made, or which, previously to the passing thereof, may be made touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" with such modifications of the provisions of those Acts as may be deemed expedient, and it will amend and enlarge some of the powers and provisions of the 5 and 6 Will. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway Company; 2 Will. IV., cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; the 9 and 10 Vic., cap. 7, and of the several other Acts relating to the Great Northern Railway Company; the 7 and 8 Vic., cap. 118, and of the several other Acts relating to the Midland Railway Company; the 12 and 13 Vic., cap. 81, and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 29 and 30 Vic., cap. 139; 31 and 32 Vic., cap. 161; 34 and 35 Vic., cap. 201; 37 and 38 Vic., cap. 180; 41 and 42 Vic., cap. 220; and 43 and 44 Vic., cap. 74, and of the other Acts relating to the Mersey Railway Company; 30 and 31 Vic., cap. 92; 44 and 45 Vic., caps. 152 and 153, and any other Acts relating to the borough of Birkenhead; 20 and 21 Vic., cap. 162; 21 and 22 Vic., cap. 92; 36 and 37 Vic., cap. 143, and any other Acts relating to the Mersey Docks and Harbour Board.

Duplicate Plans and Sections, describing the lines, situations, and levels of the intended railway and works, and the lands and other property which may be taken under the powers of the intended Act, together with a Book of Reference to such plans, and Ordnance Map with the lines of the intended railways delineated thereon, and a Copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, and on or before the same day a Copy of the said Plans, Sections, and Book of Reference, and a Copy of this Notice, published as aforesaid, for the parish of Bidston, and for the extra-parochial chapelry of Birkenhead, will be deposited with the parish clerk of Bidston at his residence.

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

Dated this 17th day of November, 1883.

<p><i>Baxters and Co.</i>, 5 and 6, Victoria-street, Westminster. <i>Gill and Archer</i>, 14, Cook-street, Liverpool. <i>William Bell</i>, 27, Great George-street, Westminster, Parliamentary Agent.</p>	}	Solicitors.
---	---	-------------

In Parliament.—Session 1884:

Bristol Corporation (Docks Purchase).
 (Purchase of Undertakings of Bristol Port and Channel Dock Company, of Bristol Port and Channel Dock Warehouse Company, (Limited) and of Docks Undertaking of Bristol and Portishead Pier and Railway Company by Agreement or Arbitration; Powers to Agree; Confirmation of Agreements; Winding-up and Dissolution of the Bristol Port and Channel Dock Company, and of the Bristol Port and Channel Dock Warehouse Company (Limited); Alteration of Constitution of the Bristol and Portishead Pier and Railway Company; Levying of Tolls, Rates, and Charges; Borrowing of Money; Amendment, Repeal, and Consolidation of Acts; Incorporation of Acts.

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the City of Bristol (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 transfer and vest in or to provide for the transfer to and vesting in the Corporation of the undertakings of the Bristol Port and Channel Dock Company (hereinafter referred to as "the Channel Company"), of the Bristol Port and Channel Dock Warehouse Company (Limited) (hereinafter referred to as "the Warehouse Company"), and of the Docks Undertaking of the Bristol and Portishead Pier and Railway Company (hereinafter referred to as "the Portishead Company"), or of any or either of those several undertakings, for such consideration and upon such terms and conditions, and at such period or periods as may have been or may be agreed on between the Corporation and the three Companies respectively, or as may be settled by arbitration, or as may be defined in the Bill, or prescribed by Parliament, and to authorise the Corporation to purchase all, any, or either of such undertakings, and the said Companies respectively to sell and transfer the same, and to confer on the Corporation and the said Companies respectively all powers necessary for or in relation to the matters aforesaid; and it is hereby notified that the expression "undertaking," when used in this notice, is intended to include the lands, works, easements, real and personal property, rights, powers, privileges, and authorities vested in, held by, or belonging at law or in equity to (or to any person or persons for the benefit of), or enjoyable or exercisable by the Company to which such undertaking belongs and as appurtenant thereto.

2. To prescribe (if thought fit) the terms of the submission to arbitration, and to determine or to confer on the arbitrators or the umpire all requisite powers to enable them or him to determine the rights and interests of the various classes of shareholders in the capitals of the said Companies respectively, and the manner and proportion in which those classes shall share in the consideration for the transfer of the undertaking in which they are severally interested.

3. To provide for the discharge of the debts and liabilities of the Channel Company and of the Warehouse Company, the distribution of their assets among the persons entitled thereto, and the winding up and dissolution of those Companies.

4. To provide for the discharge of the debts and liabilities of the Portishead Company incurred for or in relation to their said docks under-

taking, and, so far as may be deemed necessary or expedient, of any other debts and liabilities of that Company, and to make such alteration in the constitution, capital (whether share or loan), rights, privileges, powers, and authorities of that Company as may be deemed necessary or expedient by reason of the transfer of their said docks undertaking, and to provide for the distribution among the persons entitled thereto of the consideration to be paid for such transfer.

5. To enable the Corporation to carry on and maintain the said undertakings or undertaking when the same shall have been so transferred to or vested in them, and to exercise all or any of the rights, privileges, powers, and authorities of the Channel Company, of the Warehouse Company, and (so far as they appertain to their said docks undertaking) of the Portishead Company, subject to such alterations, if any, as the Bill may define, or as Parliament may prescribe, and all such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

6. To empower the Corporation and the said three Companies respectively from time to time to enter into and to carry into effect contracts and agreements for or in relation to the matters aforesaid, or any of them, and to confirm, and, if thought fit, to alter or vary any such contract or agreement which may have been or which during the progress of the Bill may be entered into.

7. To enable the Corporation to levy tolls, rates, dues, and charges for the use of the undertakings or undertaking so transferred to or vested in them, and to levy within the City of Bristol, rates for all or any of the purposes of the Bill, and to alter existing tolls, rates, dues, and charges, and to confer, vary, and extinguish exemptions from existing or future tolls, rates, dues and charges.

8. To alter and enlarge the present borrowing powers of the Corporation, and to authorise them to apply the revenue of their dock estate, the borough fund and borough rates, and any moneys they are already authorised to borrow, to the purposes of the Bill, and to borrow further moneys by mortgages, bonds, debentures, rent-charges, debenture stock (of the same or different classes), and annuities, or by any one or more of those modes; and to charge the moneys borrowed on all or any one or more of the following securities, namely: the revenues arising from their existing docks, and the borough fund and borough rates, and the said undertakings or undertaking when the same may respectively be acquired; and to provide for the repayment of moneys borrowed or applied for the purposes of the Bill.

9. To enable the Corporation to carry into effect the purposes of the Bill, with such of the powers and provisions (modified or otherwise) of the Municipal Corporations Acts as may be thought expedient.

10. The Bill will vary all rights and privileges which will in any way interfere with any of its objects, and will confer other rights and privileges, and will vary and extend, or repeal, alter, and consolidate such of the provisions as may be deemed expedient of the following local and personal Acts that is to say:—the Bristol Wharfage Act, 1807; the Bristol Dock Act, 1848; the Bristol Dock Act, 1865; the Bristol Dock Act, 1881, and any other Act relating directly or indirectly to the Corporation; the Bristol Port and Channel Dock Act, 1864; Bristol Port and Channel Dock Act, 1871; the Bristol Port and Channel Dock Act 1872; the

Bristol Port and Channel Dock Act, 1874; the Bristol Port and Channel Dock Act, 1875; the Bristol Port and Channel Dock Act, 1877; the Bristol Port and Channel Dock Act, 1878; the Bristol Port and Channel Dock Act, 1880; the Bristol Port and Channel Dock Company (Extension of Time) Act, 1882; the Bristol Port and Channel Dock Act, 1883, and any other Act relating directly or indirectly to the Channel Company or to the Warehouse Company; the Bristol and Portishead Pier Docks and Railways Act, 1863, 1866, and 1871; the Bristol and Portishead Pier and Railway Company's Act, 1877; the Portishead Docks Act, 1878; the Portishead Docks Act, 1880, and any other Act relating directly or indirectly to the Portishead Company; and will or may incorporate, with or without variation, such of the provisions as may be thought fit of the Harbours Docks and Piers Clauses Act, 1847; the Commissioners Clauses Act, 1847; and the Local Loans Act, 1875.

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

Dated this 14th day of November, 1883.

Daniel Travers Burges, Town Clerk, Bristol.

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

Bolton-le-Sands and Warton Reclamation.

(Extension of Time.)

(Extending time for Completion of Embankment and other works, and for Acquisition of Land, &c.; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament by Herbert John Walduck the undertaker named in the Bolton-le-Sands and Warton Reclamation Act, 1874, and the Warton Land Company, Limited, or one of them, or by the person or persons or Company to be named in the Bill for an Act for the following or some of the following purposes (that is to say):—

To extend the time limited by the Bolton-le-Sands and Warton Reclamation Act, 1874, for the completion of the embankment or embankments and works by that Act authorised, and to extend the time limited by that Act for the compulsory purchase of lands and properties required for such embankment or embankments and works described and authorised by that Act. To vary or extinguish all rights or privileges which would in any way interfere with the objects aforesaid, and to confer other rights and privileges. To alter, amend, vary, extend, or enlarge all or any of the provisions of the local and personal Acts following or any of them—that is to say, 51 Geo. III, c. 121; the Bolton-le-Sands and Warton Reclamation Act, 1874; and any other Act or Acts relating to the said embankment and reclamation; and the Memorandum and Articles of Association of the Warton Land Company, Limited.

Printed Copies of the Bill for effecting the object aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1883.

Henry Kimber and Company, 79, Lombard-street, London, E.C., Solicitors.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, London, S.W., Parlia-
mentary Agent.

In Parliament.—Session 1884.

Coventry Gas Company.

(Additional Capital; Extension of Limits of Supply; Purchase of Land for and Construction of New Gas Works; Power to Manufacture and Store Gas and Residuals on Old and New Sites; Additional Lands for Offices, &c.; Power to Break up Streets, &c.; Manufacture and Supply of Meters and Gas Engines, &c.; Price of Gas and Dividends; Sliding Scale; Payment of Interest on Unproductive Capital out of Capital, &c.; Purity, Quality, and Pressure of Gas; Public Lighting; Power to Make Tramway, Subway, Road, and Gas Mains; Deviation; Gauge of Tramway, &c.; Acquisition of Land and Easements; Interference with Streets, &c.; Partial or Exclusive Use of Tramway, Subway, and Road for Gas Works; Mechanical Power; Regulation of Traffic; Repair of Streets; Bye-laws; Contracts with Road and Local Authorities and London and North-Western Railway; Power to Corporation and Local Board of Coventry and London and North-Western Railway to Construct Works and Apply Funds; Tolls, Rates, Rents, and Charges; Patent Rights; Confirmation of Agreements; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Coventry Gas Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following amongst other purposes (that is to say):—

To authorise the Company to raise for the purposes of the intended Bill, or any of them, and for the general purposes of their undertaking, additional capital by shares or stock, or both (subject or not to such shares or stocks being offered by auction or tender), and by borrowing, and to attach to any shares, stocks, or loans raised or created by the Company, any preference or priority of dividend or interest, and to authorise the company to grant, create and issue mortgages and debenture stock, and to apply for all or any of the purposes aforesaid any capital, funds, or money now belonging to or authorised to be raised or borrowed by them.

To extend the limits, within which the Company may or shall supply gas, so as to include the parishes of Baginton, Bedworth, Berkswell, Bingley, Bubbenhall, Bulkington, Corley, Exhall, Fillongley, Kenilworth, Meriden, Stoneleigh, Sowe, Wolston, and Wyken, all in the county of Warwick, or such of them or such part or parts hereof as may be defined by the Bill.

To authorise an increase in the quantity of land which the Company may purchase, and hold for the purposes of their undertaking.

To empower the Company to purchase and acquire by compulsion or agreement, and to hold the following lands (that is to say):—

All that piece of land containing about 25 acres, situate in the parish of Holy Trinity, Coventry, in the county of Warwick, and lying on the north-westerly side of and abutting upon the Coventry and Nuneaton branch of the London and North-Western Railway, which piece of land is bounded on the north-easterly side by lands belonging, or reputed to belong, to John Hollick, adjoining the occupation-road and public footway leading from Locker's-lane to Whitmore Park-lane, and bounded on the south-easterly side by the said Coventry and Nuneaton Branch Railway, and extending along that railway for 309 yards, or thereabouts, in a south-westerly direction from

the level crossing now carrying the before-mentioned occupation-road and public footway across the said railway (which level crossing is situate about 234 yards to the south-westward of the Foleshill station), and bounded on the north-westerly side by an imaginary line commencing at a point in the said occupation-road and public footway, about 377 yards north-westward of the centre of the said level crossing, and running along the line of an existing fence in a south-westerly direction at right angles or nearly so, with the said occupation road and public footpath for a distance of 332 yards, and bounded on the south-westerly side by another imaginary line commencing at the termination of the imaginary line forming the north-westerly boundary of the said piece of land, and running along the line of existing fences at right angles or nearly so, to such last-mentioned imaginary line and parallel or nearly so to the said occupation road and public footway, in a south-easterly direction to the said Coventry and Nuneaton Branch Railway, at the south-western end of the before-mentioned south-eastern boundary, and which piece of land now belongs, or is reputed to belong, partly to the representatives of the late Richard Howson Lamb and partly to John Leigh, and abuts on the north-western and south-western sides thereof upon other property belonging or reputed to belong to them. And to enable the Company on those lands, or on some part or parts thereof, to erect, construct, make and maintain, and from time to time to extend, enlarge and improve gas works, and works for the manufacture, distribution, storage, and supply of gas, and for the manufacture, conversion, utilization, and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture. Together with all necessary houses, buildings, and works, and to empower the Company on and from the lands hereinbefore described, and also on and from the site of their existing works hereinafter described, to manufacture, store, and supply gas, and to manufacture, convert, utilise, distribute, and store such materials and residual products as aforesaid, and to extend and make applicable to, and to enable the Company to exercise, in respect of all the said lands or any of them, and of the supply of gas within the extended limits of supply, all or some of the powers and provisions of the Coventry Gas Act, 1856 (hereinafter referred to as the Act of 1856), as altered, amended, and enlarged by the Bill.

The site of the Company's existing gasworks before referred to consists of and is bounded as follows (that is to say):—

All that piece of land containing 4 acres or thereabouts forming the site of the Company's existing gasworks, situate in the parishes of Saint Michael and Holy Trinity, Coventry, in the county of Warwick, bounded on or towards the north-west by an occupation road leading from Hill-street to Abbotts'-lane, on or towards the north by the said Abbotts'-lane, on or towards the south-west by Hill-street, and on or towards the south-east by Gas-street and the houses abutting upon that street and Hill-street and Abbotts'-lane.

To empower the Company from time to time to sell, exchange, let on lease, or otherwise dispose of any lands heretofore or which may at any time be acquired by or which now or hereafter shall belong to them, which they may not for the time being require for the purposes of their undertaking or of the Bill.

To empower the Company for the purposes of their undertaking (other than the manufacture

and storage of gas and the manufacture or conversion of residual products) to acquire by agreement only or take on lease and to hold lands, houses, and buildings in the city of Coventry and elsewhere, or rights or easements in, over, or through lands, houses, and buildings, and to enable the Company to erect and build on any such lands, houses, offices, buildings, works, and premises; and to appropriate the same to and for the use of the Company, or sell, lease, or dispose of any such houses, offices, buildings, works, and premises.

To give power to the Company to lay down, maintain, use, alter, and renew, within the limits of supply as extended by the Bill, mains, pipes, and other conveniences for the distribution, supply, and disposal of gas and residual products as aforesaid, and for that purpose to enable them to open, break up, and interfere with streets, roads, highways, bridges, railways, canals, sewers, drains, tunnels, and other passages and places, gas and water pipes, and electric wires and apparatus, and pneumatic and other tubes within the said limits, whether with or without the consent of the Corporation of the city of Coventry, the Local Board of Health of the city of Coventry, or of any other Local or Road Authority, Company, or person, and to repeal or alter any of the provisions of the Act of 1856, which are inconsistent with such powers.

To authorise the Company to manufacture, purchase, or hire, and to use, sell, let, or otherwise deal in and supply, and to fix, set up, alter, remove, and refix gas meters, fittings, and other apparatus connected with the supply of gas, and also gas engines, stoves, ranges, fittings, pipes, and other appliances and apparatus for producing heat or motive power, and for the warming, lighting, or ventilating of houses, buildings, and other places, and for the cooking of food, and also other purposes for which gas is, or hereafter may be used, and to levy and recover rates, rents, and charges for and make terms and conditions in respect to the sale, supply, letting, fixing, setting up, altering, removing, and refixing of such meters, fittings, apparatus, engines, stoves, ranges, pipes, and other appliances, and to provide for the protection of such meters, fittings, apparatus, engines, stoves, ranges, pipes, and appliances from distress for rent executions, or bankruptcy or other like proceedings, and to empower the Company to manufacture, buy, sell, provide, supply, and deal in gas, coal, lime, coke, tar, ammoniacal liquor, chemicals and other materials used in the manufacture of gas, and the residual products from and the residuum of any materials employed in such manufacture, and to carry on any business usually carried on by a Gas Company, including the supply of gas for heating, motive, and other purposes.

To vary, increase, or reduce the price which the Company are, by the Act of 1856, authorised to charge for the supply of gas, and the rate of dividend which they are entitled to divide in respect of their existing capital, and to determine and regulate the rate of dividend which they shall be entitled to divide upon their existing capital, and upon any additional capital authorised by the Bill, and the price which the Company shall be entitled to charge for the supply of gas, and to repeal, alter, or amend the provisions of the Act of 1856, and of the Gasworks Clauses Act, 1847, in respect to these matters, and if thought fit to regulate the dividends and price of gas upon a sliding scale, so that any reduction of the price charged for gas shall entitle the Company to an increased dividend, and any increase of the price

of gas shall involve a decrease of dividend, or in such other manner as may be prescribed by the Bill.

To empower the Company to pay, out of capital, interest or dividends upon any shares or stock of the Company now or hereafter to be created and issued, and to enable the Company to establish and form reserve and insurance funds to meet deficiencies in dividend, and accidents, strikes, and other unavoidable circumstances, or extraordinary claims, and in addition thereto to authorise the Company to establish and form out of their annual profits a fund or funds for the payment of dividends and interest upon share and loan capital, raised and issued for the construction of new works and extension of the Company's undertaking, or to make other provision for the payment of such dividends or interest whilst the capital employed shall remain unproductive.

To make provision with respect to the purity, quality, and pressure of gas supplied by the Company, and the testing thereof, the laying down, altering, and extension of mains, pipes, and other works within the limits of supply as extended by the Bill, the supply of gas and lamps for public lighting, and the erection, cleaning, lighting, extinguishing, and repairing of such lamps, and to alter the present and fix and regulate the future price to be paid for such supply and services; to authorise, require, and make regulations with respect to the use of meters in connection with both public and private supply, and to provide for the testing, inspection, and approval of such meters, and to amend, alter, or repeal the provisions of the Act of 1856, and the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, with respect to these matters.

To empower the Company on the one hand, and the Corporation of the City of Coventry and Local Board of Health of the City of Coventry, and any other Corporation, Local Board, Urban, or Rural Sanitary, Road, or Local Authority, Company, or person on the other hand, to make and enter into contracts or arrangements for the supply of gas, and for the lighting, extinguishing, cleaning, and repairing public and private lamps and apparatus, and to provide that no such contracts or arrangements shall disqualify any person who may be a member or shareholder of any of the contracting parties from being or continuing a Director of the Company, and voting and acting as such.

To empower the Company to construct, make, lay down, maintain, work, and use the tramway, subway, road and gas mains hereinafter respectively described, with all necessary and proper rails, plates, sleepers, turntables, junctions, approaches, embankments, tunnels, arches, roads, pavements, and other works and conveniences connected therewith respectively (that is to say):

(1.) A tramway partly in Coundon-lane and partly in Hill-street, in the parishes of St. Michael and St. John the Baptist and Holy Trinity, Coventry, in the county of Warwick, commencing on the south-western side of Coundon-lane aforesaid, at a point about 14 yards south-east of the centre of the gateway forming the entrance from that lane into the coal wharf of the London and North-Western Railway Company in Coundon-lane, and terminating on the north-eastern side of Hill-street, near the north-western entrance to the Company's existing gasworks at a point about five yards south-east of the north-western angle of the boundary wall of those works, such angle being at the junction of

Hill-street, with the occupation road leading therefrom to Abbott's-lane.

The said tramway will consist of a single line throughout, and it is intended to run thereon carriages or trucks adapted for use upon railways, and it is proposed to lay the tramway so that, from a point in a line with the southern boundary wall of the said coal wharf in Coundon-lane aforesaid, to a point about 3 yards south-west of the south-east line of the buildings adjoining the north-west side of the occupation road leading to Abbott's-lane, a less space than 10 feet 6 inches will intervene between the outside of the footpath on the south-western side of Coundon-lane and Hill-street, and the nearest rail of the tramway.

(2) A subway under Gas-street in the said parish of Holy Trinity, Coventry, commencing on the south-east boundary of the site of the Company's existing gas works at a point about 22 yards (measured along that boundary) to the east of the centre of the gateway forming the principal cart entrance from Gas-street into those works, and terminating on the north-west boundary of the piece of land situate on the opposite side of Gas-street, and belonging or reputed to belong to George Francis Twist, and now occupied by the Company as their store yard, at a point about 27 yards (measured along such north-western boundary) to the east of the southern end of the culvert carrying Gas-street over the stream known as the Radford Brook.

(3) A road in the said parish of Holy Trinity, Coventry, and the parish of Foleshill, in the county of Warwick, or one of those parishes, commencing at or near the junction with Locker's-lane, of the private or occupation road and public footway, leading from Locker's-lane to Whitmore-Park-lane, and terminating at a point in the said private or occupation road and public footway, about 20 yards north-westward of the centre of the level crossing carrying that road and footway over the Coventry and Nuneaton branch of the London and North-Western Railway.

(4) A gas main in the said parishes of Holy Trinity, Coventry, and Foleshill, or one of those parishes, commencing and terminating at the respective points of commencement and termination of the before-mentioned new road.

(5) A gas main in the said parish of Holy Trinity, Coventry, commencing at a point at the southern corner of the piece of land hereinbefore described, and intended to be purchased and used by the Company as and for the site of their New Gas Works, about 100 feet northward of the centre of the level crossing, by which the occupation road, leading out of a public road, commonly known by the name of the old Leicester-road, or Narrow-lane, across a close of land belonging or reputed to belong to the said John Leigh, to other lands of the said John Leigh, situate on the north-west side of the said Coventry and Nuneaton Branch Railway, is carried across that railway, and terminating at or near the junction of that occupation road with the said public road called Old Leicester-road or Narrow-lane.

To authorise the Company to deviate laterally and vertically from the respective lines and levels of the proposed tramway, subway, road and gas mains as delineated on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be defined thereon, or be prescribed by the Bill.

To provide that the said tramway shall be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Bill, and in such manner as to be suitable for carriages,

waggons, and trucks, adapted for use upon railways, and to authorise the Company to use the said tramway with, and to run and use thereon such carriages, waggons, or trucks, and to declare that so much of section 34 of the Tramways Act, 1870, as limits the extent of the carriages, waggons, or trucks, used on the tramway, beyond the outer edge of the wheels of such carriages, waggons, or trucks, shall not apply to carriages, waggons, or trucks, run or used upon the said tramway.

To enable the Company, for the purposes of the proposed works, to purchase, or acquire by compulsion or agreement, or take easements over streets, roads, lands, houses, railways, and other property in the before-mentioned parishes, and to enable the Company in constructing the said intended works, to carry the same along, under, and across the before-mentioned streets and roads, and across the Coventry and Nuneaton Branch of the London and North-Western Railway respectively, and to acquire for those purposes, easements, or rights of carrying the said works along, under, and across the said streets, roads, and railway, and works connected therewith, without being required to purchase the sites of such streets, roads, and railway, or any part thereof, and to require the local authorities and the London and North-Western Railway Company, and all parties interested in such streets, roads, and railway, and works, to sell such easements or rights accordingly, in such manner and on such terms as the Bill may define.

To authorise and empower the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, and remove, and otherwise interfere with streets, public roads, railways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, gas and water pipes, lamps, and electric pipes, posts, wires, and apparatus, and pneumatic and other tubes within the parishes mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed works, or for the other purposes of the Bill.

To give and reserve to the Company in preference to, or to the exclusion of, all other traffic, the right of using the proposed tramway, subway, and road for the purposes of their gas works, and for the carriage of coal, coke, goods, and other materials to and from the same or otherwise in connection with their undertaking, and if thought fit to give the persons using the said private or occupation road and public footpath, from Locker's-lane to Whitmore Park-lane, the right to use the said intended road on such terms and conditions, or otherwise as may be prescribed by the Bill, and to provide that the said tramway shall not be available for public traffic, and to authorise the tramway to be used without any previous inspection or approval of the Board of Trade, or other public, or local authority, and to regulate the times at which, and manner in which, and terms upon which such tramway shall be used, and if thought fit to authorise the use of mechanical, motive, or tractive power, as well as animal power upon the said tramway.

To prohibit, except by agreement with the Company, or upon terms to be prescribed in the Bill, the use of the said tramway and works connected therewith, by persons, corporations, or companies, other than the Company, with carriages, waggons, or trucks, with flange-wheels or other wheels, specially or particularly adapted to run on an edge-rail or on a grooved-rail, and to authorise the Company to permit any corporations,

companies, or persons to use the tramway with such carriages, waggons, or trucks, upon payment of tolls, rates, or charges, or upon other terms to be agreed between the parties or prescribed by the Bill, without being compelled to grant the like privileges to other corporations, companies, or persons, and to authorise and give effect to agreements between the Company and other Corporations, Companies, and persons for the use of the said tramway and works, and to confer all necessary powers in that behalf, on all such other Corporations, Companies, or persons.

To make provision for regulating the passage of traffic (whether of the Company or not) along the roads in which the said tramway and works will be laid, or any part thereof, and along, over, and across such tramway and works, and for preventing obstruction to such traffic, and to enable the Company and the respective street, road, or local authorities, or some of them, or some of Her Majesty's principal Secretaries of State, or the Board of Trade, or some other public authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, or otherwise, in connection with the working and use of the said tramway, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to the said tramway and works particularly specified, as may be necessary or convenient for the efficient working of the said tramway.

To provide for the maintenance and repair by the Company of the whole or some portion of the road upon or along which the said tramway and works may be laid, and the said proposed subway, road, and works, 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 the road along which such tramway may be laid.

To provide for and regulate the user by the Company of any paving, metalling, or road materials extracted or removed by them during the construction of the said tramway, subway, road, and works, and the ownership and disposal of any surplus paving, metalling, or materials.

To enable the Company and the Corporation and Local Board of the city of Coventry, and any other body, or persons having respectively the duty of directing the repairs, or having the control or management of the roads and streets affected, to enter into contracts or agreements with respect to the constructing, laying down, maintaining, renewing, repairing, working, and using of the said tramway, subway, road, and works, and the maintenance and repair of the roads upon, along, under, or across which the same are constructed or laid, and for facilitating the passage of carriages and traffic over, along, or through the same, and to vest the said subway in the said Corporation or Local Board.

To empower the Company on the one hand and the London and North-Western Railway Company on the other hand, to enter into contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance of the said tramway, road, gas mains, and works thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the said tramway, or the railways of the said Railway Company, and with respect to the construction, maintenance, and use of junctions

and sidings between the said tramways and railways.

To confer on the Corporation or Local Board of the city of Coventry or other body having the control of the streets and roads affected, all necessary powers for the construction, maintenance, and use of the said tramway and subway and works thereof, or any part thereof, and to confer on the London and North-Western Railway Company all necessary powers for the construction and maintenance of the said intended road and gas mains, or such parts thereof as affect their railway, and to vest the said road in them, and to authorise all such parties to apply their respective funds for these purposes.

To vary and extinguish any rights and privileges connected with any lands, houses, property, railways, canals, roads, sewers, drains, gas and water pipes, and electric wires and apparatus, and pneumatic and other tubes, to be acquired or dealt with by the Company, and any other rights and privileges which would interfere with the objects and purposes of the Bill, and to confer all such rights and privileges as may be necessary or convenient for such objects and purposes.

To authorise the Company to demand, levy, and recover tolls, rates, rents, and charges for the supply of gas and otherwise in connection with their business of a gas company, and for the use of the proposed tramway, subway, road, and works; and for the conveyance of traffic on such tramway. To alter or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and charges, and to provide for the allowance of discount.

To authorise the Company to take, purchase, hold, and use patent rights, or licenses, or authorities under letters patent for the use of inventions relative to the manufacture and supply of gas, and residual products, and gas meters, fittings, apparatus, engines, stoves, ranges, pipes, and appliances, and in relation to the construction, maintenance, working, and use of tramways and carriages, waggons, trucks, and motive power in connection therewith.

To sanction, confirm, and give effect to any contracts or agreements made or to be made hereafter, for or in connection with any of the purposes in this notice mentioned.

To incorporate with and apply to 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; 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; the Tramways Act, 1870; the Gas Works Clauses Act, 1847; and the Gas Works Clauses Act, 1871; with such variations or modifications of such provisions as may be thought expedient or may be provided for by the Bill, and to make all or some of the provisions of the last-mentioned Act apply to the existing undertaking of the Company, and to provide, if thought fit, that the provisions of the Tramways Act, 1870, relating to licenses to use tramways, the discontinuance of tramways, the insolvency of promoters, and the purchase of tramways, and the licensing of carriages using the tramway, and the drivers, conductors, and other persons in charge of, and the standing of such carriages, and also any other provisions of that Act, which may be inconsistent with or unnecessary, having regard to the purposes for which

the proposed tramway is constructed, and the use thereof in connection with the Company's gas undertaking, shall not apply to the Bill, or to the said tramway and works.

To amend, alter, or repeal the provisions of the Act of 1856, relating to any of the matters aforesaid, and to such other matters as may be inconsistent with, or be otherwise provided for by the Gas Works Clauses Act, 1871, and also the provisions of the Acts Local and Personal. 9th and 10th Vic., cap. 204, and 9th and 10th Vic., cap. 331, and all other Acts relating to the London and North-Western Railway Company, and 7 and 8 Vic., cap. 56 and 76, and any other Acts relating to the Corporation of Coventry, 43 and 44 Vic., cap. 185, 45 and 46 Vic., cap. 120, and any other Acts relating to the Coventry and District Tramways Company, and any other Acts recited or mentioned in any of the before mentioned Acts, and of any other Acts which may in any way relate to, or be affected by the objects and purposes of the Bill.

Plans, describing the lines and situation of the proposed tramway, subway, road, and gas mains, and the lands and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and sections describing the levels of the proposed tramway, subway, road, and gas mains, and plans describing the other lands and property proposed to be purchased compulsorily, with books of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all such lands or other property, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Leamington, and a copy of so much of the said plans, sections, and books 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, on or before the said 30th day of November instant, be deposited for public inspection with the Parish Clerk of each such parish at his residence.

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

Dated this 15th day of November, 1883.

George Woodcock, 38, Bailey-lane, Coventry,
Solicitor for the Bill.

Grahames, Currey, and Spens, 30, Great
George-street, Westminster, Parliamentary
Agents.

In Parliament—Session, 1884.

Plymouth and Dartmoor Railway.

(New Railways to Modbury, and in Plymouth; Provisions as to Gauge of Railways; Compulsory Purchase of Lands; Running Powers over portions of the London and South Western and the Plymouth, Devonport, and South Western Junction Railways; Additional and Separate Shares and Loan Capital; Payment of Interest out of Capital; Change of Name; Other Powers; Amendment or Repeal of Acts).

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

1. To authorise the Company to make and

maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway No. 1.—Commencing in the parish of Plymstock, in the county of Devon, by a junction with the Railway No. 1 authorised by the Plymouth and Dartmoor Railway Act, 1883, at a point on the centre line of the said authorised Railway No. 1; in the field numbered 40, in the said parish of Plymstock, on the plans of that railway, deposited in November, 1882, with the Clerk of the Peace for the county of Devon, which point is 4 furlongs and $4\frac{1}{2}$ chains from the commencement of the said authorised Railway No. 1, and terminating in the parish of Modbury, in the said county of Devon, at a point in or near the centre of the field numbered 1,197 on the Tithe Commutation Map of the said parish, which said intended Railway No. 1 will pass through, from, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Plymstock, Plympton St. Mary, Plympton Earle, Plympton Saint Maurice, Plympton Maurice, Brixton, Wembury Newton Ferrers, Yealmpton, Holbeton, Revelstoke, Ermington, Ivy Bridge, Kingston, Ughborough, and Modbury, all in the county of Devon.

A Railway No. 2.—Wholly in the parish of Charles (Plymouth), otherwise Charles the Martyr, in the county of Devon, commencing by a junction with the Friary Station Branch Railway of the London and South Western Railway Company, at a point on that branch railway immediately opposite the signal cabin, near the junction of the Sutton Harbour Branch Railway of the said London and South Western Railway Company with the said Friary Station Branch Railway, and terminating in the land belonging to the London and South Western Railway Company, and adjoining the Friary Goods Station at the western end thereof, at or near the point where the centre line of the Railway No. 1 of the authorised Plymouth, Devonport, and South Western Junction Railway intersects the fence dividing the properties numbered respectively 1 and 10, in the parish of Charles (Plymouth), on the plans of that railway, deposited in November, 1882, with the respective Clerks of the Peace for the counties of Devon and Cornwall.

All necessary and proper stations, sidings, junctions, shipping places, quays, wharves, landing places, stages, staithes, drops, slips, stairs, walls, warehouses, sheds, cranes, hydraulic lifts, roads, approaches, communications, tramways, and other works and conveniences in connection with the said intended railways, or either of them.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, foreshore, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, dues, and other charges 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 authorise the Company to purchase and acquire by compulsion or agreement so much and such part, or parts, of any house, building, manufactory, or premises, as they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, not-

withstanding the 92nd section of the Lands Clauses Consolidation Act, 1845.

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

5. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To authorise the Company to make and maintain the intended railways, or either of them, on the gauge of four feet eight inches and half an inch.

7. To empower the Company, or any other company or companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, as defined or authorised by the intended Act, the following railways or portions of railways (that is to say):—

So much of the Cattewater and Friary Station Branch Railways of the London and South Western Railway Company as lies between the junction therewith of the before-mentioned authorised Railway No. 1 of the Plymouth and Dartmoor Company and the Friary Station, together with that station and any future addition thereto.

So much of the Railway No. 1 authorised by the Plymouth, Devonport, and South Western Junction Railway Act, 1883, as lies between the junction thereof with the Friary Station Branch of the London and South Western Railway Company and the cattle market at Plymouth.

8. To use the booking offices, warehouses, landing places, platforms, water, watering-places, and standing room for engines and carriages, sidings, works and conveniences connected therewith and with any of the railways or portions of railways and stations aforesaid.

9. To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railways or portions of railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the London and South Western Railway Company, and Plymouth, Devonport, and South Western Junction Railway Company, or either of them, are now authorised to demand and take in respect thereof.

10. To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or partially a separate undertaking or separate undertakings, distinct from the other undertakings of the Company.

11. To authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or

more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of the general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any of them, or any part or parts thereof respectively, and to make provision with respect to the holding of separate meetings of the shareholders, in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees, and others, in reference to the intended railways and works, with such other regulations and limitations as may be prescribed by the Bill.

12. To empower the Company, notwithstanding any provisions contained in the Companies Clauses Consolidation Acts, or otherwise, to pay interest out of the moneys raised by the Company under the provisions of the Bill upon the share capital issued.

13. To alter the name of the Company to such name as Parliament may determine.

14. To incorporate with the Bill the provisions, or some of the provisions, of all or some of the following Acts, viz.:—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 the Harbours, Docks and Piers Clauses Act, 1847, with such variations, modifications, and exceptions as may be contained in the Bill.

15. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from payments of rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

16. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the local and personal Acts of Parliament following, or some of them (that is to say):—28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154; 45 and 46 Vict., cap. 187; and all other Acts relating to or affecting the Company; 4 and 5 Wm. IV, cap. 88; 18 and 19 Vict., cap. 188; 45 and 46 Vict., cap. 211; and all other Acts relating to or affecting the London and South Western Railway Company; 5 and 6 Wm. IV, cap. 107; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, 46 and 47 Vict., cap. 230, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place, in or through which the intended railways and 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; 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 15th day of November, 1883.

John Shelley, Plymouth.

Venning and Goldsmith, Devonport.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster.

In Parliament.—Session 1884.

Cleveland Extension Mineral Railway.

(Deviation from Line and Levels of portion of authorised Railway No. 1; Consequential Abandonment of portion of that Railway; Extension of Time for Completion of Works and Compulsory Purchase of Lands; Substitution of Level Crossings for Bridges; Variation of Railways Clauses Consolidation Act, 1845, as to Roads and Bridges; Running Powers over Private Railway; Additional Capital and Alteration of Capital; Extension of Borrowing Powers; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Cleveland Extension Mineral Railway Company (in this Notice referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for all or some of the following, among other purposes, that is to say:—

To authorise the Company to deviate from and alter the line and levels of a portion of Railway No. 1, authorised by the Cleveland Extension Mineral Railway Act, 1873 (in this Notice referred to as "the Act of 1873"), and to make and maintain the deviated or substituted portion of railway hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:—

A deviation railway commencing in the parish of Brotton, in the North Riding of the county of York, by a junction with a private railway belonging or reputed to belong to John Thomas Wharton, which unites and is in connection with the Cleveland Branch of the North Eastern Railway, at a point on that private railway 50 yards or thereabouts south of the point where that railway crosses the public highway leading from Stanghow to Kilton Thorpe and terminating in the parish of Skelton, in the said North Riding, by a junction with Railway No. 1, authorised by the Act of 1873, now in course of construction; at a point where that railway crosses, or is intended to cross, a public road leading from Moorsholme to Liverton, numbered 68, in the parish of Skelton, on the plans deposited in respect of the Act of 1873.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes aforesaid for the purposes of the intended deviation railway and works, and other lands and buildings, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or in any manner interfere with the construction, maintenance, or use of the said intended deviation railway and works, and to confer other rights and privileges.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aque-

ducts, rivers, navigations, streams, pipes, telegraph wires, and apparatus, sewers, drains, and watercourses within or adjoining to the aforesaid parishes or any of them which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the said intended deviation railway and works, or other the purposes of the intended Act.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

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

To abandon and relinquish the construction of so much and such portions of Railway No. 1, authorised by the Act of 1873, as will be rendered unnecessary by the construction of the intended deviation railway, that is to say, the portion of the said Railway No. 1 situate between the commencement of that railway as defined in the Act of 1873, and the termination of the intended deviation railway.

To extend the time limited by the Cleveland Mineral Railway Act, 1881, for the compulsory purchase of lands, and the completion of the works authorised by the Act of 1873.

To empower the Company in constructing Railway No. 1 authorised by the Act of 1873, to carry the same in the parish of Easington over the highway in that parish, numbered 15 on the Plans deposited with the Clerk of the Peace for the North Riding of the county of York in respect to that Act, on the level instead of carrying that highway over the railway by means of a bridge, and in constructing Railway No. 2, authorised by the Act of 1873, to carry the same in the said parish of Easington over the highway in that parish, numbered 21 on the Plans deposited as aforesaid, on the level instead of carrying that highway over the railway by means of a bridge, and in constructing the same railway, to carry the same in the parish of Lythe over the highway in that parish, numbered 8 on the Plans deposited as aforesaid, on the level instead of carrying that highway over the railway by means of a bridge; and so far as may be necessary to alter the levels of the said highways for the foregoing purposes, and to construct and maintain all necessary works and conveniences in connection with such level crossings respectively.

To provide that notwithstanding anything in the Railways Clauses Consolidation Act, 1845, the spans of the arches for carrying the railways authorised by the Act of 1873 over any roads and the widths of the roadways of any bridges and approaches, for carrying any roads over those railways need not be greater than the existing average available widths of such roads respectively, or greater than the respective widths to be specified in the Bill, and that the inclinations of roads, when altered, need not exceed the inclinations to be specified in the Bill.

To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof respectively, 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, and for the purposes of their traffic of every description, the private railways belonging or reputed to belong to John Thomas Wharton, from the junction therewith of the intended deviation railway to the junction of that private railway with the North Eastern Railway, together with all roads, points, signals, water, standing room for engines, sidings, junctions, machinery, works, and conveniences of or connected with the said private railway.

To empower the Company to increase their capital and to raise further sums of money for the purposes of their Undertaking 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 the creation and issue of debenture stock, or by borrowing, in such manner and at such times as may be prescribed by the Bill.

To prescribe and define the priorities of any new shares, or stock, or debenture stock, or mortgages, to be created under the authority of the intended Act, and to vary or alter the priorities, rights, powers, and privileges of the holders of the Company's existing shares and stocks, with such consents (if any), and on and subject to such terms and conditions as may be prescribed or authorised by the intended Act, and to confer, vary, or extinguish other rights and privileges with regard to the existing capital, shares, and stock of the Company, and the further and additional capital, shares, and stock authorised to be created by the Act of 1873, and to be authorised by the intended Act.

To empower the Company to create and issue debenture stock, and borrow in respect of the capital authorised to be created and issued by the Act of 1873, at such times and in such proportions as may be defined by the Bill.

The Bill will vary or 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 Consolidation Acts, 1845, 1860, and 1869; the Railway Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, some or one of them.

So far as it may be necessary for all or any of the purposes of the intended Act, it is intended if need be, to alter, extend, amend, or repeal all or some of the powers and provisions of the following Acts, viz.: The Cleveland Extension Mineral Railway Act, 1873, the Cleveland Mineral Railway Act, 1878, the Cleveland Mineral Railway Act, 1881, and any other Act or Acts relating to or affecting the Company.

Duplicate plans and sections describing the lines, situations, and levels of the deviation railway and other works to be authorised by the intended Act, and the lands, houses, and other property in, or through which, they will be made and maintained, or which will or may be taken or interfered with under the powers of the Bill, 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, an ordnance or published map, with the line of the intended deviation railway delineated thereon, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to each parish in or through

which the deviation railway and other works are to be made or maintained, or in which any lands, houses or other property, which will or may be taken under the powers of the Bill, are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish at his residence.

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

Dated this 14th day of November, 1883.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Scarborough and Whitby Railway Company. (New Brauch Railway to Scarborough Harbour; Power to take Lands and Houses compulsorily, and to take part only of any property; Tolls; Powers to Corporation of Scarborough and Scarborough Harbour Commissioners to subscribe; Agreements with those Bodies; Working and other Agreements with, and Power to use Railways of, other Railway Companies; Power to Company to lay down Rails in public streets and upon the Quays and Piers of the Harbour Commissioners; Additional Capital and Special Provisions with respect to Capital and Revenue; Payment of Interest out of Capital; Confirming Construction of a certain Bridge; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the Scarborough and Whitby Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following purposes, namely:—

1. To empower the Company to make and maintain the railway hereinafter described, with all necessary stations, junctions, approaches, sidings, works, and conveniences connected therewith (that is to say):—

A railway commencing in the township of Newby, in the parish of Scalby, by a junction with the Company's authorised line of railway at a point 30 yards, or thereabouts, measured in a northerly direction from the point where Peasholme Beck crosses that railway, and 50 yards, or thereabouts, measured in a westerly direction from the southwestern corner of the wall of Scarborough Cemetery, and terminating in the township and parish of Scarborough, on and at a point 10 yards, or thereabouts, from the southeasterly end of the West Pier of Old Scarborough Harbour; all which said railway and works will pass from, in, through, or into the township of Newby, in the parish of Scalby, and the townships of Falsgrave and Scarborough, in the parish and borough of Scarborough, all in the North Riding of the county of York, and are hereinafter referred to as "the intended railway."

2. To empower the Company, so far as may be deemed necessary or expedient for the purposes of the Bill, to purchase and take by compulsion or agreement lands, houses, and other property, and to take part only of any property without being required to take the whole, and to vary or extinguish any existing rights and privileges connected therewith; and to deviate laterally and vertically from the line and levels of the intended railway and works as shown on the deposited plans and sections; and to cross, raise, lower, alter, stop

up, divert, or interfere with, whether temporarily or permanently, such turnpike and other roads and streets (private and public), railways, footpaths, passages, brooks, streams, waters, watercourses, sewers, drains, gas and water pipes and other pipes, and telegraphic, telephonic, and electric apparatus as may be found necessary for the purpose of making and maintaining the said intended railway, and the stations, approaches, works, and conveniences connected therewith respectively.

3. To empower the Company to levy tolls, rates, and duties upon or in respect of the said intended railway, and upon or in respect of the railways or portions of railway, stations, and works of the other Companies hereinafter mentioned, for the conveyance of passengers, goods, animals, and other traffic thereon, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of those railways or portions of railway, stations, and works, and to confer exemptions from the payment of such several tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

4. To empower the Company, for the purposes of the intended Bill, and also for defraying the expenses of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired, and for the general purposes of their undertaking, to raise additional share and loan capital by the creation and issue of additional C shares, or by the creation and issue of new shares or stock, either ordinary or preference or debenture stock, or by borrowing on mortgage, of such amount or amounts, and class or classes, on such terms and conditions, at such rate or rates of dividend or interest and with or without such preferences, priorities, and privileges with respect to the Company's existing or authorised classes of shares, stocks, and mortgages, or other securities as may be considered expedient, or as may be defined by the intended Act, or by all or any of those modes; and if thought fit to provide a separate capital for the intended railway, or to attach special privileges or priorities to the capital required for the intended railway, and to make special provision for the application of the revenue to be derived from the intended railway, and for the payment thereof of dividend or interest on such capital, or to make other special provision in that behalf. And to enable the Company, or the directors, notwithstanding anything in the Company's special Acts, or in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or of any funds of the Company, interest or dividends on the sums which have been or may be from time to time paid up on any shares or stocks of the Company, whether authorised, or to be authorised by the Bill, from such date or dates, for such period or periods and on such conditions as the Bill may prescribe.

5. The intended Act will or may authorise the Corporation of Scarborough (hereinafter called "the Corporation"), and the Scarborough Harbour Commissioners (hereinafter called "the Commissioners") respectively, or either of them, to subscribe any sum or sums of money they may think fit, or as may be defined by the intended Act, towards the construction of the intended railway, and for such purpose will or may empower the Corporation to raise and borrow money on the security of any funds and revenues under their control, and of any rates or assessments they may have power to levy and assess, and to apply any monies from time to time in their hands or under their control, and will or may empower the Commissioners for the purpose of such subscription to apply any

monies in their hands, or which they may now be authorised to borrow, and to borrow further monies on the security of their property, and of any of the tolls, rates, dues and charges they are empowered to levy or demand. And the intended Act will or may authorise and sanction agreements between the Corporation and the Commissioners respectively on the one hand, and the Company on the other hand, with respect to the construction of the intended railway, or any part thereof, and with respect to the cost or maintenance thereof, and the purchase and appropriation of land required for the purposes of either of the contracting parties, and with respect to the joint construction of the intended railway, and the new road about to be constructed by the Corporation round the North Bay at Scarborough, or with respect to any of those purposes.

6. To empower the Company to lay down or construct rails, sidings, and other works and conveniences upon the quays and piers of the Commissioners, and, so far as may be necessary for the purposes of their traffic, upon, across, and along the public streets, roads, and places near or adjoining the harbour; and to enable the Company on the one hand, and the Corporation and the Commissioners respectively on the other hand, to enter into and carry into effect agreements with respect to the formation, laying, maintenance, and user of such rails, sidings, works, and conveniences.

7. To enable the Company and all companies and persons lawfully using or working the railways of the Company, or any of them or any part thereof, 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 or other consideration as may be agreed upon, or failing agreement, be settled by arbitration or defined by the intended Bill, the portions of railway hereinafter mentioned, or some part or parts thereof respectively (that is to say):—

So much of the Whitby, Redcar, and Middlesborough Union Railway as lies between the junction therewith of the Scarborough and Whitby Railway at Whitby and the Whitby station thereon, including that station.

So much of the York and Scarborough Railway as lies between the Scarborough Station on that railway and the junction of that railway with the Scarborough and Whitby Railway at Scarborough, including the use of that station and junction, and the works and conveniences connected therewith respectively; and all other stations and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railway and stations respectively.

8. To empower the Company on the one hand and the North-Eastern Railway Company and the Whitby, Redcar, and Middlesborough Union Railway Company, or either of them, on the other hand, to enter into and carry into effect, vary, and rescind agreements and arrangements for or with respect to the working, use, construction, management, and maintenance by the last-named Companies, or either of them, of the intended railway, the supply and maintenance of rolling stock, plant, engines, and machinery, and of officers and servants for the conduct of the traffic thereon, and the payments to be made and the conditions to be performed with respect to such working, use, construction, management, and maintenance; the interchange, accommodation, collection, trans-

mission, delivery, and conveyance of traffic upon or 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 any such agreement or arrangement into effect, and also to enter into, vary, and rescind agreements and arrangements with respect to the alteration, enlargement, reconstruction, use, management, and maintenance of any new or existing stations, platforms, sidings, works, and conveniences upon the railways of the aforesaid Companies or any of them.

9. To confirm and give effect to any agreements or arrangements which may, during the progress of the intended Bill, be entered into in relation to any of the matters contained in this Notice, or incidental or necessary thereto.

10. To authorise and confirm the mode of constructing the bridge by which the public highway called Wrea-lane, in the parish of Scarborough, has been carried over Railway No. 1, authorised by the Scarborough and Whitby Railway Act, 1880, and the alteration of the levels of the same.

11. To alter, amend, and extend, or to make applicable to the purposes of the intended Bill, all or some of the provisions of the Scarborough and Whitby Railway Act, 1871, the Scarborough and Whitby Railway Act, 1873, and the Scarborough and Whitby Railway Act, 1880, or some of them, and also of the Scarborough Harbour Acts, 1843 and 1876, so far as may be necessary or expedient for the purposes of the intended Bill; and to incorporate with the intended Bill 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," as amended by "The Regulation of Railways Act, 1873," and of any other Acts so far as may be necessary for the purposes of the intended Bill.

12. Duplicate plans and sections showing the line and levels of the intended railway and the lands, houses, and other property in or through which the same will be made, or which may be required for the purposes thereof, together with a book of reference to those plans and an Ordinance or other published map, with the line of railway delineated thereon, so as to show the general course and direction of the railway, 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 at Northallerton, 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 will be made, or in which any lands, houses, or other property are intended to be taken, and 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.

13. 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 the 11th day of November, 1883.

Turnbull, Graham, and Moody, Scarborough, Solicitors.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Tooting, Balham, and Brixton Railway.

(Incorporation of Company with Power to Construct Railways from Tooting to Brixton; Compulsory Taking of Lands; Agreements with London Chatham and Dover Railway Company; Running Powers over London Chatham and Dover Railway).

A PPLICATION is intended to be made to Parliament next session for leave to bring in a Bill for the following purposes, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to confer upon the Company powers for constructing the following railways, wholly situate in the county of Surrey, that is to say:—

Railway No. 1, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the London Chatham and Dover Railway at a point 410 feet or thereabouts westwards from Shepherd's-lane, measured along the said railway, and terminating at the north-western corner of Solon-road, at its junction with Sandmere-road.

Railway No. 2, wholly in the parish of St. Mary, Lambeth, commencing by a junction with the London Chatham and Dover Railway at a point 470 feet or thereabouts westwards from Shepherd's-lane, measured along the said railway, and terminating at the north-west corner of Solon-road at its junction with Sandmere-road.

Railway No. 3, commencing in the parish of St. Mary, Lambeth, by a junction with Railways No. 1 and No. 2 at their point of termination, and terminating in the parish of Tooting Graveney, at a point in a field at Lower Tooting marked 104 on the 25-inch Ordnance survey map of the parish, 43 feet or thereabouts northward of the junction of Totterdown-lane with High-street, Tooting, and passing through the parishes of St. Mary, Lambeth, Clapham, Streatham, and Tooting Graveney.

Railway No. 4, commencing in the parish of Tooting Graveney, by a junction with Railway No. 3 at the termination thereof, and terminating in the parish of Streatham at a point in a field marked 280 on the 25-inch Ordnance map of the parish, 240 feet or thereabouts north-east of the principal entrance from Garratt-lane into St. Clement Danes Almshouses, passing through the parishes of Streatham and Tooting Graveney.

To empower the Company to purchase and take lands and buildings by compulsion or agreement, in or near the several parishes and places aforesaid, for the purposes of the said intended railways and works, and to cross, open, alter, stop up, or interfere with all such roads, streets, pipes, sewers, railways and tramways, gas, water, and other pipes, tubes, telegraphic, electric, and telephone apparatus, as may be necessary for the purpose of the intended works.

And it is intended by the Bill to take for, or in connection with, the proposed railways and works, or other the purposes of the Bill, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken, that is to say:—

Railways and works for which the land will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Estimated quantities included within limits of deviation.	Estimated quantities to be taken.
Nos. 3 and 5 ..	Tooting Bec ..	Streatham ..	5 perches	100 square yards.

To levy tolls, rates, and duties, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To empower the Company on the one hand, and the London Chatham and Dover Railway Company (hereinafter called "the Chatham Company") on the other hand, to enter into contracts with respect to the construction, working, management, and maintenance of the said intended railways, or any part thereof, the interchange of traffic, the fixing, collection, and appropriation of tolls, rates, and duties arising from the respective undertakings of the Companies, and the rebates to be made by either of the Companies to the other of them.

To enable the Chatham Company to pay or guarantee such interest, dividends, annual or other payments in respect of the moneys expended or to be expended in the construction of the said intended railways, or other the expenses of the Company as may be agreed upon between the Company, and the Chatham Company, and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the mortgages, debentures, and debenture stock and dividends on the shares and stock of the Company, or any part thereof, and to apply to the purposes aforesaid or any of them any capital or funds of the Chatham Company, and to confirm and give effect to any agreement touching any of the matters aforesaid.

To enable the Company, and all companies and persons lawfully using their railways, to run over and use, with their engines and carriages, officers and servants, and upon such terms and conditions, and upon 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 railway of the Chatham Company as lies between the termination of the intended Railways Nos. 1 and 2 and the Brixton Station of that Company.

To enable the Company, out of any of their funds, to pay interest or dividends during construction to the shareholders of the Company on the sums paid on the shares of the Company, anything in the Companies Clauses Consolidation Act, 1845, to the contrary notwithstanding.

To amend the following local and personal Acts, viz.: 16 and 17 Vict., cap. 132, and any other Acts relating to the London Chatham and Dover Railway Company.

On the 30th day of November, 1883, duplicate plans and sections of the proposed railways, showing the lines and levels thereof, with a book of reference to such plans, an ordnance map, with the 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 Surrey, at his office, at the Sessions House, Newington-causeway; and a copy of so much of the said plans and sections and book of reference as relates to each parish and extra-parochial place in or through which the said railways or any part thereof are or is intended to be made, or will be situate, or in which any lands to be taken compulsorily are situate, together with a copy of this notice as published in the London Gazette, will, on the 30th November, be deposited for public inspection as follows, that is to say: as regards the parishes of Tooting Graveney, Streatham, and Clapham, with the clerk to the Board of Works of the Wandsworth district, at his office at Battersea Rise; as regards the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office at Kennington Green.

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

Dated the 15th day of November, 1883.

Burchell and Co., Solicitors for the Bill.

In Parliament.—Session 1884.

Reedness and Swinefleet Drainage.

(Constitution and Incorporation of a Board of Drainage Commissioners; Repeal of Drainage Acts relating to the District; Dissolution of the Commissioners and Trustees created by the said Acts; Transfer of the Property and Obligations of the Commissioners and Trustees to the Board; Powers to the Board to construct Drainage Works; Repair Roads; Enter into Contracts and Agreements; Purchase Lands; Appoint a Special Commissioner; Make Bye-Laws; Impose Penalties; Levy Rates; Borrow Money; Voting Powers; Qualification, Election and Retirement of Commissioners, and other Powers.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for an Act for the following or some of the following purposes:—

The constitution and incorporation of a Board of Commissioners (hereinafter referred to as the Board), with perpetual succession and a common seal. For the more effectual draining of the lands and the repairing of the roads therein, in the townships of Reedness and Swinefleet (intermixed), in the parish of Whitgift, in the West Riding of the county of York, but exclusive of the lands in the said townships lying on the south side of the Swinefleet Warping Drain, which are now waste and belonging to the Trustees or representatives of the late Makin Durham.

To repeal, wholly or partially, the Acts of Parliament relating to the drainage of the said lands, and the dissolution of the Commissioners and Trustees appointed under those Acts, that is to say:—

An Act passed in the 32nd year of George 2nd, c. 20 (1760), entitled—

"An Act for establishing and rendering effectual certain Articles of Agreement for the inclosing and dividing certain Commons or Waste Grounds called Redness and Swinefleet Pastures in the County of York." And another Act passed in the 33rd year of George 3rd, c. 108 (1801), entitled—

"An Act for draining, dividing, inclosing, and improving all the Moor Lands in the Townships of Redness and Swinefleet, in the Parish of Whitgift, in the West Riding of the County of York."

The transfer of all the lands, houses, buildings, cuts, channels, drains, watercourses, dams, sluices, cloughs, works, and property of every other description, together with the duties, obligations and liabilities belonging or appertaining to the said Commissioners and Trustees to the Board of Commissioners aforesaid.

The Bill will confer upon the said Board for the purposes of the said proposed Act, the following among other powers, viz.:

To purchase and hold lands or take easements over the same, and to construct and maintain on any of the lands within the said Townships all such cuts, channels, drains, watercourses, dams, sluices, cloughs, or other works as may be necessary for the effectual draining of such lands.

To enlarge, widen, deepen, straighten, repair, cleanse or close up any existing cuts, channels, drains, watercourses, dams, sluices, cloughs or other works as may impede or obstruct the free flow of water from the said lands, and to do all such other things as may be necessary for and incidental to the purposes of the Act, and also to appropriate or set apart any of the said existing drains or works as public drains for such purposes.

To alter and divert, and to alter the levels of and to repair and metal so far as may be required certain roads in or upon the drainage lands, and to maintain the said roads in an efficient state of repair for horses and carriages of every description, until they are transferred to or taken over by the Local Authority having charge of the roads.

To enter into contracts and agreements in perpetuity with the owners for the time being of the Swinefleet Warping Drain, for the discharge of the waters from part of the said lands, into the said drain, upon such terms and conditions as may be defined in the Bill.

To appoint an engineer or surveyor as a Special Commissioner to make an award, and therein lay down and define the drains required for the general drainage of the District, and prescribe which of the lands shall be drained into the Swinefleet Warping Drain, and which of the existing drains and works shall be set apart and taken over by the said Board, as public drains for the general use of the District. The said award to be final and binding upon the owners, lessees, and occupiers, and the Board.

To levy a rate and define the future rates upon all the lands (exclusive of houses and buildings), drained under the powers of the Act. To borrow money on the security of those rates by mortgage or bonds, and to provide for the redemption of such mortgages or bonds by annual payment over a term of years, or otherwise, as may be determined by the Bill.

To make Bye-laws for all or any of the purposes specified in the Commissioners' Clauses Act, 1847, and for such other purposes as may be necessary for the protection of their rights and interests, that is to say:—

To prohibit the cutting of any tunnel, drain or watercourse into, through, or under, or

making any connection with, or in any way injuring any cuts, channels, drains, watercourses, sluices, cloughs, or other works belonging to or under their control.

To prohibit the discharging of any sewage or other offensive matter into, or fouling the water, or obstructing the flow thereof in any such cuts, channels, drains, watercourses, sluices, cloughs, and other works.

To prevent the defacing, injuring, or removing any placards, notices, notice-boards, fences, or boundaries set up by the authority of the said Board, and belonging to them, or under their control.

To impose penalties for the infraction or non-observance of such bye-laws, and provide for the recovery of the same and application thereof.

The Bill will prescribe, define, and regulate the scale of voting by the owners, lessees, and occupiers of the drainage lands for the appointment of Commissioners, and for the qualification, election, and retirement of the Commissioners, and will incorporate some of the clauses and provisions of the Lands Clauses Acts, 1845, 1860, and 1869, and of the Commissioners' Clauses Act, 1847.

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

Dated this 8th day of November, 1883.

England and Son, Goole;
Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey;
Solicitors for the Bill.

In Parliament.—Session 1884.

Basingstoke, Alton, and Petersfield Railway. (Incorporation of Company; Construction of Railways; Tolls, Rates, and Charges, Compulsory Purchase of Lands; Working and Traffic Agreements with other Railway Companies; Running Powers; Payment of Interest out of Capital; 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, and to enable the Company so to be incorporated (hereinafter called "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 necessary and convenient stations, sidings, approaches, works, and conveniences connected therewith, viz. :—

1. A railway (No. 1) commencing in the parish of Basingstoke, by a junction with the London and South-Western Railway, at a point 480 yards or thereabouts, measured in a westerly direction along the latter railway from the London and South-Western Railway Company's Booking Office at their Basingstoke Station, and terminating in the parish of Petersfield by a junction with the Portsmouth Direct Railway of the London and South-Western Railway Company at a point 350 yards or thereabouts, measured in a north-easterly direction along the railway from the booking office at the Petersfield Station.
2. A railway (No. 2) wholly in the parish of Alton, commencing by a junction with the Alton, Alresford, and Winchester Railway of the London and South-Western Railway Company, at a point 800 yards or thereabouts, measured in a north-easterly direction along that railway from the bridge known as

Butts Bridge, which carries the said railway over the road leading from Chawton to Alton, and terminating by a junction with the intended railway No. 1 before described, at a point distant 500 yards or thereabouts due east from Butts Bridge aforesaid.

3. A railway (No. 3) wholly in the parish or tything of Sheet, commencing by a junction with the intended Railway No. 1 before described, at or near a point on the public road called Tilmore-lane, 20 yards or thereabouts north-westward of the place where the foot-path from Steep Church to Petersfield crosses that road, and terminating by a junction with the Petersfield and Midhurst branch of the London and South-Western Railway at or near the point where that branch railway crosses the main road leading from Petersfield to Guildford.

Which intended railways and works will be made or pass from, in, through, or into the parishes, townships, and places of Basingstoke, Eastrop, Cliddesden, Winslade, Ellisfield, Farleigh - Wallop, Herriard, Preston - Candover, Weston - Corbett, Weston - Patrick, Odiham, Lasham, Bentworth, Shalden, Thedden, Ansty, Alton, East Worldham, West Worldham, Chawton, Hartley, Hartley-Manditt, Faringdon, Lower Faringdon, Newton-Valence, Selborne, East Tisted, Empshot, Colemore, Priors Dean, Hawkley, Barton-Stacey, Froxfield, Steep, Petersfield, Buriton, Sheet, and Liss, or some of them, all in the county of Southampton.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz. :—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided for by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraphs, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and 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 railways, or of the Bill.

To enter upon, purchase, and take by compulsion or agreement, lands, houses, and hereditaments, and easements in and over lands, for the purposes of the intended railways and works, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To levy tolls, rates, fares, and charges upon or in respect of the intended railways and works, and also in respect of the portions of railways, railway stations, and works to be run over and used as hereinafter mentioned, and if necessary to alter the tolls, rates, fares, and charges now taken, or authorised to be taken, on such portions of railways.

To authorise the Company, and any Company or persons working or using the railways of the Company, or any part thereof, by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed upon or settled by arbitration, or prescribed by the Bill, to run over, work over, and use with their engines, carriages, and wagons, officers and servants, for the purposes of traffic of every description, the railways and portions of railway hereinafter mentioned (that is to say):—

- (A.) So much of the London and South-Western Railway as is situate between the junction therewith of the intended Railway

No. 1, before described, and the Reading and Basingstoke Branch of the Great Western Railway, including the Basingstoke Station.

(B.) The Reading and Basingstoke branch of the Great Western Railway, including the stations at Basingstoke and Reading.

(C.) So much of the Portsmouth Direct Railway of the London and South-Western Railway Company as is situate between the junction therewith of the intended Railway No. 1, before described, and the London, Brighton, and South Coast Railway near Havant.

(D.) So much of the railways of the London and South-Western and London, Brighton, and South Coast Railway Companies as is situated between the said Portsmouth Direct Railway, near Havant, and the Portsmouth Town and Harbour Stations, including those stations.

(E.) The Petersfield and Midhurst branch of the London and South-Western Railway.

(F.) So much of the Mid-Sussex and Midhurst Branch of the London, Brighton, and South Coast Railway as is situated between the said Petersfield and Midhurst Branch Railway and the Midhurst Station of the said Mid-Sussex and Midhurst Branch, including that station.

(G.) So much of the Guildford, Alton, Alresford, and Winchester Line of the London and South-Western Railway Company as is situated between the commencement of the intended Railway No. 2, before described, and Alton Station, and the use of that station.

Together with the use of all terminal and other stations, approaches, roads, platforms, piers, points, signals, water, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways and stations.

The Bill will authorise the Company and the Great Western Railway Company, the London, Brighton, and South Coast Railway Company, the London and South-Western Railway Company, and the South-Eastern Railway Company, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the intended railways, the supply and maintenance of engines, rolling stock, and plant, and the employment of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the fixing, collection, payment, division, and appropriation of the tolls, rates, fares, and charges, and other income and profits arising from the traffic on the railways of the contracting Companies, and the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the railways of those Companies.

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

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds, from time to time, interest or dividends on any shares or stocks of the Company.

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The

Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," and so far as may be requisite or desirable for any of the purposes thereof, the Bill will alter, amend, or enlarge some of the provisions of the local and personal Acts following (that is to say): 2 and 3 Vic., cap. 28, 7 and 8 Vic., cap. 5, and of all other Acts relating to or affecting the London and South-Western Railway Company; 6 Will. IV., cap. 75, 26 and 27 Vic., cap. 115, and of all other Acts relating to or affecting the South-Eastern Railway Company; 9 and 10 Vic., cap. 233, 23 and 24 Vic., cap. 158, and of all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 5 and 6 Will., cap. 107, 26 and 27 Vic., caps. 113 and 198, and of all other Acts relating to or affecting the Great Western Railway Company.

And notice is hereby given, that on or before the 30th day of this present month of November, plans and sections of the intended railways and works, with a book of reference to such plans, an ordnance map, with the lines of railway 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 Southampton, at his office at Winchester, and on or before the said 30th day of November a copy of so much of the said plans, sections, and of book of reference as relates to each parish in or through which the intended railways and works are to be made, 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.

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

Dated this 14th day of November, 1883.

Soames, Edwards, and Jones, 58, Lincoln's-inn-fields, London, Solicitors.

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

In Parliament.—Session 1884.

Cardiff and Monmouthshire Valleys Railway. (Incorporation of Company; Construction of Railways in Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls and Charges; Traffic Agreements; Running Powers; Payment of Interest out of Capital; 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, and to authorise the Company to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof respectively, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):—

1. A railway (No. 1) commencing in the parish of Rudry, in the county of Glamorgan, by a junction with the Rhymney Railway at a point distant 154 yards or thereabouts, measured along the said railway towards Caerphilly from the northern end of the Caerphilly Tunnel, and terminating in the parish of Machen, in the county of Monmouth, by a junction with the Sirhowy Railway of the London and North-Western Railway Company, at a mile-post indicating $13\frac{1}{2}$ miles from Nantybwh, which said intended Railway

No. 1 will pass from, in, through, or into, or be situated within the parishes and places of Rudry, Van, and Bedwas, in the county of Glamorgan, and Machen, Machen Upper, and Mynyddyslwyn, in the county of Monmouth, or some or one of them.

2. A railway (No. 2) commencing in the parish of Rudry, in the county of Glamorgan, by a junction with Railway No. 1 at a point 314 yards or thereabouts, measured in a north-easterly direction, from the north-east corner of a block of cottages called Gwernddu Cottages, situate in a close of land numbered 204 on the ordnance map of the hamlet of Van, and terminating in the hamlet of Van, in the county of Glamorgan, by a junction with the Rhymney Railway at a point distant 737 yards or thereabouts, measured along the said railway towards Caerphilly, from the northern end of the Caerphilly Tunnel, which said intended Railway No. 2 will pass from, in, through, or into, or be situated within the parishes or places of Rudry, Bedwas, and Van, in the county of Glamorgan, or some or one of them.

3. A railway (No. 3) commencing in the parish of Rudry, in the county of Glamorgan, by a junction with the Railway No. 1 at a point 156 yards or thereabouts from the south-western end of the north-western parapet of the viaduct carrying the Caerphilly branch of the Brecon and Merthyr Tydfil Junction Railway over the Rhymney River, near Machen Tinworks, measured in a south-westerly direction along the northern boundary fence of the said Caerphilly branch, and terminating in the parish of Machen, in the county of Monmouth, by a junction with the said Caerphilly Branch at a point distant 754 yards or thereabouts, measured in a westerly direction from the mile-post on the said railway near Machen station, indicating five miles from Bassalleg, which said intended Railway No. 3 will pass from, in, through, or into, or be situated within the parishes or places of Rudry, in the county of Glamorgan, and Machen and Machen Upper, in the county of Monmouth, or some or one of them.

4. A railway (No. 4) commencing in the parish of Machen, in the county of Monmouth, by a junction with Railway No. 1 at a point 88 yards or thereabouts, measured in a south-westerly direction, from the south-west corner of the cottage in the occupation of John Turner, situate in the field numbered 176 on the ordnance map of the parish of Machen, and terminating in the parish of Mynyddyslwyn, in the county of Monmouth, at a point 52 yards or thereabouts, measured in a northerly direction, from the north-western corner of the house numbered 68 in Tredegar-street, Newtown, North Risca, which said intended Railway No. 4 will pass from, in, through, or into, or be situated within the parishes or places of Machen, Machen Upper, and Mynyddyslwyn, in the county of Monmouth, or some or one of them.

5. A railway (No. 5) to be wholly situate in the parish of Mynyddyslwyn, in the county of Monmouth, commencing by a junction with Railway No. 4 at a point 52 yards or thereabouts, measured in a northerly direction, from the north-western corner of the house numbered 68 in Tredegar-street, Newtown, North Risca, and terminating by a junction with the Western Valleys Railway of the Monmouthshire section of the Great

Western Railway Company at a point distant 724 yards or thereabouts, measured along the said Western Valleys Railway in the direction of Abercarn, from the mile-post on the said railway indicating 7 miles from Newport.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz. :—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be prescribed by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, temporarily or permanently, all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains, and pipes, and other works within the before-mentioned parishes and places as it may be necessary to cross, stop up, alter, or divert for the purposes of the intended railways, or any of them.

To purchase, by compulsion or agreement, lands, houses, and hereditaments, and to acquire easements in or over lands for the purposes of the intended railways and works of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased.

To levy tolls, rates, fares, and charges upon or in respect of the intended railways and works, and also upon the portions of railway to be used by the Company as hereinafter mentioned; to alter the tolls, fares, rates, and charges now taken or authorised to be taken on those portions of railway, and to confer exemptions from the payment of such tolls, rates, and duties.

It is estimated that five acres will be required to be taken from the common known as Rudry Common, in the parish of Rudry, in the county of Glamorgan, for the purposes of Railway No. 1.

To authorise the Company, on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, the Pontypridd, Caerphilly, and Newport Railway Company, the Taff Vale Railway Company, and the Rhymney Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railways and works, or of any part thereof, the supply of engines and working stock and plant, and of offices and servants for the conduct and conveyance of the traffic on the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, the fixing and collecting of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts and revenue arising therefrom, and the Bill will sanction or confirm and give effect to any such contracts or agreements which have been, or may before the passing thereof be, entered into between the Company and any or either of the said other Companies with reference to the matters aforesaid, or any of them.

To empower the Company and all companies and persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, and for the purposes of

traffic of all kinds, upon such terms and conditions and on payment of such tolls and rates as may be agreed upon or settled by arbitration or prescribed by the Bill, the portions of railway next hereinafter mentioned (that is to say):—

- (a) The Sirhowy Railway of the London and North-Western Railway Company.
- (b) The railways connected with the docks at Cardiff belonging to the Marquis of Bute and his trustees.
- (c) The Rhymney Railway between Caerphilly and the Bute Docks at Cardiff and between Caerphilly and Walnut Tree Junction.
- (d) So much of the Taff Vale Railway as is situate to the south of the Walnut Tree Junction therewith of the Rhymney Railway.
- (e) The Penarth and Penarth Extension Railways.
- (f) So much of the Western valleys branches of the Monmouthshire Section of the Great Western Railway Company as are situated northward of the junction therewith of the intended Railway No. 5, near Cross Keys.

Together with the use of all terminal and other stations, sidings, platforms, points, signals, junctions, roads, water, watering places and water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, machinery, coal tips, works, and conveniences connected with such portions of railway respectively.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds interest or dividends on any shares or stocks of the Company, for such period and under such conditions as may be prescribed by the Bill.

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

The Bill will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1868 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1868; and it will alter, amend, enlarge, or repeal some of the provisions of the local and personal Acts following, viz. :—22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10, 227, and 235; and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 5 and 6 Will. IV., cap. 107; and of any other Acts relating to the Great Western Railway Company; 20 and 21 Vic., cap. 140, and of any other Acts relating to the Rhymney Railway Company; 9 and 10 Vic., cap. 204, and of any other Acts relating to the London and North-Western Railway Company; 6 Will. IV., cap. 82; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; and of any other Acts relating to the Taff Vale Railway Company; the Bute Docks Acts 1865, 1866, 1874, and 1882, and of any other Acts relating to the Bute Docks, Cardiff; 41 and 42 Vic., cap. 215, and of any other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company.

And notice is hereby 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 which may be taken for the purposes thereof, with a book of reference to such plans and ordnance map, with 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 Monmouth, at his

office at Usk, and 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, in the case of any extra-parochial place, with the clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1883.

Griffith and Corbett, Cardiff, Solicitors for the Bill.

Torr and Co., 22, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

St. James, Westminster, St. Martin-in-the-Fields, and St. George, Hanover Square, Electric Lighting.

(Application for Provisional Order under the Electric Lighting Act, 1882, to transfer to the Telegraph Construction and Maintenance Company, Limited, and the West London Electric Lighting Company, Limited, or one of them Powers granted to the Edison Electric Light Company, Limited, in respect of parts of the Parishes of St. James, Westminster, and St. Martin-in-the-Fields; to authorise the two first-named Companies, or one of them, to Supply Electricity for Public and Private Purposes to the same Parishes, and to the Parish of St. George, Hanover Square; Amendment of Act and Provisional Order.)

NOTICE is hereby given that the Telegraph Construction and Maintenance Company, Limited, whose registered office is situate at 38, Old Broad-street, in the City of London, and the West London Electric Lighting Company, Limited, whose registered office is situate at No. 26, Austin Friars, in the City of London (hereinafter jointly and severally called the "Undertakers") or one of them, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Act, 1882, for the following powers and purposes, or some of them (that is to say):—

1. To transfer to and vest in the undertakers all or some of the powers, rights, and privileges conferred upon or granted to the Edison Electric Light Company, Limited, by the St. James' and St. Martin's (London) Electric Lighting Order, 1883, and by the Electric Lighting Orders Confirmation (No. 5) Act, 1883, respectively, with reference to the erection and maintenance of electric lines and works, and the supply of electricity within parts of the parish of St. James, Westminster, and the parish of St. Martin-in-the-Fields, upon and subject to such terms and conditions as may be specified in or prescribed by or under the Order, and the Order will or may amend the provisions, or some of the provisions of the Electric Lighting Orders Confirmation (No. 5) Act, 1883, and the St. James' and St. Martin's (London) Order, 1883, respectively.

2. To authorise the undertakers to produce, store, supply, and sell electricity, electric currents, and other like agency (hereinafter called "electricity") for public and private purposes, as defined by the Electric Lighting Act, 1882, within the following area (hereafter called "the area of supply"), that is to say:—

So much of the parishes of St. James, Westminster, St. Martin-in-the-Fields, and St. George, Hanover Square, all in the county of Middlesex, as

is bounded by the following boundary line hereinafter set forth, that is to say:—

So much of the said parishes as is bounded by and contained within an imaginary line drawn from a point at the boundary stone of the parish of St. James, Westminster, in Regent-street, which is the first boundary stone south of Conduit-street, in a south-westerly direction, following the western boundary of the said parish of St. James, Westminster, as far as the point where the same strikes the centre of Piccadilly opposite Albemarle-street, thence along the centre of Piccadilly to a point opposite the north-east corner of the Green Park, thence along the north-western, western, and southern boundaries of the parish of St. Martin-in-the-Fields as far as a point lying in or near the centre of the north-eastern arm of the ornamental water in St. James' Park, where that part of Carlton House-terrace which runs between the Carlton Club and the Reform Club, if produced in a straight line, would meet the said boundary; thence in a northerly direction in a straight line through Carlton House-terrace aforesaid to a point, being in the centre of Pall-mall, where the said terrace meets Pall-mall; thence in an easterly direction along the centre of Pall-mall as far as a point where the same is joined by John-street; thence in a northerly direction up John-street as far as the northernmost point thereof; thence in a westerly direction across St. James'-square as far as the easternmost end of King-street; thence in a south-westerly direction along the centre of King-street as far as a point where the same is joined by Duke-street; thence in a northerly direction along the centre of Duke-street as far as the northernmost entrance to Mason's-yard; thence in a north-easterly direction along the northern sides of Mason's-yard and Ormond's-yard as far as a point, being in the centre of York-street, where the same is joined by Ormond's-yard; thence in a northerly direction along the centre of York-street as far as a point, being in the centre of Jermyn-street, where the same is joined by York-street; thence in an easterly direction along the centre of Jermyn-street as far as a point where the same is joined by Eagle-place; thence in a northerly direction along the centre of Eagle-place, across Piccadilly, and along the centre of Air-street, as far as a point, being in the centre of Regent-quadrant, where the same is joined by Air-street; thence in a north-westerly and northerly direction along the centre of Regent-quadrant and Regent-street as far as the point first hereinbefore described.

3. To authorise the undertakers to acquire, construct, and use, and from time to time to sell, let, and otherwise dispose of steam and other engines, boilers, dynamo and other electricity-generating machines, batteries, and accumulators, electric and other lines and mains, cables, wires, lines, conductors, lamps, and machines, and other apparatus for producing, regulating, distributing, measuring, and utilizing electricity, and also all buildings, works, and appliances required for containing, using, manufacturing, renewing, and repairing such apparatus, machinery, plant, appliances, apparatus for the production, generation, storage, regulation, measurement, and supply of electricity; and also to acquire, construct, maintain and enlarge, and to discontinue, sell, or otherwise dispose of all such lands, buildings, machinery, appliances, and other property as shall be required for the purpose of containing, manufacturing, and working the machinery, plant, appliances and apparatus or otherwise for the purposes of the order.

4. To authorise the undertakers to place, lay down, maintain and use, and take up, sell, and

otherwise dispose of electric and other mains, storage and other batteries, cables, conductors, services, wires, tubes, pipes, insulators, meters, reservoirs, distributing, cut-out and other boxes, switches and other apparatus for transmitting, storing, measuring, regulating, and distributing electricity for lighting or other purposes, public and private, and any pipes, conduits, or other channels of water supply for feed or condensing purposes, or otherwise, to be used for the purposes of, or in connection with the works and lines to be erected, used, or maintained under the order (hereinafter called "Electric Lines"), in, through, under, over, along, and across the surface of and for that purpose to cross, open, break up, divert, alter, stop up or otherwise interfere with, whether temporarily or permanently, all roads, streets, footpaths, and other public places, and all railways, tramways, watercourses, bridges, sewers, drains, gas, water, and other pipes, telegraphic, telephone, and electric posts, wires, and pipes, pneumatic tubes and apparatus and works of every description within the area of supply.

5. To authorise the undertakers to acquire, place and use, and to take up, sell and otherwise dispose of meters for measuring electricity, switches, resistances, cut-out boxes, lamps, fittings, motors and machines for converting electricity into power, heat or otherwise, and all other work, matters, and things required for the distribution, measurement, and use of electricity.

6. To authorise the undertakers on the one hand, and any corporation, vestry, district board, or other local or sanitary or road authority, and any railway, or other Company, on the other hand, to enter into, and carry into effect, and rescind and renew contracts for empowering the undertakers to enter upon and break up the streets, roads, and other places and things before-mentioned proposed by the Order to be conferred upon the undertakers.

7. To authorise the undertakers on the one hand, and any corporation, vestry, district board, or other local or sanitary authority on the other hand, to make and carry into effect, and rescind, and renew contracts for the supply of electricity to or for the purposes of such corporation, vestry, district board, or other authority, and to authorise such authority to apply for the purposes of any such contracts, their respective funds, revenues, and rates.

8. To empower the undertakers to place electric lines, as defined in this Notice, in, through, under, over, or along the streets and other places following (that is to say): All the streets, roads, and other places named in the description of the area of supply hereinbefore contained, and also all streets, lanes, alleys, courts, squares, passages, thoroughfares, and footways included within the area of supply as hereinbefore defined.

9. The applicants propose to take powers by the Order to break up the following streets and other places which are not repairable by a local authority (that is to say): The Burlington Arcade, Albany Court Yard, the Albany Chambers, and all streets and other places, if any, not repairable by a local authority within the area of supply. It is not intended to take powers by the Order to cross any navigable river or canal, nor to break up any railways or tramways.

10. To authorise the undertakers to levy and recover rates, rents, and charges for and in respect of the electricity supplied by them, and in respect of the sale and hire of machinery, plant, apparatus, and instruments, and to confer, vary, or alter exemptions from the payment of such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

11. To empower the undertakers from time to time to make, alter, and rescind regulations and bye-laws for or relating to the use, misuse, or waste of electricity or electric lines or apparatus connected therewith, and to impose and recover penalties for the breach of such regulations or bye-laws, and to authorise the undertakers, their officers, servants, and workmen, to enter upon lands, buildings, and other premises, and to examine any machinery, plant, apparatus, or instruments supplied by the undertakers, or used in connection with their lines or works, and to execute such works, and to do such things as shall be necessary for the regulation or prevention of such use, misuse, or waste, and to impose and recover penalties for the tampering or fraudulently interfering with any such machines and things aforesaid.

12. To confer upon the undertakers all the powers and privileges, exemptions and rights given or proposed to be given to undertakers by the Electric Lighting Act, 1882, and of the Acts or portions of Acts incorporated therewith, and to authorise and enable them to exercise and enjoy the same throughout the said area of supply.

13. On or before the 30th November instant, a map or plan, showing the boundaries of the proposed area of supply and the streets and places in, over, or along which it is proposed to place any electric lines or other works, together with 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 the Sessions House, Clerkenwell Green, in that county; with the clerk of the vestry of St. James', Piccadilly, at his offices at the Vestry Hall, St. James', Piccadilly; with the clerk of the vestry of St. Martin-in-the-Fields, at his office at the Vestry Hall, St. Martin-in-the-Fields; with the clerk of the vestry of St. George, Hanover-square, at the Vestry Hall in Mount-street, Berkeley-square; with the clerk of the Metropolitan Board of Works, at his office in Spring-gardens, S.W.; and also at the Board of Trade, Whitehall Gardens, London; and also at the Parliament Office of the House of Lords, and at the Private Bill Office of the House of Commons.

14. On or before the 21st day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that day copies may be obtained at the offices of the undersigned, and at the offices of Messrs. Harrison and Sons, 59, Pall Mall, on payment of one shilling for each copy; and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at the office of the undersigned, and at the said offices of Messrs. Harrison and Sons, on payment of one shilling for each copy.

15. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 1st day of February, 1884, and they must within the same time deliver copies of any clauses or amendments they desire to have inserted in the Order, to the Board of Trade and to the undersigned solicitors or agents for the Order, and it is desirable they should at the same time send copies of the objections and representations to the undersigned solicitors or agents.

Dated this 17th day of November, 1883.

*Bircham and Co., 46, Parliament Street,
Westminster.*

In Parliament.—Session, 1884.

Manchester, Middleton, Rochdale and District Tramways.

(Incorporation of Company; Construction of Tramways; Special Provisions affecting the Tramways of the Manchester Carriage and Tramways Company, the Manchester, Bury, Rochdale, and Oldham Steam Tramways, Limited, and the Tramways of the Corporation of Oldham; Laying down of an Additional Rail on portion of the System of those Companies and Corporation; Widening, &c., of Bridges; Gauge; Power to use Steam or other Mechanical or Motive Power; Compulsory Purchase of Lands; Provisions as to User; Repairs, &c., of Streets; Tolls; Alteration of Tolls of the above Companies and Corporation; Agreements with Local and Road Authorities; Licenses to use Tramways; Power to carry Goods; Running Powers over portions of the Tramways of the above Companies and Corporation; Working and other Agreements with them; 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:—

To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company") to construct and maintain, wholly in the county of Lancaster, the following street tramways, or some or one of them, or some part or parts thereof respectively, that is to say:—

Where, in the description of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Tramway (No. 1) commencing in Milnrow-road at a point in the centre of that road at its junction with the Oldham-road, at the eastern corner of the Oldham-road, thence passing along Milnrow-road, in a south-easterly direction, thence along the Rochdale-road, Dale-street, New Hey-road, Shaw-road, and terminating in the Shaw-road at a point in the centre of that road between the boundary stones showing the division between the township of Butterworth and the township of Crompton.

Tramway (No. 1) will be a single line except at the following places, where it will be a double line, viz.:—

In Milnrow-road.—From a point 1 chain south-east from the commencement of Tramway (No. 1) for a distance in a south-easterly direction of 3 chains.

From a point measuring in a westerly direction $3\frac{1}{2}$ chains from the north-west corner of Moss-street for a distance of 3 chains, measuring in an easterly direction.

From a point opposite the south-west corner of the Fox Inn for a distance of 3 chains, measuring in an easterly direction.

In Rochdale-road.—From a point $\frac{1}{2}$ a chain east of the south-east corner of Hartley-street for a distance of 3 chains, measuring in an easterly direction.

From a point 2 chains north-west of the south-west corner of Whitehead-street for a distance of three chains, measuring in a south-easterly direction.

In Dale-street.—From a point $3\frac{1}{2}$ chains north-

west of the north-eastern corner of the road leading to the Milnrow Railway Station, opposite the Woolpack Inn, for a distance of 3 chains, measuring in a south-easterly direction.

In New Hey-road.—From a point 1 chain south-east of the south-west corner of the Commercial Inn for a distance of 3 chains, measuring in a south-easterly direction.

From a point $3\frac{1}{2}$ chains north-west of the north-east corner of New Hey-gate for a distance of 3 chains, measuring in a south-easterly direction.

In Shaw-road.—From a point 5 chains north-west of the centre of the county bridge over the Beal river in New Hey-road, for a distance of 3 chains, measuring in a south-easterly direction.

From a point 150 yards north-west of the parish boundary dividing the township of Butterworth from the township of Crompton for a distance of 3 chains, measuring in a south-easterly direction.

Tramway (No. 2), commencing by a junction with Tramway (No. 1), at the point of termination of the intended Tramway (No. 1), passing along the New Hey-road in a south-easterly direction, and along Milnrow-road, Market-street, High-street, Manchester-road, Shaw-road, and Oldham-road, otherwise known as Rochdale-road, and terminating at a point in the centre of the last-mentioned road at its junction with the Shaw-road, and there forming a junction with the authorised Manchester, Bury, Rochdale, and Oldham Steam Tramways Limited lines.

Tramway (No. 2) will be a single line, except at the following places, where it will be a double line, viz.:—

In Milnrow-road.—From a point half a chain south-west from the south-west corner of the Jubilee Inn, for a distance of 3 chains in a southerly direction; from a point $3\frac{1}{2}$ chains north from the north-east corner of the road known as Buxton-road, for a distance of 3 chains in a southerly direction; from a point 75 yards measuring in a northerly direction from the south-west corner of Store-street, for a distance of 3 chains in a south-westerly direction.

In Market-street.—From a point $3\frac{1}{2}$ chains north-east of the west corner of the Duke of York Inn, for a distance of 3 chains in a southerly direction.

In Manchester-road.—From a point opposite the south-west corner of Church-street, at its junction with High-street and Manchester-road, for a distance of 3 chains in a south-westerly direction.

In Shaw-road.—From a point $\frac{1}{2}$ a chain south-west of the north-west corner of the building known as Broadbent, for a distance of 3 chains in a south-westerly direction.

From a point 13 chains north-east of the centre of the bridge carrying the road over the railway near the Royton Station, for a distance of 3 chains in a south-westerly direction.

Tramway (No. 3), commencing by a junction with Tramway (No. 2), at the point of termination of the intended Tramway (No. 2), and proceeding along the Oldham-road, otherwise known as Rochdale-road, in a southerly direction, and terminating in that road at the boundary of the borough of Oldham at a point 5 yards or thereabouts southward from Boundary-street.

Tramway (No. 3) will be a single line, except at the following places where it will be a double line, viz.:—

In Oldham-road, otherwise known as Rochdale-road, from a point $3\frac{1}{2}$ chains, or thereabouts, north of the south-west corner of the White Hart Hotel, for a distance of 3 chains in a southerly direction.

Between points respectively 76 yards and 11 yards in a northerly direction from the termination of the Tramway (No. 3.)

Tramway (No. 4), commencing by a junction with Tramway (No. 3), at the point of termination of the intended Tramway (No. 3), passing in a southerly direction along the Oldham-road, otherwise known as Rochdale-road, and along Featherstall-road North, Main-road, and Middleton-road, and terminating in the last-mentioned road at the boundary dividing the borough of Oldham from the township of Chadderton.

Tramway (No. 4) will be a single line, except at the following places, where it will be a double line, viz. :—

In Oldham, otherwise Rochdale-road.—From a point 91 links south of the commencement of the tramway for a distance of 3 chains in a southerly direction.

From a point 15·17 chains south of the commencement of the tramway for a distance of 3 chains in a southerly direction.

In Featherstall-road North.—Between two points respectively 98 feet north-east and 100 feet south-west of the junction of Featherstall-road North with Shepherd-street.

Between two points respectively 22 feet and 250 feet north-east of the junction of Chadderton-road with Featherstall-road North.

From the junction of Featherstall-road North with Buckley-street for a distance of 3 chains in a south-westerly direction.

In Main-road.—From a point 5 chains north-east of the junction of Main-road with Middleton-road for a distance of 3 chains in a south-westerly direction.

Tramway (No. 5), commencing by a junction with Tramway (No. 4) at the point of termination of the intended Tramway (No. 4), passing in a north-westerly direction along the Middleton-road, Middleton-road West, Oldham-road, across the Rochdale Canal-bridge, and terminating at a point in the centre of the Oldham-road, $\frac{1}{2}$ a chain west of the west corner of the bridge carrying the Lancashire and Yorkshire Railway over the road at Mills Hill.

Tramway (No. 5) will be a single line, except at the following places, where it will be a double line :—

In the Middleton-road.—From a point 80 yards east of the south-east corner of Frederick-street for a distance in a westerly direction of 3 chains.

From a point $3\frac{1}{2}$ chains east of the south-west corner of the Hunt-lane Hotel, for a distance of 3 chains in a north-westerly direction.

In the Middleton-road West.—From a point 260 yards north-west from the north-west corner of the Chadderton Gate, for a distance of 3 chains in a north-westerly direction.

Tramway (No. 6), commencing by a junction with Tramway (No. 5) at the point of termination of the intended Tramway (No. 5), passing in a westerly direction along the Oldham-road, Townley-street, Market-place, Long-street, Manchester Old-road, and Manchester New-road, and terminating at a point in the centre of the Manchester New-road at the junction of Boardman-lane with that road about 5 yards west of the south-west corner of the Gardner's Arms public-house.

Tramway (No. 6) will be a single line, except at the following places, where it will be a double line, viz. :—

In Oldham-road.—From a point opposite the north-west corner of the Old Cock Inn for a distance of 3 chains in a westerly direction.

From a point 3 chains east of the north-west corner of the Hare and Hounds public-house for a distance of 3 chains in a westerly direction.

In Long-street.—From a point opposite the south-west corner of Saddler-street to the termination of Tramway (No. 6).

Tramway (No. 7), commencing by a junction with Tramway (No. 6) at the point of termination of the intended Tramway (No. 6), passing along Manchester Old-road in a south-westerly direction, and along the Cheetham Hill-road, terminating in the Cheetham Hill-road at a point opposite the north-west corner of a private road leading to Broughton Park by a junction with the existing Manchester Carriage and Tramways Company's south-western line. Tramway (No. 7) will be a double line throughout.

Tramway (No. 7A), commencing by a junction with Tramway (No. 7) at its termination, thence passing along the Cheetham Hill-road in a south-easterly direction, and terminating at a point in that road by a junction with the north-eastern line of the Manchester Carriage and Tramways Company's lines at a point 55 yards south-east of the north-west corner of the private road leading to Broughton Park.

Tramway (No. 7A) will be a single line throughout.

Tramway (No. 8), commencing by a junction with Tramway (No. 7), at the point of termination of the intended Tramway (No. 7), passing along Cheetham Hill-road in a south-easterly direction, and along the Waterloo-road, and terminating at a point in the centre of the Waterloo-road, opposite the southern corner of Halliwell-lane. Tramway No. 8 is a double line throughout.

Tramway (No. 9), commencing by a junction with Tramway (No. 8), at the point of termination of the intended Tramway (No. 8), passing along Waterloo-road in a south-westerly direction, and terminating in that road at a point 1 chain north-east of the junction of that road with the Bury New-road.

Tramway (No. 9) will be a double line throughout.

Which said tramways, hereinbefore described, will pass from, through, or into, or be situated in the parishes, townships, extra-parochial and other places following, that is to say :—Rochdale, Newbold, Castleton, Butterworth, Milnrow, Crompton, Prestwich-cum-Oldham, Royton, Oldham, Chadderton, Tonge, Middleton, Little Heaton, Great Heaton, Crumpsall, Manchester, Broughton, Salford, Cheetham, or some of them.

Tramway (No. 10), commencing by a junction with Tramway (No. 6) at a point in the centre of the Oldham-road, opposite the south-east corner of Townley-street, at its junction with the Oldham-road, passing along the Oldham-road in a south-westerly direction, and along the Manchester New-road and Manchester Old-road, terminating in that road by a junction with Tramway (No. 6), at a point 60 yards south-west of the south-west corner of Wood-street, at the junction of that street with Long-street and the Manchester Old-road.

Tramway (No. 10) will be a single line except at the following places, where it will be a double line :—

In Oldham-road.—From a point $\frac{1}{2}$ a chain

south-west from the south-west corner of Townley-street at its junction with the Oldham-road for a distance in a south-westerly direction of 3 chains.

Which said Tramway (No. 10), hereinbefore described, will pass from, through, or into, or be situated in the parishes of Prestwich-cum-Oldham and Middleton, and in the townships Tonge and Middleton.

Tramway (No. 11), commencing by a junction with the tramways of the Manchester, Bury, Rochdale, and Oldham Steam Tramways, Limited, at a point on the Borough Bridge at Sudden, in the Manchester-road, passing in a southerly direction along the Manchester-road, and terminating at the boundary dividing the township of Castleton, in the parish of Rochdale, from the township of Hopwood, in the parish of Middleton.

Tramway (No. 11) will be a single line, except at the following places, where it will be a double line, viz. :—

For a distance of 33 yards from the commencement of the tramway, in a south-westerly direction.

Between points respectively 371 yards and 437 yards south-westerly from the commencement of the tramway.

Between points respectively 226 yards and 160 yards northward from Garnett-street.

Between points respectively 5 yards and 71 yards southward from Ogden-street.

For a distance 66 yards southward from the north-west corner of Albion-street.

Between points respectively 73 yards and 7 yards northward from the termination of the tramway.

Tramway (No. 12), commencing by a junction with Tramway (No. 11) at the point of termination of the intended Tramway (No. 11), passing along Manchester-road and the Rochdale-road in a southerly direction, and crossing the Rochdale Canal-bridge at Slattocks, passing along the same road and Long-street, and terminating in Long-street by a junction with Tramway (No. 6) at a point opposite the south-east corner of Saddler-street at its junction with Long-street.

Tramway (No. 12) will be a single line, except

at the following places where it will be a double line, viz. :—

In Manchester-road.—From a point 22½ yards south of the centre of the bridge over the brook at Trub Smithy for a distance of 3 chains in a southerly direction.

From a point 5 chains north of the boundary stone of the Castleton-by-Rochdale Urban Sanitary District, 1879, for a distance of 3 chains in a southerly direction.

In Rochdale-road.—From a point about 100 yards south of the south-west corner of the Hopwood Arms public-house for a distance of 3 chains in a southerly direction.

From a point opposite the mile stone (marked 4 miles to Rochdale) for a distance of 3 chains in a south-westerly direction.

From a point about 110 yards north-east of the north-east corner of the road leading to Stanycliffe Farm, and joining Green-lane for a distance of 3 chains in a south-westerly direction.

From a point 4 chains north-east from the north-east corner of the Black Bull Inn for a distance of 3 chains in a south-westerly direction.

From a point opposite the south-west corner of the Crown Inn for a distance of 3 chains in a southerly direction.

Which said tramways, Nos. 11 and 12, hereinbefore described will pass from, through, or into, or be situated in the parishes, townships, extra-parochial and other places following, that is to say :—Castleton, Rochdale, Hopwood, Middleton, Thornham, and Tonge, or some of them.

The proposed tramways specified in the first column of the following table, will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table that, on the side or sides of the road or street in each case specified in the third column of the said table, a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads, and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table :—

Tramway.	Name of road.	On which side of road.	Points between which.
(No. 1)	Milnrow-road	Both sides.	From a point ½ a chain south-east of the north-west corner of that road where it joins the Oldham-road, for a distance south-east of 4 chains.
			From a point 30 yards north-west of the north-west corner of Fishwick-street for a distance of 30 yards in a south-easterly direction.
		North side.	From a point 4 chains west of the north-west corner of Moss-street, for a distance of 48 yards in an easterly direction.
		South side.	From a point 16½ yards east of Newbold-gate for a distance of 80 yards in a north-easterly direction.
		South side.	From a point ½ chain west of the south-west corner of the "Fox Inn" for a distance eastward of 4 chains.
		Both sides.	From a point 35 yards west of the south-west corner of Newbold-street to a point 4 chains east of the south-east corner of Hartley-street.
	Milnrow-road and Bridge-street	Both sides.	From a point 24 yards east of the south-east corner of West-street, to a point in Bridge-street 17 yards west of the south-west corner of Barnes-street.
	Bridge-street	Both sides.	From a point opposite the south-east corner of Shore-street, for a distance of 19 yards in a south-easterly direction.
	Dale-street	Both sides.	From a point 5 yards south of the south-west corner of the "Tin Bobbin Inn," for a distance of 90 yards in a southerly direction; from a point opposite the south-west corner of Schofield's Woollen Mill, to a point opposite the north-east corner of the road leading to Milnrow Railway Station, opposite the "Woolpack Inn."

Tramway.	Name of road.	On which side of road.	Points between which
(No. 1)	New Hey-road. Shaw-road	Both sides.	<p>From a point opposite the north-west corner of Charles-lane to a point 4 chains south-east of the south-west corner of "Commercial Inn."</p> <p>From a point 50 yards north of the centre of the junction of the lane known as Butterworth Hall with the New Hey-road to a point $\frac{1}{2}$ a chain south-east of the south-east corner of Bentgate-street.</p> <p>From a point 4 chains north-west of the north-east corner of New Hey-gate, to a point 62 yards south-east of the centre of the county bridge over the River Beal in New Hey-road.</p> <p>From a point 160 yards north-west of the termination of the Tramway (No. 1) for a distance of 4 chains in a southerly direction.</p>
(No. 2)	Milnrow-road	Both sides.	<p>From a point 216 yards north of the north-west corner of the private road to Jubilee Mill, for a distance of 112 yards in a southerly direction.</p> <p>From a point 22 yards north from the north-west corner of the private road to Jubilee Mill for a distance of 15 yards in a southerly direction.</p> <p>From a point 16 yards south of the south-west corner of the private road to Jubilee Mill, for a distance of 37 yards in a south-westerly direction.</p> <p>From a point opposite the south-west corner of the "Jubilee Inn," for a distance of 4 chains in a southerly direction.</p> <p>From a point 4 chains north of the north-east corner of the road known as the Buxton-road for a distance of 4 chains in a southerly direction.</p> <p>From a point 86 yards north of the south-west corner of Store-street, for a distance of $3\frac{1}{2}$ chains in a southerly direction.</p>
	Market-street	Both sides.	<p>From a point 50 yards north of the north-west corner of Horton-square, for a distance of 50 yards in a south-westerly direction.</p> <p>From a point 4 chains north-east of the west corner of the "Duke of York Inn" for a distance of 4 chains in a southerly direction.</p>
	High-street	Both sides.	<p>From a point 18 yards west of the north-west corner of Refuge-street, to a point 14 yards east of the south-east corner of the "White Lion Inn."</p>
	Manchester-road.	Both sides.	<p>From a point opposite the south-west corner of Church-street, where it joins High-street and the Manchester-road, for a distance of $3\frac{1}{2}$ chains in a south-westerly direction.</p>
	Shaw-road.	Both sides.	<p>From a point opposite the north-west corner of the buildings known as Broadbent for a distance of 4 chains in a south-westerly direction.</p>
	Shaw-road.	Both sides.	<p>From a point $13\frac{1}{2}$ chains north-east of the centre of the bridge carrying the road over the railway near the Royton Station, for a distance of 4 chains in a south-westerly direction.</p>
(No. 3)	Oldham-road, otherwise Rochdale-road	Both sides.	<p>From a point 4 chains north of the south-west corner of the "White Hart Hotel," for a distance of 4 chains in a southerly direction.</p> <p>From a point 4 chains north of the termination of the Tramway (No. 3), for a distance of 4 chains in a southerly direction.</p>
(No. 4)	Oldham-road, otherwise Rochdale-road	Both sides.	<p>From a point 0.50 chains south of the commencement of the Tramway (No. 4), for a distance of 4 chains in a southerly direction.</p>
	Oldham-road otherwise Rochdale-road	Both sides.	<p>From a point 14.67 chains south of the commencement of the tramway, for a distance of $3\frac{1}{4}$ chains in a southerly direction.</p>
	Featherstall-road North	Both sides.	<p>Between 2 points respectively 44 yards north-east and 44 yards south-west of the junction of Featherstall-road North with Shepherd-street.</p>
	Featherstall-road North	Both sides.	<p>Between 2 points respectively 3 yards and 94 yards north-east of the junction of Chadderton-road with Featherstall-road, North.</p>
	Main-road.	Both sides.	<p>From a point $5\frac{1}{2}$ chains north-east of the junction of that road with the Middleton-road, for a distance of 4 chains in a south-westerly direction.</p>
(No. 5)	Middleton-road.	Both sides.	<p>From a point 91 yards east of the south-east corner of Frederick-street, for a distance of 4 chains in a westerly direction.</p> <p>From a point 4 chains east of the south-west corner of the "Hunt-lane Hotel," for a distance of 4 chains in a north-westerly direction.</p>
	Middleton-road West.	Both sides.	<p>From a point 15 yards south-east of the north-east corner of Chadderton-gate, for a distance of 30 yards in a north-westerly direction.</p>

Tramway.	Name of road.	On which side of road.	Points between which.
(No. 5)	Oldham-road.	North side.	From a point 250 yards north-west of the north-west corner of Chadderton-gate, for a distance of 4 chains in a north-westerly direction.
	Oldham-road.	Both sides.	From a point 15 yards east of the centre of the bridge over the Rochdale Canal, for a distance of 45 yards in a westerly direction.
(No. 6)	Oldham-road	North side.	From a point opposite the east side of the railway bridge by Mills-hill, for a distance of 30 feet 9 inches in a westerly direction.
	Oldham-road	Both sides.	From a point $\frac{1}{2}$ a chain east of the north-west corner of the "Old Cock Inn," for a distance of 4 chains in a westerly direction.
	Manchester Old-road	Both sides.	From a point $3\frac{1}{2}$ chains east of the north-west corner of the "Hare and Hounds" public-house, for a distance of $3\frac{1}{4}$ chains in a westerly direction.
(No. 7)	Manchester Old-road	Both sides.	From a point 92 yards east of the entrance to the main carriage drive to Park Field House, to a point 75 yards west of the south-east corner of Broad-street.
			From a point 80 yards north of the north-east corner of the disused Heaton toll-bar house to a point opposite the north-east corner of the "Three Arrows Inn."
			From a point 50 yards south of the south corner of the "Three Arrows Inn" to a point 115 yards north-east of the north-east corner of the forge known as Heaton Smithy.
			From a point 60 yards north of the lamp-post and drinking-trough at the junction of the Manchester Old-road with the Cheetham Hill-road for a distance of 40 yards in a southerly direction.
(No. 9)	Waterloo-road	South-east side.	From the commencement of the intended Tramway (No. 9) to a point 8 yards south of the south corner of Russell-street.
(No.10)	Oldham-road	Both sides.	From a point opposite the south-east corner of the "Railway Inn," for a distance of $3\frac{1}{2}$ chains in a westerly direction.
(No.11)	Manchester-road	both sides	From a point opposite the commencement of the tramway for a distance of 44 yards in a south-westerly direction.
			From a point 350 yards or thereabouts in a south-westerly direction, from the commencement of the tramway for a distance of 4 chains.
			From a point 84 yards north of the termination of the tramway to its termination.
(No.12)	Manchester-road	East side.	From a point $\frac{1}{2}$ a chain south of the centre of the bridge over the brook at Trub Smithy, for a distance of 4 chains in a southerly direction.
			From a point $5\frac{1}{4}$ chains north of the boundary stone of the Castleton-by-Rochdale Urban Sanitary District, 1879, for a distance of $3\frac{1}{2}$ chains in a southerly direction.
	Rochdale-road.	South-east side.	From a point $\frac{1}{2}$ a chain north of the mile-stone marked 4 miles to Rochdale, for a distance of 4 chains in a south-westerly direction.

To enable the Company to form a junction with the tramways of the Manchester Carriage and Tramways Company at the point of termination of that tramway, and also at the point of termination of the intended Tramway No. 8, and to authorise and require the Manchester Carriage and Tramways Company, at such times, upon such terms, and subject to such conditions as shall be agreed on, or as shall be settled by arbitration or by the Board of Trade, or be defined by the Bill, to lay down upon the portion of their tramway or tramways which lies between those points of junction and Waterloo-road, additional rails, so as to adapt the same to the passage of the carriages, cars, and engines of the Company, and to admit of the free passage of the Company's traffic along and over the said portion of the Manchester Carriage and Tramways Company's tramway.

To authorise and require the Manchester, Bury, Rochdale and Oldham Steam Tramways Limited, and the Corporation of Oldham respectively, at such times, upon such terms, and subject to such conditions as may be agreed on, or as shall

be settled by arbitration or by the Board of Trade, or be defined by the Bill, to lay down upon the portions of their authorised tramway (which when constructed will be between the commencement of the intended Tramway (No. 3) and its termination, and between the commencement of the intended Tramway (No. 4) to a point in the Featherstall-road North, at its junction with Main-road respectively), an additional rail, so as to adapt the same portions of their tramway to the passage of the carriages and engines of the Company, and to admit of the free passage of the Company's traffic along and over the said portions of the Manchester, Bury, Rochdale and Oldham Tramways Limited, and the authorised tramway of the Corporation of Oldham, when constructed.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to work the said tramways or some of them, or some part or

parts thereof, by means of steam or other mechanical or motive power, and by animal power or by any of those means.

To empower the Company from time to time to make and maintain (either temporarily or permanently), and to alter or remove, all such crossings, curves, passing places, sidings, loops, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for affording access to any stables, carriage houses, warehouses, buildings, sheds, or other works and premises of the Company, or (by agreement) to or into any stations or premises of the Lancashire and Yorkshire Railway, and any other railway or canal Company, or to or into any warehouses, manufactories, buildings, yards, wharves, or other premises near to or abutting on the streets or roads in which any of the proposed tramways will be laid.

To authorise the Company to make and maintain the works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):—

- (a.) The widening, in the parish of Rochdale and county Palatine of Lancaster, of the bridge over the Rochdale Canal connecting the borough of Rochdale and the township of Butterworth on the north side thereof.
- (b.) The widening in the township of Butterworth, in the parish of Rochdale, in the county of Lancaster, of the bridge in Shaw-road over the Mill Goit on the south-west side thereof.
- (c.) The widening in the township of Butterworth, in the parish of Rochdale, in the county of Lancaster, of the county bridge in Shaw-road over the Beal river on the west side thereof.
- (d.) The widening in the parish of Prestwich-cum-Oldham, and township of Chadderton, in the county of Lancaster, of the bridge over the Rochdale Canal to the east of the railway bridge by Mills Hill on the north side thereof.

To enable the Company, for all or any of the purposes of the proposed tramways, or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses within the parishes, townships and extra-parochial places mentioned in this Notice and to erect and hold offices, warehouses, sheds, buildings and other conveniences on any such lands or on any portions thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses so to be purchased or taken, and to sell, let on lease, or otherwise deal with any of such lands or houses.

To enable the Company and their lessees, or other the person or persons working the said tramways, to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, or other traffic upon the same, and upon the portions of tramways belonging to the Manchester Carriage and Tramways Company, the Manchester, Bury, Rochdale, and Oldham Steam Tramways, Limited, and the tramways of the Corporation of Oldham, and to alter the tolls, rates, and duties which those Companies and Corporation are now authorised to take and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or

particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail; and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads or places in which the proposed tramways will be laid or any part or parts thereof; and along, over and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities or either of them, or any or some or one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations or any of the Provisions of the Bill.

To empower the Company to grant licenses to use the proposed tramways, or any or any part of them, and on such terms and conditions as the Board of Trade, or some other public body or authority, may require or approve.

To provide for the maintenance and repair by the Company, or their lessees or other persons, bodies, or authorities, of the whole or some portion of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid; and to exempt the Company and their lessees from payment of the whole or some portion of any highway or other rate or assessment in respect of the whole or any portion of any street, road, or place upon or along which any of the proposed tramways or works may be laid; and to provide for the use or disposition by the Company of all or any of the materials or things excavated or removed by them in the construction or repair of any of the proposed tramways; and to empower the Company and their lessees on the one hand, and any local or road authority, corporation, bodies, and persons on the other hand, to enter into contracts with respect to the matters aforesaid; and to confirm any such contract or contracts which may have been entered into or may be entered into before the passing of the intended Act.

To empower the Company on the one hand, and any corporation, local board, or other local or road authority, trustees, bodies, or persons having respectively the control or management or the duty of directing the repairs of any streets or roads along which the proposed tramways will be laid on the other hand, to enter into contracts or agreements with respect to the construction, or the mode or system of construction, laying down, maintaining, renewing, and repairing of the proposed tramways, or any or any part of them, and the rails, plates, sleepers, materials, and works connected therewith, and for the facilitating of the passage of carriages and traffic over or along the same, and for or in relation to the user, working, lease, sale, and purchase of the whole or any part of the proposed tramways, and for such consideration, or on payment of such gross or other sum or sums, rent or rents, and generally upon such terms and conditions as

may be agreed on between the contracting parties, or as the intended Act may prescribe, and to confirm any such contracts and agreements which may have been already entered into, or which may hereafter be entered into before the passing of the intended Act.

To authorise and empower the Company, from time to time, to enter upon and to open and break up the surface of, and to alter, cross, divert, widen, improve, stop up, and otherwise interfere with streets, highways, lanes, turnpike and other roads and ways (public and private), thoroughfares, footpaths, railways, sidings, bridges, tramways, canals, towing-paths, streams, rivers, water-courses, aqueducts, culverts, drains, sewers, pavements, gas, and water-mains, and pipes, and electric telegraph, electric lighting and telephone pipes, tubes, wires, and apparatus, and also to ease or improve the gradients or inclinations of any streets and roads in or along which the proposed tramways will be laid, so far as may be necessary for the purpose of constructing, maintaining, repairing, renewing, altering, or re-instating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the intended Act; and also to empower the Company to strengthen, widen, or improve, or, if necessary, to pull down and rebuild any bridge or bridges to be crossed by the proposed tramways.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and maintain so long as occasion may arise 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 empower the Company and any Company or persons for the time being working or using the tramways 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 animals or other mechanical or motive power, engines, carriages and waggons, officers and servants, and for the purposes of their traffic of every description, the portion of tramways hereinafter mentioned, that is to say:—

So much of the authorised tramways of the Manchester, Bury, Rochdale, and Oldham Steam Tramways Limited as lies between the point of termination of Tramway (No. 2) and the point of commencement of the intended Tramway (No. 4).

So much of the authorised tramways of the Manchester, Bury, Rochdale, and Oldham Steam Tramways Limited as lies between the point of commencement of Tramway (No. 12) and a point on the authorised line of that Company's tramway opposite the north-west corner of the Wellington Hotel, Rochdale.

So much of the authorised tramways of the Corporation of Oldham as lies between the commencement of the intended Tramway (No. 4) and a point in the Featherstall-road North at its junction with the main road.

So much of the existing tramways of the Manchester Carriage and Tramways Company as lies between the termination of Tramway (No. 7) and the commencement of Tramway (No. 9).

And all points, booking, and other offices, warehouses, sidings, junctions, machinery, works,

and conveniences of or connected with the said portions of tramways.

To enable the Company on the one hand, and the Manchester, Bury, Rochdale, and Oldham Steam Tramways, Limited, the Corporation of Oldham, and the Manchester Carriage and Tramways Company, or any one or more of them, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, 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, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreements which may have been or may be made touching any of the matters aforesaid.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this Notice.

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

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 Tramways Act, 1870," and "The Tramways Orders Confirmation Act, 1877," so far as it relates to "The Manchester Suburban Tramways Order, 1877," "The Tramways Orders Confirmation (No. 2) Act, 1878," so far as it relates to the "Oldham Borough Tramways Order, 1878," "The Tramways Orders Confirmation (No. 3) Act, 1881," so far as it relates to "The Rochdale Tramways Order, 1881," and "The Bury and District Tramways Order, 1881," "The Tramways Orders Confirmation (No. 1) Act, 1882," so far as it relates to "The Manchester Carriage and Tramways Company's Order, 1882," and "The Oldham Borough Tramways (Extensions) Order, 1882," "The Tramways Orders Confirmation (No. 3) Act, 1882," so far as it relates to "The Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882," and the following Orders:— "The Manchester Suburban Tramways Order, 1877," "The Oldham Borough Tramways Order, 1878," "The Rochdale Tramways Order, 1881," "The Bury and District Tramways Order, 1881," "The Manchester, Bury, and Rochdale (Extensions) Order, 1882," "The Oldham Borough Tramways (Extensions) Order, 1882," and "The Manchester Carriage and Tramways Company's Order, 1882."

And Notice is hereby also given, that duplicate plans and sections of the proposed street tramways and widening of bridges and works, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice as published in the

London Gazette, will, on or before the said 30th day of November, be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 16th day of November, 1883.

Quick and Co., 13, George-street, Mansion House, London, E.C., Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1884.

East of London, Crystal Palace, and South Eastern Junction Railway.

(Incorporation of Company; Construction of Railway from or near the Ladywell Station of the Mid-Kent Branch of the South Eastern Railway to the Crystal Palace; Compulsory Purchase of Lands; Tolls; Alteration of Tolls; Running Powers over portions of the Mid-Kent Branch of the South Eastern Railway and use of the Ladywell Station, &c.; Compulsory facilities over the Railways of and Working and other Agreements with the South Eastern, London, Brighton and South Coast, East London, Metropolitan, Metropolitan District, London, Chatham and Dover, and Great Eastern Railway Companies; Contributions by those Companies respectively and by the Crystal Palace Company, and Powers to each of them to apply funds and Capital to the purposes of the Company, and to raise further Moneys and to guarantee interest or dividends; Agreements between the Crystal Palace Company and the Company respecting sale, &c., of lands; Power to Company to pay interest during Construction of Works; To stop up part of Ormanton-road; To confer, vary, and extinguish rights and privileges; Amendment of Acts, &c.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them (that is to say):

1. To incorporate a Company (hereinafter called "the Company") and to enable the Company to make and maintain the railway and works hereinafter mentioned or some part or parts thereof together with all needful and convenient stations sidings approaches roads works and conveniences connected therewith (that is to say):

A railway commencing in the parish of Lewisham in the county of Kent by a junction with the Mid-Kent Branch of the South Eastern Railway at a point thereon 12 yards or thereabouts measured along the said branch railway to the southward of the southern end of the platforms of the Ladywell Station and terminating at a point in the grounds of the Crystal Palace Company in the hamlet of Penge in the parish of St. Mary Battersea in the county of Surrey 10 yards or thereabouts northward of the north side of and 57 yards or thereabouts from the north eastern corner of the orangery of the Crystal Palace Company which railway will pass through or into or be situate within or partly within the several parishes extra-parochial and other places of Lewisham and Beckenham in the county of Kent and the hamlet of Penge

in the parish of St. Mary Battersea in the county of Surrey.

2. To authorise the Company to purchase and take by compulsion or agreement in the several parishes and places aforesaid or some or one of them lands houses and property required for the purposes of the intended railway and works or any of them or any part or parts thereof respectively and to levy tolls rates and duties for or in respect of the use of the intended railway and works or any of them or any part or parts thereof respectively and upon the portion of the South Eastern Railway Station and works hereinafter mentioned and if necessary to alter the existing tolls rates and duties which that Company is now authorised to take in respect of that portion of railway station and works and to confer vary or extinguish exemptions from the payment of tolls rates and duties.

3. To authorise the Company to cross stop up alter or divert or otherwise interfere with either temporarily or permanently roads streets highways footways passages railways sidings tramways bridges streams sewers water and gas mains telegraphic electric and other pipes wires and apparatus and other works and conveniences within the several parishes or places aforesaid or any of them and to vest in and appropriate to the purposes of the Company so much of the sites and the subsoil and under surface of the portions of any roads streets highways footways passages bridges and other places as may be necessary or convenient for the construction and maintenance of the proposed railway and works.

4. To authorise the Company to stop up and discontinue as a public or private road street highway thoroughfare or footway and to extinguish all rights of way over and to appropriate to the purposes of the Company's undertaking so much of the public or private road street or thoroughfare known as Ormanton-road in the said parish of Lewisham as lies between the northern end of the said road at its junction with the Wells-road and a point situate at a distance of 250 yards or thereabouts measured along the said road southwards from the said junction.

5. To deviate from the lines or situations of the railway and works within the limits of lateral deviation to be shown on the plans hereinafter mentioned and to deviate vertically from the levels of the railway and works as shown on the sections hereinafter mentioned to such an extent as may be authorised by or be determined under the powers of the Bill whether beyond the limits allowed by "The Railways Clauses Consolidation Act 1845" or otherwise.

6. To sell and convey demise and lease let or otherwise dispose of any lands and hereditaments purchased or acquired under the powers of the Bill and which may not be required for the intended railway and works or other the purposes of the Bill.

7. To authorise the Company on the one hand and the London Brighton and South Coast Railway Company the South Eastern Railway Company the East London Railway Company the Metropolitan Railway Company the Metropolitan District Railway Company the London Chatham and Dover Railway Company and the Great Eastern Railway Company on the other hand (all of which Companies together are hereinafter referred to as the "contracting Companies" and the seven last-mentioned Companies as the "seven Companies") whether as lessees or intended lessees of the East London Railway or otherwise from time to time to enter into and carry into effect and rescind contracts agreements

and arrangements for or with respect to the construction working use management and maintenance by the contracting Companies or any or either of them of the intended railway and works or of their respective railways stations 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 such railways and works the payments to be made and the conditions to be performed with respect to such construction working use management and maintenance interchange and the management regulation collection accommodation transmission and delivery of the traffic upon or coming from or destined for the respective undertakings of the contracting Companies or any or either of them the supply and maintenance of engines carriages stock and plant the levying collecting fixing division payment and appropriation of the tolls rates charges receipts and revenues levied taken or arising from the respective railways and works of the contracting Companies or any or either of them or any part or parts thereof the rents payments allowances rebates and drawbacks to be paid made or allowed by any or either of the contracting Companies or to the other or others of them for or on account of any of the matters to which the respective contract agreement or arrangement relates and the employment of officers and servants and to authorise the appointment of joint committees for carrying into effect every or any such contract or agreement as aforesaid and for the exercise of such other powers as may be found desirable in reference to the purposes aforesaid or any of them and to confirm any such contracts agreements or arrangements which have been or may be made relating to any of the matters aforesaid.

8. To authorise the seven Companies and the Crystal Palace Company or any one or more of them to subscribe and contribute funds towards the making and maintaining of the intended railway and works or any of them or any part or parts thereof respectively and to take and hold shares stock debentures debenture stock or other securities of the Company and to guarantee to or for the Company interest dividend annual or other payment on shares or stock and the principal and interest of any loan of the Company and for all or any such purposes and for other 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 or other special privileges and by borrowing and either as part of their respective general share and loan capitals or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railway and works or any of them or any part or parts thereof and the tolls rates and duties received upon or in respect thereof or otherwise as may be provided by the said Bill and to authorise the before-mentioned Companies or any one or more of them to appoint directors of the Company.

9. To authorise the Company and the Crystal Palace Company from time to time to make and carry into effect and to rescind agreements with respect to the appropriation and assurance by the Crystal Palace Company with or without a money or other consideration of lands hereditaments and tenements for the purposes of the intended railway and works or any part or parts thereof.

10. To empower the Company and all Companies and persons for the time being lawfully

working or using the intended railway or any part or parts thereof either by agreement or otherwise to run over and use with their engines and carriages officers and servants whether in charge of engines and trains or for any other purpose whatsoever and for the purposes of their traffic of every description upon such terms and conditions and upon payment of such tolls rates and charges as may be agreed upon or as may be settled by arbitration or defined by the Bill the portion of railway hereinafter described (that is to say):

So much of the Mid-Kent Branch Railway of the South Eastern Railway Company as lies between the point of commencement of the intended railway hereinbefore described and the Ladywell Station of that Company including that station Together with the platforms sidings junctions engine-sheds standing-room for engines and rolling stock tramways roads watering-places water supply booking and other offices warehouses landing places signals points buildings machinery works and conveniences of or connected with the said portion of railway and station.

11. To require and compel the seven Companies and each and every or any of them upon such terms and conditions as shall be agreed upon or as shall be provided by the intended Act to book through and forward all passengers goods animals minerals carriages and traffic (the word "traffic" having in this notice the meaning assigned to it by the Railway and Canal Traffic Act 1873) to or from or over the whole or any part of the railways and stations under their respective management or control or over or to which they have running powers or the means or right of forwarding traffic to and from the intended railway or any part thereof so as to prevent any undue interruption diversion or delay in the passage of the said traffic and (if need be) to alter or vary the tolls which the said Companies are now authorised to receive and take upon their said railways or any them.

12. To enable the Company out of the moneys to be raised by them under the powers of the Bill to pay interest or dividends to the shareholders of the Company on the sums which may be from time to time paid on the shares allotted to them anything in the "Companies Clauses Consolidation Act 1845" or any other Act to the contrary notwithstanding.

13. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects and it will confer other rights and privileges and will contain all such provisions as may be necessary or incidental to its objects.

14. It is intended so far as it may be requisite or desirable for effecting 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 Act 16 Vic. cap. 20 (local and personal) and all other Acts relating to the Crystal Palace Company the Act 6 William IV. cap. 75 and all other Acts relating to the South Eastern Railway Company and the several undertakings vested in or worked by them the Act of the 18 and 19 Vic. cap. 169 and all other Acts relating to the Mid-Kent Railway Company The Act 9 and 10 Vic. cap. 283 and all other Acts relating to the London Brighton and South Coast Railway Company the East London Railway Act 1865 the East London Railway Act 1882 the East London Railway Act 1883 and all other Acts relating to or affecting the East London Railway Company the Great Eastern Railway (Metro-

politan Railways) Act 1870 and all other Acts relating to or affecting the Great Eastern Railway Company the Act 16 and 17 Vic. cap. 132 and all other Acts relating to the London Chatham and Dover Railway Company the Act 16 and 17 Vic. cap. 186 and all other Acts relating to the Metropolitan Railway Company the Metropolitan District Railway Act 1864 and all other Acts relating to the Metropolitan District Railway Company and the Peckham Lewisham and Catford Bridge Road Act 1882.

15. Plans and sections of the intended railway and works showing the lines and levels thereof and plans also of the lands intended to be taken compulsorily under the powers of the Bill with a book of reference to such plans respectively together with in each case a copy of this Notice as published in the London Gazette will on or before the 30th of November 1883 be deposited for public inspection as follows (that is to say) as to so much of the said intended railway works and lands as are situate in the county of Kent with the Clerk of the Peace for that county at his office at Maidstone in that county and as to so much of the said intended railway works and lands as are situate in the county of Surrey with the Clerk of the Peace for that county at his office at the Sessions House Newington Causeway in that county And on or before the said 30th day of November a copy of so much of the said plans sections and book of reference as relates to each parish and extra-parochial or other place in or through which the said railway and 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 as follows As to so much as relates to the said parish of Lewisham and the said hamlet of Penge in the parish of St. Mary Battersea with the Clerk of the Board of Works for the Lewisham District at his office at Rushey Green Catford Bridge in the county of Kent as to so much as relates to the said parish of Beckenham with the Clerk to the Local Board of that District at his office at Beckenham in the said county of Kent.

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 1883.

Dated this 13th day of November 1883.

Henry Kimber and Company, 79, Lombard-street, E.C., Solicitors for the Bill;

R. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1884.

United Telephone Company (Limited).

(Powers to break up Streets, erect Posts on, and to lay or carry wires for, Telephonic Communication under or over any Land, House, Street, or other place, within the City of London and the Limits of the Metropolis as defined by "The Metropolis Management Act, 1855;" Powers of supervision to Board of Trade or other Public Authority; if so determined, to dissolve the Company and to incorporate the Shareholders of the dissolved Company with other and extended Powers; to authorise the granting of Licences, and for other purposes; Incorporation and amendment of Acts.)

NOTICE is hereby given, that application is intended to be made by the United Telephone Company (Limited), (hereinafter called "the Company") to Parliament in the ensuing session

No. 25290.

for an Act for all or some of the following among other purposes:—

To authorize the Company or the Company to be incorporated by the intended Act (hereinafter called "The New Company"), or their agents, licensees, or other persons, to lay down, suspend, place, erect, and maintain, and at all reasonable times to have access to, pipes, wires, posts, pillars, insulators, conductors, and other works and apparatus connected therewith, in, through, across, along, under and over, streets, roads, lanes, passages, footways, and other high-ways and places, tramways, railways, canals, docks, basins, waters, rivers, bridges, houses, works, and other buildings within the City of London, and also within the limits of the metropolis as defined by the "Metropolis Management Act, 1855," and for such purposes temporarily to break up, open, or otherwise interfere with, such streets, roads, lanes, and other places and properties hereinbefore enumerated therewith, and also any sewers, drains, water or gas mains, and pipes, and all other works in, over, or under such streets, roads, lanes, and other places, and properties as aforesaid respectively, as may be necessary or convenient for the full and efficient formation and maintenance of telephonic communication, subject to such conditions, restrictions, and regulations as may from time to time be prescribed by the Board of Trade or other public authority, or otherwise as shall be provided by the intended Act.

To authorize the Company or the new Company to purchase and take upon lease or otherwise and hold such lands, tenements, hereditaments, premises, rights, privileges, and easements, in or over lands, tenements, and hereditaments, and premises as may be necessary or expedient for offices, stations, or otherwise to enable the Company to carry out the purpose of the intended Act. To enter into any agreements or covenants with any company or companies, and any corporations, trustees, commissioners, vestries, local or parochial boards, or other public bodies, officers, or other persons, with respect to the matters aforesaid, or which may be proper for carrying out the purposes of the intended Act. To authorize the Company or the new Company for the purposes of the intended Act, to acquire, sell, manufacture under, or otherwise use any patents and licences for the transmission of telephonic communication, and also to grant licences to manufacture under, or use any such patents either within or without the aforesaid intended district. To authorize the Company or the new Company for the purposes of the intended Act, to make, levy, and recover rates, rents, and charges, and to grant exemptions from the payment of such rates, rents, and charges. To enable the Company to make and enforce bye-laws, and to impose penalties for the purposes of the intended Act.

The powers and provisions of the intended Act will be either conferred upon, or be made applicable to, the Company as at present constituted, or if found necessary or desirable that Company will be dissolved and the shareholders therein re-incorporated, either with or without other persons or bodies as may be provided by the intended Act, and in such event the powers and provisions of the intended Act, as well as the other, or some of the other, powers now exercisable by the Company, or necessary for the carrying out of the objects and purposes of their incorporation, as defined by their Memorandum and Articles of Association, will be conferred upon the new Company, and the said Memorandum and Articles will be cancelled, annulled, or altered.

And the said intended Act will or may incor-

porate with itself, or make applicable to the purposes thereof, with or without modification or amendment, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Telegraph Act, 1863," and it will confer upon the Company or the new Company all other powers, rights, and privileges, and contain all other provisions necessary for carrying into effect the objects of the intended Act; and it will alter, vary, and extinguish all existing rights and privileges which would be inconsistent with, or in any manner impede or interfere with the attainment of such objects, or any of them.

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 16th day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry;

Waterhouse, Winterbotham, and Harrison, 1, New-court, Lincoln's-inn;

Martin and Leslie, 27, Abingdon-street, Westminster;

Parliamentary Agents.

In Parliament—Session 1884.

The Bishop's Castle Extension to Montgomery Railway.

(Incorporation of a Company; Construction of a Railway between the Lydham Heath Station of the Bishop's Castle Railway and the Oswestry and Newtown line of the Cambrian Railways at Montgomery; Agreements with the Bishop's Castle and the Cambrian Railways Companies; Interest during Construction; 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 authorise such Company to make and maintain the railway hereinafter mentioned, with all proper and necessary stations, sidings, works, approaches, and conveniences connected therewith, and to exercise the powers hereinafter mentioned (that is to say):—

A railway commencing by a junction with the Oswestry and Newtown line of the Cambrian Railways, on the eastern side of the said line at about 200 yards north of the booking-office of the Montgomery Station, in the parish and county of Montgomery, and terminating by a junction with the Bishop's Castle Railway at its termination at the Lydham Heath Station, in the parish of Lydham, county of Salop; which said railway will pass through or be situate within the parishes and townships following, or some of them, viz., Montgomery, Melington Churchstoke, Hurdley, Snead, Aston, and Lydham, in the county of Montgomery, and Chirbury Dudston, Winsbury, Marrington, Churchstoke, Rhiston, Brompton, Bishop's Castle, Broughton, Lydham, and Snead, in the county of Salop.

The Bill will confer on the Company the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and will enable the Company to deviate from the line and levels of the proposed railway as shown in the plan and section herein-after referred to, to the extent defined by the Act.

To purchase, compulsorily or by agreement, any lands, buildings, and other property in all or any of the several parishes, townships, and other

places aforesaid, for the construction of the said intended railway, stations, sidings, works, approaches, and conveniences connected therewith, and other purposes of the said Act, and to vary or extinguish all rights and privileges in connection therewith, and to confer other rights and privileges.

To levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to vary or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To pay interest or dividends on the moneys raised under the powers of the Act during the construction of the said railway and works, subject to such terms and conditions and for such period as may be defined by the Act.

To enable the Company and all Companies and persons lawfully using the railway of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill.

So much of the said Oswestry and Newtown Line of the Cambrian Railways as lies between the point of junction therewith hereinbefore described as the commencement of the railway to be authorised by the said proposed Act and the Montgomery Station, and including the use of that Station.

And so much of the Bishop's Castle Railway as lies between the junction therewith hereinbefore described as the termination of the railway to be authorised by the proposed Act and the station at Lydham Heath, and including the use of that Station.

To enable the Company on the one hand, and the Bishop's Castle Railway and Cambrian Railways Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway.

And to require the said Cambrian Railways Company and Bishop's Castle Railway Company, respectively to afford all requisite facilities for the purpose, and 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 every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration, or defined by the Bill, and if need be to alter the tolls, rates, and charges which the Companies may demand and take upon their undertaking, and to confer exemptions from such tolls, rates and charges.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the whole or such of the provisions as may be necessary of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such modifications of the provisions of those Acts as may be deemed expedient; and so far as may be necessary the Bill will amend, extend, or enlarge some of the powers and provisions of the following local and personal Acts (that is to say): 27 and 28 Vict., cap. 262, and any other Act or Acts relating to or affecting the Cambrian Railways Company; the 24 and 25 Vict., cap. 103,

and any other Act or Acts relating to or affecting the Bishop's Castle Railway Company.

And Notice is hereby further given, that on or before the 30th day of November instant, a plan and section, in duplicate, of the intended railway and of the lands to be taken under the compulsory powers of the Act, with a Book of Reference to such plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this Notice, together with an Ordnance Map with the line of railway delineated thereon, showing its general course or direction, will be deposited with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Montgomery, at his office in Welshpool; and that so much of the said plan, section, and Book of Reference as relates to any parish in which any part of the said railway, or the lands to be taken under the compulsory powers of the Act, is or may be situate, together with a copy of this Notice, will be deposited with the Parish Clerk of 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 the 10th day of November, 1883.

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

Neve and Cresswell, Wolverhampton.

Cooper and Haslewood, Bridgnorth.

G. D. Harrison, Welshpool.

In Parliament.—Session 1884.

Tees Conservancy.

(Extension of the Limits of the Tees Conservancy Commissioners; Further Powers to Commissioners for Regulating the Deposit of Slag and other Substances; Powers to Commissioners to Alter, Increase, and Regulate Rates and Charges for Use of Graving Dock, &c., to License and Regulate Ferry-boats, and other Boats, plying for hire, to Erect Coal Staithes and Levy Rates for the Use thereof and to Lease the same, and to Raise Further Moneys; Extension of Jurisdiction of County Justices; Agreements with County and Borough Justices and other Bodies for the employment of Police for Watching and Protection of area within the Commissioners' Jurisdiction; Powers to Commissioners to establish a River Police; Offences and Breach of Bye-laws, &c.; Incorporation, Alteration, and Amendment of Acts, and other Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Tees Conservancy Commissioners (hereinafter called "the Commissioners") for leave to bring in a Bill for the following, or some of the following, purposes, that is to say:—

1. To extend the limits within which the Commissioners exercise jurisdiction, and to provide that such limits shall for all or some of the purposes of their special Acts, and of the Bill, be extended so as to include the whole or some part of an area bounded as follows, that is to say: northwards by the southern boundary line of the Port of Hartlepool, continued seawards to the point of intersection therewith of an imaginary straight line drawn in a direction due east from Hartlepool Heugh Lighthouse (and distant about 3 miles therefrom), eastwards by an imaginary straight line drawn from that point in a south-easterly direction to a point (hereinafter referred to as point A) on an imaginary straight

line drawn in a direction due east-north-east from the point where the boundary line between the parishes of Kirkleatham and Marske terminates at low water line of ordinary spring tides on the West Scar Rock at Redcar, and which point A is distant 3 miles from such last-mentioned point, and southwards by the lastly-described imaginary line and the said parish boundary line between low water mark and high water mark of ordinary spring tides, and thence by the high water line of ordinary spring tides to the existing limits of the Commissioners' jurisdiction at or near Tod Point; which area is intended to be hereinafter included in the expression "the limits of the Commissioners' jurisdiction."

2. To alter Section 55 of the Tees Conservancy Act, 1867, and to alter and enlarge the powers of the Commissioners for making bye-laws and regulations as to the deposit of slag, ashes, refuse, and other substances within the limits of the Commissioners' jurisdiction.

3. To empower the Commissioners to alter or increase and regulate the rates and charges they are by Section 32 of the Tees Conservancy Act, 1867, and Schedule D to that Act, authorised to demand, and to demand additional or other rates and charges for and in respect of the use of the Commissioners' graving-dock, inclined planes, slips, and sheers, and services rendered, and other matters and things provided for by that section, and particularly to regulate such rates and charges with reference to the tonnage of vessels and the length of time of such use, or otherwise as may be deemed expedient or the Bill may prescribe.

4. To enact that for all purposes of Section 56 of the Tees Conservancy Act, 1863, the area so included within the limits of the Commissioners' jurisdiction shall be deemed to be within the jurisdiction of Her Majesty's Justices of the Peace acting in and for the county of Durham and the North Riding of the county of York respectively, and to authorise the said justices and the town council of the borough of Middlesbrough, and any other body or authority having jurisdiction for the time being within the limits of the Commissioners' jurisdiction respectively on the one hand, and the Commissioners on the other hand, from time to time to make, alter, and rescind agreements with respect to the employment by the Commissioners of any members of their respective constabulary as river police, for the protection of the works, vessels, and property within the Commissioners' jurisdiction, and to enforce the bye-laws, rules, and regulations of the Commissioners, and the provisions of their special Acts from time to time in force, and also to assist and co-operate with any river police which the Commissioners may be authorised to establish, to enforce such bye-laws, rules, regulations, and provisions, on such terms and conditions as to the remuneration of the constables and officers so employed, and as to their designation, management, duties, and other matters, as may be agreed on between the parties, and to empower the Commissioners to pay or contribute to the necessary expenses incident thereto, and to define the limits within which the powers, privileges, and duties of such constables and officers may be exercised or performed, and to confer all necessary powers and authorities upon the said justices, town council, and other bodies or authorities, constables and officers, and the Commissioners respectively in that behalf.

5. To authorise the Commissioners to establish a river police force for the watching and protection of the River Tees and the area within the limits of the Commissioners' jurisdiction, and of the works, vessels, and property within those limits,

and to make better provision for the trial and punishment of offences, and breaches of provisions of the special Acts, and the bye-laws and regulations of the Commissioners, and of offenders, and for the apprehension of offenders within those limits.

6. To empower the Commissioners to license, register, regulate, and control ferry-boats, and boats of every description carrying passengers for hire upon the River Tees, or any part thereof, or within the limits of the Commissioners' jurisdiction (other than ferry-boats which the Corporation of Middlesborough are authorised to maintain), and to prescribe the charges to be made for granting such licenses, and to prohibit ferry-boats and other boats carrying passengers or plying for hire without a license; to limit the number of passengers or persons permitted to be upon the same, and to regulate their conduct; to limit the quantity of merchandise and things to be carried, and to prescribe and regulate the accommodation to be provided in such ferry-boats and boats; and also to limit and define the powers and duties of the persons in charge of or employed upon any such ferry-boat or boat, and for the purposes aforesaid to make and enforce bye-laws, rules, and regulations; to repeal or alter, rescind or annul existing bye-laws, rules, and regulations, and to provide for the enforcement and recovery of special damages and costs in certain cases.

7. To empower the Commissioners to erect and maintain coal staithes, with all necessary approaches and conveniences, on any land belonging to the Commissioners, or to be acquired by them for the purpose, and to alter, enlarge, or remove any coal staithes so erected; to acquire land by agreement for that purpose, and to levy and make rates or other charges for the use of such coal staithes, and to make and enforce bye-laws for regulating the use thereof, and the conduct of persons using or frequenting the same, or employed thereon, and otherwise in relation thereto, and to empower the Commissioners to lease or let any coal staithes erected by them, and to lease or let the rates, charges, and revenue receivable therefrom.

8. To authorise the Commissioners for the general purposes of their special Acts and of the Bill to raise additional money by mortgage of the revenue account and the tolls, rates, and duties, and other revenue or moneys in the nature of revenue for the time being payable to or demandable by them, and on the bonds of the Commissioners, or by the sale or mortgage of the estate and interest of the Commissioners in any reclaimed lands or lands to be reclaimed, or other lands and property of the Commissioners, or on the proceeds to arise from such lands respectively, or by any one or more of such means: or by the grant of terminable or other annuities to be charged on the revenue and property of the Commissioners, or either of them, or any part thereof, and to make provision for the payment of the principal and interest of the money to be so raised, and also of the existing loan and other debts of the Commissioners, and of the further sums which they now have power to borrow under their existing Acts, and to alter and vary the order and mode of applying the revenue of the Commissioners, and also of the capital accounts or funds, and of the moneys by the said Acts directed to be set aside as a sinking fund, or sinking funds, to pay off the principal sums now owing, or authorised to be borrowed by the Commissioners, and to postpone the period for commencing the formation of the said sinking funds, or any of them; and if thought fit, to confer a priority in the payment

of the interest and principal of the sums raised under the said Acts, or any of them, over all or any of the sums authorised to be raised under the Bill; and to confer all necessary powers upon the Commissioners in relation to such purposes, or any of them.

9. To incorporate with, and make applicable to the purposes of the Bill, the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the Towns Police Clauses Act, 1847, and the Commissioners Clauses Act, 1847, so far as may be deemed necessary or expedient for effecting the purposes aforesaid.

10. To repeal, alter, amend, and extend the powers and provisions of the Tees Conservancy Act, 1852, the Tees Conservancy Act, 1854, the Tees Conservancy Act, 1858, the Tees Conservancy Act, 1863, the Tees Conservancy Act, 1867, the Tees Conservancy Order, 1874, the Tees Conservancy Act, 1875, and the Tees Conservancy Act, 1878, or any of them, or to wholly repeal and re-enact and consolidate some or any of the powers and provisions of the said Acts, or any of them, and also to repeal, alter, amend, and extend the powers and provisions of any other local and personal or other Acts so far as may be deemed necessary or expedient for effecting the intended objects, and to rescind and annul all bye-laws, rules, and regulations, and to alter or extinguish all powers, rights, franchises, privileges, and jurisdictions which are inconsistent with or which may impede or interfere with any of the objects of the Bill, and to confer all other powers, rights, and privileges which may be necessary for effecting those objects.

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 14th day of November, 1883.

Mat. B. Dodds, Solicitor, Stockton-on-Tees.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Manchester, Sheffield, and Lincolnshire Railway.

(Chester to Connah's Quay.)

(Construction of Railways from the Railway of the Cheshire Lines Committee at Chester to Connah's Quay; Purchase of Lands by Compulsion or Agreement; Levying and alteration of Tolls; Powers of Construction and Subscriptions by the Great Northern or Midland Railway Companies jointly with the Company or the Cheshire Lines Committee; Running Powers over Railways of the Wrexham, Mold and Connah's Quay Railway Company; Running Powers to Wrexham, Mold and Connah's Quay Railway Company over intended Railways; Subscription by Company to Works at Connah's Quay; Additional Capital; 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 Manchester, Sheffield, and Lincolnshire Railway Company (in this Notice referred to as "the Company") for an Act to effect the following purposes, or some of them:—

To empower the Company to make and maintain the Railways hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

A Railway (No. 1) commencing in the parish of Saint Oswald, in the county of the City of Chester, by a junction with the railway of the Cheshire Lines Committee at a point on that railway distant two chains or

thereabouts, measured along that railway in a westerly direction from the centre of the bridge carrying that railway over the railway between Chester and Birkenhead, known as the Birkenhead Railway, and thence passing from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some or one of them, that is to say:—St. Oswald, Christchurch, The Holy and Undivided Trinity, Sealand, Sealand Marsh, in the county of the City of Chester, St. Oswald, Great Soughall, Little Soughall, Blacon-cum-Crabwell, Shotwick, Puddington, The Holy and Undivided Trinity, Burton, Sealand, and Sealand Marsh, in the county of Chester, Hawarden, Sealand Northop, Open or Salt Marsh, Saltney, Shotton, Connah's Quay, Wepre, Golftyn, Soughton, Caerfallach, otherwise Caerfallwch, and St. Mark's, in the county of Flint, and terminating in the parish of Hawarden, in the county of Flint, by a junction with Railway No. 11, authorised by the Wrexham, Mold and Connah's Quay Railway Act, 1882, at a point, measured on the plans deposited in respect of that Act, 10 yards or thereabouts along the centre line of that railway, from the commencement thereof.

A Railway No. 2, situate wholly in the said parish of St. Oswald, commencing by a junction with the railway of the Cheshire Lines Committee at a point on that railway distant $10\frac{1}{2}$ chains or thereabouts, measured along that railway in a northerly direction from the north end of the western platform of the Chester Station of that railway, and terminating by a junction with the intended Railway No. 1 in a garden belonging or reputed to belong to Henry John Birch, at a point in that garden distant 1 chain or thereabouts, measured in an easterly direction, from the centre of the street or highway known as Liverpool-road, and which said point is distant from the southerly boundary fence of that garden 9 yards or thereabouts, measured in a northerly direction.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes, townships and places aforesaid, for the purposes of the intended railways and works and other lands and buildings, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, telegraph wires and apparatus, sewers, drains, and watercourses within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to cross, stop up, interfere with, alter, or divert, for the purposes of the said intended railways and works, or any or either of them, or other the purposes of the intended Act.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels

shown on the deposited sections to any extent which may be defined in the Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, and upon the railways or portions of the railways hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and duties which those Companies are now authorised to take thereon; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Great Northern Railway Company or the Midland Railway Company jointly with the Company or the Cheshire Lines Committee, to construct or to contribute towards the cost of constructing, the intended railways and works connected therewith, such contribution to be out of their respective corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest or other advantages over their respective existing and authorised capital, and to confer on the Great Northern Railway Company, the Midland Railway Company, and the Company jointly, or the Cheshire Lines Committee, all and singular the powers proposed to be conferred on the Company with regard to the construction of the intended railways and works, the compulsory purchase of land, and other matters connected therewith.

To empower the Company and the Cheshire Lines Committee, or either of them, and any Company or persons for the time being working or using the railways of the Company or the Committee, or any of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description, the railways of the Wrexham, Mold and Connah's Quay Railway Company, or any part or parts thereof, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said Railways, or the part or parts to be run over, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the Cheshire Lines Committee, or either of them, and the Wrexham, Mold and Connah's Quay Railway Company.

To empower the Wrexham, Mold and Connah's Quay Railway Company to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, for the purpose of traffic of every description the intended railways or any part or parts thereof, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences on or connected or used with the said railways, or the part or parts to be run over, upon such terms and conditions, pecuniary and otherwise, and on the payment of such tolls, rates and charges as may from time to time be agreed upon between the Company or the Cheshire Lines Committee, as the case may be, and the Wrexham, Mold and Connah's Quay Railway Company.

To enable the Company to subscribe towards the cost of construction of the sidings, quays, and other works at Connah's Quay, in the county of Flint, authorised by the Wrexham, Mold, and Connah's Quay Railway Act, 1882.

To empower the Company, for all or any of the purposes of the intended Act, to increase their

capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

The Bill will incorporate with itself all or some of the provisions of the Lands Clauses Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act 1845, and the Railways Clauses Act 1863, the Companies Clauses Consolidation Act 1845, and the Companies Clauses Acts 1863 and 1869.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges.

The Bill will, so far as may be necessary, repeal, alter, or vary the provisions, or some of the provisions, of the local and personal Acts following, or some of them, that is to say:—12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 7, 78, and 320; 28 and 29 Vic., caps. 248, 327, and 378; 29 and 30 Vic., caps. 158, 162, 191, and 294; 30 and 31 Vic., cap. 4; 32 and 33 Vic., caps. 25 and 26; 34 and 35 Vic., caps. 38 and 39; 35 and 36 Vic., cap. 178; 36 and 37 Vic., cap. 77; 37 and 38 Vic., caps. 131 and 132; 38 and 39 Vic., cap. 64; 39 and 40 Vic., cap. 181; 40 and 41 Vic., cap. 46; 41 and 42 Vic., caps. 30, 97, and 130; 42 and 43 Vic., cap. 151; 44 and 45 Vic., caps. 9 and 136; 45 and 46 Vic., cap. 116; 46 and 47 Vic., cap. 157, and any other Act or Acts relating to or affecting the Company; 28 and 29 Vic., cap. 327; 29 and 30 Vic., cap. 351; 30 and 31 Vic., cap. 237; 31 and 32 Vic., cap. 26, and all other Acts relating to the Cheshire Lines Committee; 7 and 8 Vic., caps. 18 and 59; and any other Act or Acts relating to or in any way affecting the Midland Railway Company; 9 and 10 Vic., cap. 71, and any other Act or Acts relating to or in any way affecting the Great Northern Railway Company; 25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232; 46 and 47 Vic., caps. 65 and 108, and any other Act or Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company.

Duplicate plans and sections of the said intended railways and works, and of the lands to be taken for the purposes of the intended Act, together with books of reference thereto, with a published map, showing the general course and direction of the intended railways and works, and also a copy of this Notice as published in the "London Gazette," will be deposited on or before the 30th day of November, 1883, with the Clerk of the Peace for the County of Chester, at his office at Chester, with the Clerk of the Peace for the County of Flint, at his office at Mold in that county, and 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 railways and works are proposed to be made, and a like copy of the said "Gazette" notice, will be deposited on or before

the said 30th day of November, 1883, with the parish clerk of each such parish at his residence, and in the case of extra-parochial places, then with the parish clerk of some adjoining parish at his residence.

On or before the 21st day of December, 1883, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1883.

R. B. M. Lingard Monk, 4, Westminster Chambers, Westminster, and Manchester, Solicitor for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Metropolitan and London, Tilbury, and Southend Railways.

New Railways between the authorised Whitechapel Branch of the East London Railway at Whitechapel, and the London, Tilbury, and Southend Railway at Bow; Provisions as to Construction, Ownership, and use thereof; Powers to stop up and divert Streets; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to Superfluous Lands on the Railways; Agreements between the Metropolitan Railway Company and the London, Tilbury, and Southend Railway Company; Levying of Tolls; Powers to the Companies to borrow or raise Additional Capital and to apply Funds; Amendment of Acts.)

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

To authorise the construction and maintenance by the Metropolitan Railway Company and the London, Tilbury, and Southend Railway Company, or one of them, with all necessary and proper stations, sidings, roads, approaches, buildings, machinery, works, and conveniences of the following railways and works, or some or one of them, all in the county of Middlesex (that is to say):—

1. A railway (No. 1) commencing in the parish of St. Mary, Whitechapel, in the county of Middlesex, by a junction with the Whitechapel branch of the East London Railway, authorised by the East London Railway Act, 1882, and now in course of construction, at a point in or under the Whitechapel-road, 105 yards or thereabouts westward of the junction of New-road with the Whitechapel-road, and passing through or into the parish of St. Matthew, Bethnal-green, and the hamlet of Mile-end Old Town, and terminating at a point in or under the Mile-end-road, opposite the western side of Calverly-street.

2. A railway (No. 2) commencing in the hamlet of Mile-end Old Town, by a junction with Railway No. 1, at the termination thereof, and passing through or into the parishes of St. Mary, Stratford-le-Bow, and St. Leonard, Bromley and terminating at a point in or under the Bow-road, opposite the eastern side of Harley-street.

3. A railway (No. 3), situate in the parishes of St. Mary, Stratford-le-Bow, and St. Leonard, Bromley, or one of them, commencing by a junction with Railway No. 2 at the termination thereof, and terminating by a junction with the main line of the London, Tilbury, and Southend Railway, at a point 20 yards or thereabouts,

measured westward along the said railway from the point where it crosses over the Poplar branch of the North London Railway.

To authorise the said Companies or Company to wholly or partially discontinue and stop up the streets or roads known as Mornington-road, Arnold-road, Archibald-street, and Eleanor-street, in the parish of St. Leonard, Bromley, and to extinguish all rights thereover.

To authorise the crossing, stopping up, altering, removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, tramways, rivers, canals, bridges, wharves, quays, landing places, market places, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works and conveniences, within or adjoining the aforesaid parishes and places, or any of them, and the appropriating and using of the same, and the subsoil and under surface thereof, for the purposes of the intended works, and also the appropriating and using of the under surface of any lands, streets, roads, squares, passages, and places under or along which any of the proposed works are intended to be made.

To authorise lateral deviations from the lines or situations of the work within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned, and vertical deviations from the levels of any such work to be shown on the sections to be deposited as hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the intended Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings 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 authorise the purchase by compulsion or agreement of lands, houses, and other property and easements therein for the purposes of the intended works, and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices, buildings, or conveniences attached to or forming part of or belonging to any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorise and regulate sales, conveyances, demises, and leases, or other disposal of lands and hereditaments purchased or acquired under the powers of the intended Act, including lands and hereditaments situate over the intended railways, or over any tunnel or covered way forming part thereof, and of rights and easements in and over any such lands and hereditaments, and in and over the said railways, tunnels, and covered ways, and other works, to be authorised by or constructed under the authority of the intended Act, and to alter and vary so far as may be necessary for those purposes the provisions of the Lands Clauses Consolidation Act, 1845.

To authorise or require the providing at suitable points of land for the erection of buildings for the accommodation of the families of the labouring classes whose dwellings may be required for

the purposes of the proposed works, and the providing of funds for or contributions towards the cost of the erection of such buildings.

To authorise and provide for the levying and recovering of tolls, rates, and charges for the use of the intended railways and works, and for alterations in existing tolls, rates, and charges, and to grant, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Metropolitan Railway Company and the London, Tilbury, and Southend Railway Company jointly, or either of them separately, to make and maintain the whole, or such part or parts as may be defined or provided for by the intended Act of the said intended railways and works, and to confer upon them, or either of them, all the before-mentioned powers of the intended Act, and to make provision for vesting the said railways and works, when constructed, in the said Companies, jointly or separately, or partly in one and partly in the other of them, as may be defined or provided for as aforesaid, and to authorise and empower the said Companies jointly, and each or either of them separately, to run over, work over, work, and use the said intended railways and works, or such part or parts thereof as may be defined or prescribed as aforesaid, or to constitute the said railways and works, or any part or parts thereof a separate undertaking, or to declare the same or parts thereof to be parts of the undertakings of the said Companies respectively, and to prescribe or provide for the tolls, rates, and payments (if any) to be made by the said Companies respectively for or in respect of the use thereof, and for the recovery of such tolls, rates, and payments.

To authorise the Metropolitan Railway Company, and the London, Tilbury, and Southend Railway Company to enter into agreements with respect to all or any of the matters aforesaid, or with reference to the running over and use by either of those Companies of their undertakings or parts of the undertakings of the other of them, or otherwise in relation thereto, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for the carrying of all or any of such agreements into effect.

To provide for the contribution by the said Companies or one of them of the funds necessary for carrying into effect the objects and purposes of the intended Act, and to provide that the capital raised by the said Companies, or either of them, under the powers of the intended Act, may be a separate capital, distinct from the other capital of the said Companies respectively.

To authorise and provide for the appointment of a joint committee for carrying into effect the objects and purposes of the intended Act.

To empower each of the two Companies to apply their funds for the purposes of the intended Act, and to raise more money for those purposes by the creation of rent-charges on their undertaking, and by the creation of ordinary guaranteed preference and debenture shares or stock, and by mortgage, or by any of those means, and to guarantee the payment of interest or dividend upon any capital to be raised by shares or by loan for the purposes aforesaid.

To vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or to repeal as far as may be necessary, for the purposes of the intended Act, the powers and provisions of

the local and personal Acts of Parliament following, or some of them (that is to say):—16 and 17 Vict., cap. 186; 27 and 28 Vict., cap. 260; 31 and 32 Vict., cap. 109; and all other Acts relating to or affecting the Metropolitan Railway Company; 15 and 16 Vict., cap. 84; 17 and 18 Vict., cap. 133; 19 and 20 Vict., caps. 15 and 76; 25 and 26 Vict., cap. 8; 26 and 27 Vict., cap. 69; 28 and 29 Vict., caps. 18 and 57; 43 and 44 Vict., cap. 69; 45 and 46 Vict., cap. 143; 46 and 47 Vict., cap. 204, and all other Acts relating to or affecting the London, Tilbury, and Southend Railway Company.

And Notice is hereby further given, that on or before the 30th November, 1883, a plan and section in duplicate describing the situation, lines, and levels of the intended railways, and the property in or through which the same will be made or which may be taken under the powers of the intended Act, together with a book of reference to such plans, and also an ordnance map with the intended lines of railway delineated thereon 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 the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the before mentioned parishes or places, together with a copy of this Notice published as aforesaid, will be deposited as follows (that is to say): As regards the parish of St. Mary, Whitechapel, with the Clerk of the Whitechapel District Board of Works, at his office in Great Alie-street, Whitechapel. As regards the parish of St. Matthew, Bethnal-green, with the Vestry Clerk of that parish at his office at the Vestry Hall, Church-row, Bethnal-green. As regards the Hamlet of Mile End Old Town, with the Vestry Clerk of that parish at his office at the Vestry Hall, Bancroft-road, Mile-end, and as regards the parishes of St. Mary, Stratford-le-Bow, and St. Leonard, Bromley, with the Clerk of the Poplar District Board of Works, at his office in High-street, Poplar; and in the case of any extra-parochial place with the parish or vestry clerk of the parish immediately adjoining thereto at his residence.

And notice is also hereby given, than 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 16th day of November, 1883.

E. J. Bristow, 1, Copthall-buildings, E.C.,
Solicitor for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1884.

Llanfairfechan Waterworks Company Limited.
(Power to Company to Construct Works; Supply of Water to the Village and Parish of Llanfairfechan, in the County of Carnarvon; Power to Supply Water, with all Necessary Powers; Power to Supply Water in Bulk beyond Limits; Compulsory Purchase of Lands, Water-rights and Easements; Diversion and Appropriation of Waters; Power to Lease Lands; Power to Levy Rates; Agreements with Local and Sanitary Authorities, Public Bodies and others; Dissolution and Re-Incorporation of Company; Increase of Capital and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing Session by the Llanfairfechan Waterworks Company Limited, (hereinafter called "the Company"), for leave to bring in a Bill (hereinafter called "the Bill"), for all or some of the following purposes:—

To authorise the Company to make and maintain all or any of the works hereinafter described, that is to say:—

No. 1. A collecting reservoir (hereinafter referred to as Work No. 1), to be formed by means of an embankment one chain or thereabouts in length across the river Glanysais, at a point thereon 18 chains or thereabouts above the junction with the said river of the tributary stream running into it (measured along the bed of stream), and 31 chains 50 links or thereabouts in a straight line above and southward from the Camer Naint Farm House in the said parish. The reservoir will be situate in mountain lands belonging to Joseph Evans, and in the occupation of Richard Williams, and extend in a southerly direction for twenty yards or thereabouts from the said embankment. From the said reservoir there will be a cutting for a temporary diversion of stream into the said tributary brook.

No. 2. A reservoir and overflow (hereinafter referred to as Work No. 2), to be formed by the construction of a dam of masonry, concrete and earthwork, 2 chains or thereabouts in length, across the river Glanysais, at a point 9 chains or thereabouts above the aforesaid junction of streams, measured as aforesaid, and 25 chains or thereabouts above and southward from Camer Naint Farmhouse aforesaid. The said reservoir will be situate in the lands above described, and will extend up the said river for a distance of 3 chains and 70 links, measured in a straight line from and to the southward of the centre of the said intended embankment.

No. 3. An aqueduct, conduit, or line of pipes (hereinafter referred to as Work No. 3), commencing in the said intended reservoir (herein referred to as Work No. 2), at the north end thereof, at a point on the right bank of the river, 75 yards or thereabouts south-west by west of a cowshed standing in the lands belonging to the aforesaid farm, and terminating in the screening house (herein referred to as Work No. 4), at the south-east end thereof, at a point about 15 yards from the east corner of a field forming part of Typitch Farm, and called Cae Typitch, belonging to Mrs. W. E. Williams and Robert Williams, and in the occupation of William Roberts, with valves, ventilators, and necessary fittings.

No. 4. A screening-house, filter bed, and clean water tank (hereafter referred to as Work No. 4), with valves, screens, overflow, and other necessary fittings, situate in the eastern corner of the aforesaid field called Cae Typitch.

No. 5. An aqueduct, conduit, or line of pipes (hereinafter referred to as Work No. 5), commencing at the north end of Work No. 4, at a point 50 yards or thereabouts west from the said eastern corner of the field called Cae Typitch, and about 15 yards from the high road leading from Llanfairfechan to the mountains, and terminating to the south corner of the existing reservoir of the Company, at a point 45 yards or thereabouts from the centre of the iron footbridge over the river, and 145 yards or thereabouts to the north of Typitch Farmhouse.

All the said reservoirs, conduits, and lines of pipes, and other works will be made, or will pass from, through, or into, and the lands which will be taken for the purposes thereof are wholly situate in the parish of Llanfairfechan, in the county of Carnarvon.

To authorise the Company to deviate in the construction of the several before-mentioned works laterally within the limits to be shown upon the said plans hereinafter mentioned, and vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned, or as shall be authorised by the Bill.

In connection with the aforesaid works, to construct and maintain in the parish aforesaid mains, pipes, sluices, standpipes, approaches, buildings, tanks, embankments, filtering beds, dams, and other works and conveniences for collecting, filtering, storing, and distributing water.

To lay down and maintain pipes, and other works and conveniences, in, under, over, or across, and to cross, break up, alter, divert, or stop up (either temporarily or permanently) roads, highways, footpaths, streets, public places, bridges, streams, drains, gas and other pipes, and telegraph apparatus in the said parish, for all or any of the purposes of the Bill.

To empower the Company to take, impound, collect, appropriate, divert, use, supply, and distribute the water of the River Glanysais, which will be intercepted by the intended reservoirs (herein referred to as Works Nos. 1 and 2), and the aqueduct, conduit, or line of pipes (herein referred to as Work No. 3), in the said parish of Llanfairfechan.

To make provision with respect to the quantity or amount (if any) of compensation water, or otherwise, to be given by the Company 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 Company to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise, without as well as within the limits of supply, with any sanitary, local, or other authority, and any railway or other company, corporation, person or persons, and to vary, suspend, or rescind any such contracts or agreements.

To purchase, by compulsion or agreement, and to take on lease, and also to take grants or easements of, and other rights and privileges over mills, lands, houses, springs, streams, waters, and other hereditaments in the said parish, required for the purposes of the said intended works, or any of them, or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments.

To empower the Company by agreement to purchase, acquire, or take on lease, and to hold lands, houses, buildings, and other hereditaments within the parish aforesaid, or terms, estates, interests, easements, rights, or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease, or otherwise, from time to time, any works, lands, houses, and property of the Company for the time being, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right, or privilege in, over, or affecting which the Company may purchase, acquire, or take as aforesaid.

To supply water for domestic, trading, public, and all other purposes, and to levy, demand,

take, collect, and recover rates, rents, remuneration and charges in respect of such supply of water, and to sell or let meters and fittings, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To make proper provisions for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing the waste, illegal use, abstraction, or misuse, or the wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for imposing and recovering penalties in respect of all or any of such matters.

To enable the Company on the one hand, and the Llanfairfechan Local Board, 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 with respect to the supply by the Company to any such sanitary authority, company, corporation, local board, public body, officers, or persons, of water in bulk or otherwise, for any public, sanitary, trading, or other purposes, and to authorise any or either of such sanitary, local, or other authority, company, corporation, local board, 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 already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without modification or alteration), all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," also such parts of "The Railways Clauses Consolidation Act, 1845" as *mutatis mutandis* relate to the temporary occupation of roads and lands near the works, during the construction thereof.

The Bill will or may make provision for dissolving the Company as a limited Company, constituted under "The Companies Acts 1862 to 1880," and for cancelling or annulling their memorandum and articles of association, and for dissolving, winding up, and re-incorporating the Company, and for vesting in the Company so reconstituted all the undertaking, lands, works, rights, powers, privileges, easements, moneys, agreements and benefits of agreements, choses in action and property (real and personal), of the existing Company, and for altering, defining, and regulating their share and loan capital, and for regulating and conducting their affairs, and for increasing their capital, by creating and issuing new or additional shares or stock, ordinary and preference, or by borrowing on mortgage, or by all or any of those means, and for empowering the reconstituted Company to carry into effect the purposes of the intended Bill.

Duplicate plans and sections of the before-mentioned works, showing the situation, lines and levels thereof, and the lands and other property in, through, or under which the same will be made and maintained, together with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the lands described on the plans, and intended to be taken under the powers of the Bill, 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 Carnarvon, at his office at Carnarvon in that county; and on or before the same day a copy of the said plans, sections, and book of reference, with a copy of this Notice, will be deposited with the parish clerk of the said parish of Llanfairfechan, at his residence, and with the clerk to the Local Board of the said parish, at his residence.

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

Dated this 12th day of November, 1883.

Roberts and Dickson, Chester, Solicitors.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Chester Improvement.

(Consolidation of City into one Parish, and Levying of Rates; Compulsory Purchase of Lands for Street Improvements; Certain Roads to be Declared Streets within Sections 150, 151, and 152 of Public Health Act, 1875; Power to the Corporation to Contribute towards the Expense of Widening and Improving Certain Bridges; Extension of Powers with respect to Markets and Fairs, and Extension and Alteration of Tolls; Provisions in regard to Closed Burial Grounds; Provision for Purchase of Dee Bridges and for Freeing those Bridges from Toll, and Power to the Corporation, the Justices of the County of Chester, the Chester Tramways Company, Landowners and others to Contribute; Power to Corporation to Maintain such Bridges, and the Approach Roads thereto; Bridges over Shropshire Union Railways and Canal Company's Canals; Regulation of Traffic on River Dee between Old Bridge and Alford, and Removal of Obstructions; Further Money Powers; Creation and Issue of Consolidated Debenture Stock; Further Powers for Government and Improvement of the City; Provisions as to Property unlawfully detained, Persons Suspected of having Stolen Property; Brothels, and Brothel Keepers; Provisions for Settling and Facilitating the Collection of Annual Payments in respect of Drainage of Certain Property in the Township of Newton-by-Chester, in the County of Chester; River Dee above Weir at Old Bridge to be a Stream for purposes of Rivers Pollution Prevention Act, 1876; Bye-laws for various purposes; Incorporation of General Acts; Alteration and Amendment of Acts; and other Powers and Purposes).

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 citizens of the city of Chester and county of the same city, being also the Urban Authority of the said city (hereinafter called "the Corporation"), for an Act (hereinafter called "the intended Act") to effect all or some of the purposes following, that is to say:—

To authorise the Corporation, for the purposes of street improvements, to purchase, by compulsion or agreement, the following lands or property (all in the city of Chester), or some part or parts thereof, that is to say:—

(1) Certain shops, buildings, and premises at or near the Cross at the corner of Eastgate-street and Bridge-street, and on the

south side of Eastgate-street and Eastgate-row, and the east side of Bridge-street and Bridge-street-row, in the parish of St. Peter:

(2) The dwelling-house and premises at the north end of Goss-street known as the Duke of Wellington Inn, in the parish of St. Peter:

(3) The dwelling-houses, land and premises, not now belonging to the Corporation, on the east side of Park-street, in the parish of St. Olave:

(4) The land, dwelling-houses, and premises at the Groves, lying between the river and the Groves-road, from the Queen's-park Suspension-bridge to opposite Souter's-lane, in the parish of St. John the Baptist:

(5) Land at the sides and for the widening and improvement of the following streets, roads, and approaches in the several parishes of St. John the Baptist and St. Oswald, viz.:—

Station View-road, and the approaches thereto:

Spitalfields-walk:

Whipcord-lane:

The Upper-road, Cambrian View, and

Cambrian-road:

(6) The dwelling-house and premises known as the Bear's Paw Inn, at the corner of Foregate-street and Frodsham-street, in the parish of St. John the Baptist:

(7) The portico and steps (so far as they project into Upper Northgate-street) in front of the dwelling-house on the east side of that street occupied by William Wynne Ffoulkes, Esq., in the parish of Saint Oswald:

To alter or repeal so much of the Act of the 8 and 9 Vict., cap. 15, intituled "An Act for the better Paving, Lighting, and Improving the Borough of Chester, and for establishing new Market-places therein" (herein called "the Improvement Act"), as relates to the making, levying and collection of rates and assessments; and to make provision for the better and more economical making and collecting of rates and assessments; and for the consolidation of all the parishes, townships, and extra-parochial places in the city into one parish for all purposes other than ecclesiastical purposes; and to make all provisions and regulations necessary or expedient for effecting the purposes aforesaid or incident thereto:

To enable the Corporation to purchase, by compulsion or agreement, the undertaking of the Commissioners acting in execution of the local and personal Acts 6 Geo. IV, cap. 124, and 2 Wm. IV, cap. 41 (herein respectively referred to as "the Dee Bridges," "Dee Bridges Commissioners," and "the Dee Bridges Acts"); and to empower the Dee Bridges Commissioners and the several companies, bodies, and persons entitled to and interested in the Dee Bridges, or the tolls and mortgages thereon, to make and carry into effect all such agreements and arrangements as may be necessary or expedient for the sale of the Dee Bridges to the Corporation; and to make provisions for contributions by the Corporation, the Justices of the County of Chester, the Chester Tramways Company, landowners, mortgagees, persons under disability, and others; and to provide for freeing the said bridges wholly or in part from toll; and for the maintenance and repair of the said bridges and approaches by the Corporation; and for the extinguishment of the yearly rent-charge of two hundred pounds payable to the Corporation out of the tolls and for the dissolution of the Dee Bridges Commissioners;

and also to enable the Corporation to raise any amount required for such purpose over and above the aforesaid contributions, by levying rates or otherwise, as may be provided by the intended Act :

To authorise the Corporation to acquire and to provide for the transfer to and vesting in them (subject to the consents and restrictions to be prescribed in the intended Act), of the whole or any part of any closed burial grounds in the city, and for the regulation, control, and disposal of the same by the Corporation :

To provide that the river Dee from the weir at the Old Bridge upwards shall be declared to be a "stream" within the meaning and for the purposes of the Rivers Pollution Prevention Act, 1876, and to confer upon the Corporation all necessary powers for regulating the traffic and removing obstructions on the river Dee, between the weir at the Old Bridge and the Iron Bridge over the river near Aldford Brook, and to license pleasure and other boats and vessels, and the owners thereof :

To make provisions for determining complaints in respect of property or goods unlawfully detained, and with respect to persons suspected of having or conveying stolen property, and to brothels and keepers of brothels :

To authorise the Corporation to contribute towards the expense of widening and improving the following bridges, and the approaches thereto, or erecting new and improved bridges in lieu of the existing bridges, viz. :—

The bridge over the canal at Hoole-lane Locks:
The bridge carrying Station View-road over the railway :

The bridge over the canal at the junction of Garden-lane and Cheney-road :

The bridge over the canal at the Canal-basin :
The bridge over the canal at the Locks, near the end of Whipcord-lane :

The bridge over the canal connecting Plumb-street and Cambrian-road :

To provide that the following roads or portions of roads shall be declared to be streets within sections 150, 151, and 152 of the Public Health Act, 1875, that is to say :—

Station View-road, with the approaches thereto, from the south end of Peploe-street at the boundary of the city and the district of the Hoole Local Board respectively, to the north side of the bridge over the canal at Hoole-lane Locks :

Spitalfields-walk from the south side of the canal towing-path in Boughton to the main street through Boughton :

Whipcord-lane from its junction with the Saughall-road near Stone-bridge, to its junction with the road leading to Sealand-road : and

The Upper-road Cambrian View leading out of Whipcord-lane to Gladstone-street :

To enable the Corporation to sell or lease lands not required by them :

To enable persons under disability to sell lands to the Corporation by agreement for street improvements or other purposes :

To extend, alter, and amend the provisions of the Improvement Act, and make other provisions in relation to horse fairs, and to markets and other fairs, and the tolls and charges to be taken by the Corporation :

To make provisions for settling and facilitating the collection and recovery of the contribution payable annually in respect of certain property in the township of Newton-by-Chester, in the county of Chester, under the arrangement made with the Hoole Local Board for allowing the

owners of such property to join their sewers into the outfall sewer of that Board, which outfall sewer and the rights of the Hoole Local Board under such arrangement are now vested in or belong to the Corporation :

To provide that the Corporation may in executing any of their works alter or divert any sewers, drains, mains, gas, water, or other pipes, telephone or telegraph apparatus, and other things :

To provide that the Corporation shall not be required or compelled to purchase the whole of any house, building, manufactory, or premises which they may be authorised by the Act to purchase :

To make new and further provisions, and to confer additional powers on the Corporation with respect to all or some of the following matters :—

Recovery of expenses of fire brigade attending fires beyond the city :

Cost of cleansing streets :

Closing of certain streets to traffic on fair days :

Places for dancing, music, and other public entertainments :

Casual employment of children :

Telephone and telegraph and other wires and obstructions, projections, and encroachments, in, on, over, and under streets, roads, and passages :

Processions in and obstructions of streets and public places :

Street advertising :

Hackney carriages plying beyond the city :

Persons suffering from infectious diseases ;

Sanitary condition of premises and nuisances :
Building regulations and prohibitions, and laying out of new streets and roads :

Removal of hoardings and fences :

The abatement of smoke from chimneys of manufactories and locomotives and their furnaces respectively :

To authorise the Corporation to make bye-laws with reference to matters provided for by the Improvement Act or intended Act :

To empower the Corporation, for any purposes of the intended Act, to apply their corporate funds and revenue and to raise further sums by borrowing on the security of their estates, property, rates, and funds :

To empower the Corporation to create and issue consolidated debenture stock in substitution for mortgages, bonds, or other securities issued by the Corporation before or after the passing of the intended Act, and also for the purpose of raising further money :

To make provision with respect to sinking funds for the repayment of moneys now due or hereafter to be borrowed, and for the redemption of stock created under the intended Act, and for the investment and accumulation of moneys carried to such sinking fund, and extend the time for payment of the present debt of the Corporation :

To amend section 4 of the Improvement Act, and to make further provisions in regard to minute books :

To amend or repeal section 92 of the Improvement Act, and to make further and other provisions in regard to construction of bridges over the canals of the Shropshire Union Railways and Canal Company :

To amend section 138 of the Improvement Act with respect to the daily sweeping of footways :

The intended Act will vary or extinguish all or any rights which would interfere or be in-

consistent with any of its objects or provisions, and will confer other rights and privileges, and will, so far as may be necessary for any of the purposes of the intended Act, amend or repeal all or some of the provisions of the following local and personal Acts, that is to say:—8 and 9 Vict., cap. 15; 6 Geo. IV, cap. 124; 2 Wm. IV, cap. 41; 41 and 42 Vict., cap. 174; and all other Acts and Provisional or Local Government Orders relating to or affecting the city, and any public Act or Acts for the time being in force within the city:

And notice is hereby also given, that a plan in duplicate of the lands which may be taken under the compulsory powers of the intended Act, and a book of reference to such plan, will be deposited for public inspection with the Clerk of the Peace for and Town Clerk of the City and County of the City of Chester, at his office in Chester, and that a copy of so much of the said plan and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish, at his residence, and that all such deposits will be made on or before the 30th day of November, 1883, and will be accompanied by a copy of this notice:

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 12th day of November, 1883.

Walker, Smith, and Way, Abbey-gate-way, Chester, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Milford Docks.

(Power to Construct Junction Railways at Milford; Compulsory Purchase of Land; Tolls; Running Powers over Railways of Milford Haven Dock and Railway Company, Milford; the Pembroke and Tenby, and the Great Western Railway Companies; Extension of time for Completion of Works, and Revival of Powers for Compulsory Purchase of Land; Power to Milford Docks Company or Directors to Increase Amount of Debenture Stocks B and C, to be issued under Milford Docks Act, 1883; Confirmation of Existing Works, &c.; Purchase, Vesting, or Amalgamation of Undertakings of Milford Haven Dock and Railway Company and Milford Haven Railway and Estate Company Limited, by, in, or with the Milford Docks Company; Working Agreements; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by or on behalf of the Milford Docks Company (hereinafter called the "Company"), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

To empower the Company to construct and maintain the following railways and works, which will be wholly situate in the parish of Steynton, in the county of Pembroke, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that to say:—

A junction railway, No. 1, commencing by a junction with the existing dock siding of the Company on the Milford Quay, at a point 143 yards or thereabouts north-westward of the easternmost end of Milford Quay, and terminating by a junction with the railways of the Milford Haven Dock and Railway Company at a point 33 yards or thereabouts westward of the westernmost corner of the Custom-house at Milford.

A junction railway, No. 2, commencing at a point 33 yards or thereabouts, measured in an eastwardly direction, from the south-westernmost corner of the Legal Quay, at Milford Dock, and terminating by a junction with the railway of the Milford Haven Dock and Railway Company at a point 110 yards or thereabouts, measured in a south-eastwardly direction along that railway, from the southernmost face of the bridge which carries the road in continuation westward of Hamilton-terrace over the said railway of the Milford Haven Dock and Railway Company.

A junction railway, No. 3, commencing at a point 66 yards or thereabouts southward of the south-westernmost corner of the goods shed at the Milford Station of the Milford Railway Company, and terminating by a junction with the siding of that Company leading to the aforesaid goods shed, at a point 66 yards or thereabouts northward of the north-westernmost corner of that goods shed.

To authorise the Company to purchase and acquire by agreement or compulsion lands, houses, tenements, and hereditaments, for the purposes of the said railways and works, and of the Bill and easements or rights in, over, under, or affecting lands and tenements, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments, and to cross, open, or break up, divert, alter, or stop up, permanently or temporarily, all roads, highways, streets, footpaths, bridges, railways, tramways, rivers, navigations, streams, canals, towing-paths, sewers, pipes, and telegraphic apparatus in the parishes aforesaid, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill, and 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 vertically from the levels shown on sections hereinafter mentioned, and in either case, whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To enable the Company, or any Company or persons lawfully using the proposed railways, to levy tolls, rates, dues, and charges in respect of the intended railways and works, and upon and in respect of the railways and portions of railways to be run over as hereinafter mentioned, and to alter and vary the existing tolls, rates, dues, and charges authorised to be taken upon the said railways, or portions of railways, and to confer, vary, or extinguish exemptions from any such tolls, rates, dues, and charges.

To empower the Company and any Company or persons for the time being lawfully working or using the docks, railways, or other works of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls and rates as may be

agreed upon or settled by arbitration or provided by the Bill.

- (a) The whole of the railway of the Milford Haven Dock and Railway Company, extending from and including the pier near Newton Noyes to the junction of that railway with the Milford Railway, at or near the Milford Station, including the last-mentioned station.
- (b) The Milford Railway, from the Milford Station to Johnston, including the station at Johnston of the Great Western Railway Company.
- (c) So much of the South Wales Line of the Great Western Railway Company as lies between Johnston Station and the Carmarthen Junction Station, including the last-mentioned station.
- (d) So much of the Carmarthen and Cardigan Railway of the Great Western Railway Company as lies between the junction of that railway with the South Wales Line of the Great Western Railway Company at Myrtle-hill and the town of Carmarthen, including the station there.
- (e) The junction railway of the Pembroke and Tenby Railway Company, between the said Carmarthen and Cardigan Railway and the Great Western Railway, at or near Towy-bridge, including the stations aforesaid, with all stations, platforms, yards, sidings, junctions, sheds, buildings, booking and other offices, roads, approaches, water, water-engines, engine-sheds, standing room for engines, telegraphs, points, signals, works, machinery, and conveniences of or connected with the said railway and portions of railways and stations, and to require and compel the Milford Haven Dock and Railway Company, or any company or persons lawfully working or using that railway, and the Milford Railway Company, the Pembroke and Tenby Railway Company, and the Great Western Railway Company, to give all necessary facilities for the above purposes.

To extend the time limited by the Milford Docks Act, 1882, for the completion of the docks and works of the Company authorised by the Milford Docks Act, 1874, and the Milford Docks Act, 1875, and so far as may be necessary to revive the powers conferred by those Acts and the Milford Docks (Extension of Time) Act, 1880, upon the Company with respect to the compulsory purchase of land for the purposes of such docks and works.

To enable the Company, or the Board of Directors of the Company, to create and issue such further or increased amounts of the debenture stocks B and C authorised and directed to be created and issued by the Milford Docks Act, 1883, or either of those stocks as the Bill may provide, or the arbitrator appointed by the said Act, and acting under the provisions thereof, may certify in writing to be requisite or necessary for all or any of the purposes mentioned in the said Act to which such stocks may be applied, or for giving full and complete effect to the said Act, or to any award or awards, orders, or certificates of the arbitrator made or to be made under the provisions thereof, and to apply such increased amounts of debenture stocks to any of such purposes, and to attach to such further amounts of stock the same or like priorities over all or any existing or authorised mortgages, debenture stocks and charges, debts, claims and liabilities of the Company as are now

attaching or attachable to such B and C stocks respectively.

To extend and make applicable to the said B and C stocks, as so increased, all or any of the provisions of the Milford Docks Act, 1883, in any way relating to those stocks, as fully and completely as if the creation and issue of such increased amounts had been authorised by the said Act of 1883.

To confirm the construction of the sill of the entrance to the graving dock on the westerly side of the entrance lock to the wet dock, authorised by the Act of 1874, at a depth 8 feet or thereabouts lower than is shown upon the sections deposited in respect of the application to Parliament for that Act, and to enable the Company, in constructing the works by that Act, and the Milford Docks Act, 1875, authorised to deviate vertically from the levels thereof, as shown upon the respective sections deposited in relation to the respective applications to Parliament for those Acts, to such extent as the Bill may define.

To provide for the transfer or sale, or the vesting of the respective undertakings of the Milford Haven Dock and Railway Company, and the Milford Haven Railway and Estate Company (Limited) (hereinafter called "the Estate Company"), or either of them, to or in the Company, and to amalgamate or provide for the amalgamation from and after such period or periods, and such terms and conditions as may have been or may be agreed upon, or as may be prescribed or determined by the Bill of those undertakings, with the undertaking of the Company, and to provide if need be, for the payment, distribution, and application of the purchase money, consideration, or other moneys upon or in respect of such sale, transfer, vesting, or amalgamation.

To vest in the Company, and to enable them to exercise all or any of the powers of the Companies whose undertakings may so be purchased, transferred, vested, amalgamated, and, if need be, to provide for the dissolution of such Companies, and to make all such other provisions as may be necessary or expedient with respect to such purchase, transfer, vesting, or amalgamation.

To enable the Company on the one hand, and the Great Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Milford Haven Dock and Railway Company, the Milford Haven Railway and Estate Company (Limited), and the trustees of Messrs. Lake and Taylor, or any of such Companies or such persons on the other hand, from time to time to enter into, carry into effect, and from time to time alter and rescind agreements and arrangements for or with respect to the construction, working, use, management, and maintenance by the contracting parties, or any or either of them, of the railways or tramways of the Company, or any part thereof, and the supply and maintenance of rolling and working stock and plant, and of officers and servants for the conveyance and conduct of the traffic thereon, and for the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting parties, or any or either of them, and for the fixing, collection, appropriation, division, and distribution of the tolls, rates, income, and profits arising from such traffic, and the payments, rebates, and allowances to be made or allowed by any of the contracting parties to the other or others of them, and to

authorise the appointment of joint committees for the purpose of carrying into effect every and any such agreement, and to confirm any agreement which may have been or may be made touching any of the matters aforesaid.

The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges.

The Bill will, so far as may be necessary or expedient, alter, amend, enlarge, or, if need be, repeal all or some of the provisions of the following Acts (local and personal), or some or one of them, that is to say:—5 and 6 Wm. IV, cap. 107; the Great Western Railway (South Wales Amalgamation) Act, 1863; and any other Act or Acts relating to the Great Western Railway Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Company or their undertaking; 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company or their undertaking; the Milford Docks Act, 1874, and any other Act or Acts relating to the Company or their undertaking; and the Milford Haven Dock and Railway Act, 1860; the Milford Haven Dock and Railway Act, 1881, and any other Act or Acts relating to the Milford Haven Dock and Railway Company or their undertaking; the Milford Railway Act, 1856, and any other Act or Acts relating to the Milford Railway Company or their undertaking; the Pembroke and Tenby Railway Act, 1859, and any other Act or Acts relating to the Pembroke and Tenby Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, and the lands proposed to be acquired 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 Pembroke, at his office at Haverfordwest, in that county, and with the parish clerk of the parish of Steynton, at his residence.

Printed copies of the said 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, 1883.

Neuman, Stretton, and Hilliard, 75, Cornhill, London, E.C., Solicitors.

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

In Parliament.—Session 1884.

South East Metropolitan Tramways.

(Incorporation of Company; Power to construct Tramways in the Parishes of Lewisham, Greenwich, and Saint Paul, Deptford; User of Public Roads; Tolls; Regulation of Traffic; Agreement with Local and Road Authorities and others, and other provisions.)

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

To incorporate a Company (hereinafter called the Company), and to empower them to make, lay down, maintain, and work the several tramways and other works hereinafter described, or some of them, with all necessary and proper rails,

plates, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1.—A tramway commencing in the Lewisham High-road, opposite the entrance to the premises numbered 6, in that road, occupied by J. D. Pidgeon, passing thence in a south-easterly direction along the said High-road, Loampit-vale, and Lewisham-road, and terminating in the last-named road, at or near a point opposite Rennell-street.

Tramway No. 1 will be laid as a single line, except at the following places, where it will be a double line, that is to say:—

In Lewisham High-road between points respectively 2 chains and 5 chains from its commencement; between points respectively $1\frac{1}{2}$ chain north-west and $1\frac{1}{2}$ chain south-east of Amersham-road; between points respectively $\frac{1}{2}$ chain and $3\frac{1}{2}$ chains south-east of Brockley-road; and between points respectively 1 chain north-west and 2 chains south-east of Breakespear's-road:

In Loampit-vale between points respectively $2\frac{1}{4}$ chains and $5\frac{1}{4}$ chains south-east of Tyrwhitt-road; between points respectively 1 chain and 4 chains north-west of Algernon-road; and between points respectively half a chain and $3\frac{1}{2}$ chains eastward of Elmira-street.

Tramway No 1A.—A tramway (single line) commencing in the New Cross Road by a junction with the rails of the London Tramways Company, Limited, opposite the east side of Clifton-hill, passing thence into the Lewisham High-road, and terminating in that road by a junction with Tramway No. 1 at its point of commencement:

Tramway No. 2.—A tramway commencing in the Lewisham-road by a junction with Tramway No. 1 at its point of termination, and passing thence in a southerly direction along the said road, and High-street, Lewisham, and terminating in the road leading from Lewisham and Rushy-green to Bromley at a point $3\frac{1}{2}$ chains or thereabouts south of the front entrance door to the "Black Horse Inn," at Rushey-green.

Tramway No. 2 will be laid as a single line, except at the following places, where it will be a double line:—

In the Lewisham-road for a distance of 8 chains from its commencement:

In High-street, Lewisham, between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains southward of Avenue-road; between points respectively $\frac{3}{4}$ chains and $3\frac{3}{4}$ chains northward of Courthill-road; between points respectively $1\frac{1}{2}$ chain northwards and $1\frac{1}{2}$ chain southwards of the front entrance to the "Coach and Horses" public-house; between points respectively $5\frac{1}{4}$ and $8\frac{1}{4}$ chains northward of Mount Pleasant-road; between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{2}$ chains southward of George-lane; and between points respectively $2\frac{1}{4}$ chains and $5\frac{1}{4}$ chains southward of Honley-road.

In High-street, Lewisham, and the road leading from Lewisham and Catford-bridge to Bromley, from a point opposite the front entrance door to the Black Horse Inn at Rushey-green to a point $2\frac{1}{2}$ chains southward therefrom.

Tramway No. 3. A tramway commencing at a point in Lewisham-road opposite Rennell-street, and passing thence in a northerly direction along Lewisham-road and South-street, and terminating in the last-named

street at or near a point $3\frac{3}{4}$ chains northwards of Circus-street.

Tramway No. 3 will be laid as a single line except at the following places, where it will be a double line, that is to say:—

In the Lewisham-road between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{4}$ chains from its commencement; between points respectively 4 chains and 7 chains northwards of the centre of the bridge carrying the South-eastern Railway Company's North Kent line over that road; between points respectively $\frac{3}{4}$ chain northward and $2\frac{1}{4}$ chains southward of Morden-hill; and between points respectively $\frac{3}{4}$ chain and $3\frac{3}{4}$ chains northward of Orchard-hill.

In South-street, for a distance of 3 chains northward from the south side of Devonshire-road, and between points respectively 1 chain and 7 chains southward from the termination of the tramway.

Tramway No. 3A. A tramway (single line), commencing in South-street by a junction with Tramway No. 3, at its point of termination, and passing thence in a north-easterly direction into London-street, and terminating in that street by a junction with the rails of the tramway of the London Tramways Company, Limited, at or near a point $1\frac{1}{2}$ chain south-westward of the centre or box entrance to the Greenwich Theatre.

At the following places the proposed tramways are intended to be so laid that 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 the side or sides of the road specified in each case, and the nearest rail of the tramway, namely:—

Tramway No. 1.—In Lewisham High-road, on both sides, between points respectively 2 chains and 5 chains from its commencement; and between points respectively $1\frac{1}{2}$ chain north-west and $1\frac{1}{2}$ chain south-east of Amersham-road; and between points respectively $\frac{1}{2}$ chain and $3\frac{1}{2}$ chains south-east of Brockley-road; and between points respectively 1 chain north-west and 2 chains south-east of Breakespears-road:

In Loampit-vale, on both sides, between points respectively $2\frac{1}{4}$ chains and $5\frac{1}{4}$ chains south-east of Tyrwhitt-road; and between points respectively 1 chain and 4 chains north-west of Algernon-road; and between points respectively $\frac{1}{2}$ chain and $3\frac{1}{2}$ chains eastward of Elmira-street:

Tramway No. 2. In Lewisham-road, on both sides from opposite Rennell-street for a distance of 3 chains southward.

In High-street, Lewisham, on both sides between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains southward of Avenue-road; and between points respectively $\frac{3}{4}$ chain and $3\frac{3}{4}$ chains northward of Courthill-road; and between points respectively $1\frac{1}{2}$ chain northwards and $1\frac{1}{2}$ chain southwards of the front entrance to the "Coach and Horses" public-house; and between points respectively $5\frac{1}{4}$ chains and $8\frac{1}{4}$ chains northwards of Mount Pleasant-road, and between points respectively $1\frac{1}{2}$ chain and $4\frac{1}{2}$ chains southward of George-lane; and between points respectively $2\frac{1}{4}$ chains and $5\frac{1}{4}$ chains southward of Honley-road:

In High-street, Lewisham, and the road leading from Lewisham and Catford Bridge to Bromley, on both sides; between points respectively 1 chain and $3\frac{1}{2}$ chains from the termination of the tramway:

Tramway No. 3.—In the Lewisham-road, on

both sides, between points respectively $1\frac{1}{4}$ chain and $4\frac{1}{4}$ chains from its commencement; and between points respectively 4 chains and 7 chains northward of the South Eastern Railway Company's North Kent Line; and between points respectively $\frac{3}{4}$ chain northward, and $2\frac{1}{4}$ chains southward of Morden-hill; and between points respectively $\frac{3}{4}$ chain and $5\frac{3}{4}$ chains northward of Orchard-hill.

In South-street, on both sides, from its junction with Blackheath-road for a distance of 3 chains northward; and between points 1 chain and 7 chains from the termination of the Tramway.

Note.—Where, in the description of any of the proposed tramways, any distance is given with reference to any street or road which intersects or joins the street or road in which the particular tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, if need be, would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

The said intended tramways will be made or pass from, in, through, or into the parishes of Greenwich, Lewisham, and Saint Paul, Deptford, or some or one of them, in the county of Kent.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time, and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, highways, rivers, bridges, and other thoroughfares, ways, footpaths, watercourses, sewers, drains, pavement, 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 the purposes of the Bill.

To provide for the maintenance 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, chairs, sleepers, or plates may be laid, and to provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To enable the Company, when, by reason of the execution of any work in, or the alteration of any street, road, or 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 the same, or any adjacent or convenient street, road, or 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 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, passing-places, sidings, turnouts, and other works, in addition to those before specified, as they 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, or for providing access to any warehouses, stables, or works of the Company.

To make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares, through or along which the said intended tramways will be laid, or any part or parts thereof, 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, or any of the provisions of the Bill.

To enable the Company, on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works, and any vestry, district board, trustees, body corporate, or persons having the direction of the repair, or having the control or management of any streets, roads, or other thoroughfares in any of the aforesaid parishes, and other places, to enter into agreements with reference to all or any of the purposes of the Bill, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways and works, and the rails, plates, chairs, sleepers, pavements, and works connected therewith, within their respective districts, 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 Bill to any such agreements which may have been or may be made before the passing of the Bill.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To enable the Company, for all or any of the purposes of their undertaking, to purchase and take, and otherwise acquire by agreement, and to take on lease, and to hold and to sell or dispose of lands, houses, buildings, and hereditaments, and easements in or over land, and to erect and maintain offices, buildings, stables, sheds, workshops, and other conveniences on any of such lands.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for the purposes of their undertaking, and for carrying into effect the objects of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1883, plans and sections (in duplicate) 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 county of Kent, at his office at Maidstone, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works, or any part thereof, will pass or be made, with a

copy of the said Gazette notice, will be deposited as follows, viz., as regards the parishes of Greenwich and Saint Paul, Deptford, with the clerk to the Greenwich District Board of Works, at his office, 141, Greenwich-road, S.E., and as regards the parish of Lewisham, with the clerk to the Lewisham District Board of Works, at his office, at Rushey-green, Catford, S.E.

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 the 15th day of November, 1883.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

Durnford and Co., 38, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1884.

Denbighshire and Shropshire Junction Railway. (Incorporation of Company; Construction of Railways from the Wrexham, Mold, and Connah's Quay Railway, at Wrexham, to join the Cambrian Railways, near Welsh Hampton and Bettisfield; Tolls; Consequential powers as to compulsory purchase of land; Working and other arrangements with the Wrexham, Mold, and Connah's Quay Railway Company, and the Cambrian Railways Company; Amendment of Acts, and other purposes.)

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

To incorporate a Company (in this Notice referred to as "the Company"), and to enable the Company to make and maintain the railways and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary works, approaches, stations, and conveniences connected therewith respectively, that is to say:—

A Railway (No. 1), commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the Railway No. 1, authorised by the Wrexham, Mold, and Connah's Quay Railway Act, 1882, at or near a point 57 yards, or thereabouts, measured on the plans deposited in respect of that Act, along the centre line of that railway in a westerly direction from the commencement thereof, and thence passing from, in, through, or into the several parishes, townships, and other places following, or some of them, that is to say:—Esclusham Below, Wrexham Regis, Wrexham Abbot, Wrexham, Abenbury Fawr, Bangor, Marchwiel, Royton, Bangor-Isycoed, Gresford, Pickhill, Sutton, Ridley, Erthig, Sontley, Sesswick, in the county of Denbigh, Abenbury Fechan, Wrexham, Bronnington, Bangor-Isycoed, Hanmer, Haighton, Bangor, Threapwood, Penley, Worthenbury, Willington, Ellesmere, Bettisfield, Knolton, Overton, Overton Foreign, Overton Villa, Tybroughton, in the county of Flint, Ellesmere, Breaden Heath, Hampton's Wood, Welsh Hampton, in the county of Salop, and terminating in the parish of Ellesmere, in the county of Salop, by a junction with the Cambrian Railways at or near a point 90 yards or thereabouts, measured in an easterly direction along that railway from the three-quarter mile post, measuring 10 miles and three-quarters from Oswestry.

Railway (No. 2) situate wholly in the parish of Welsh Hampton, in the county of Salop, and commencing by a junction with the intended Railway No. 1, in a field numbered 227 on the Ordnance Map and Book of Reference thereto as to the said parish of Welsh Hampton, and belonging to the Right Honourable the Earl

Brownlow, and in the occupation of Mr. Colin Cooke, at a point measured 12 yards or thereabouts in a south-easterly direction from the fence dividing the said field or enclosure from the main road leading from Ellesmere to Whitchurch, and 60 yards or thereabouts measured in an easterly direction from the fence forming the western boundary of such field, and terminating in the parish of Welsh Hampton, in the county of Salop, by a junction with the Cambrian Railways at a point 200 yards or thereabouts measured along that railway in an easterly direction from the eastern end of the passenger platform at Welsh Hampton Station.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the intended railways and works, to alter and vary authorized tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, alter, or extinguish other rights and privileges.

To deviate laterally and vertically in the construction of the said intended works to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the intended Act.

To cross, alter, stop up, or divert temporarily or permanently, or otherwise interfere with any roads, highways, ways, streets, railways, tramways, sewers, drains, navigations, rivers, canals, streams, watercourses channels, conduits, cuts, pipes, embankments, telegraphs and telegraphic apparatus, gas works, water and other pipes, and other works of every description which it may be necessary or proper to cross, alter, stop up, divert or interfere with in the construction of any of the said railways and works, and to vary or extinguish all rights or privileges connected with lands and houses, roads, streets, railways, sewers or drains which would interfere with or prevent the construction or use of the said intended railways and works.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes, townships, and places aforesaid, for the purposes of the intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges.

To authorise the Company, the Wrexham, Mold, and Connah's Quay Railway Company, and the Cambrian Railways Company (in this Notice referred to as the contracting companies), from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, maintenance, construction, and management of the intended railways and works, or any part or parts thereof, 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, collection, accommodation, conveyance, transmission and delivery of traffic upon, coming from or destined for the respective undertakings of the Company and the contracting Companies, or any of them, and the fixing, collection, payment, division, appropriation, apportionment, and distribution of the revenue arising from such traffic, or other the profits of the respective undertakings of the Company and the contracting Companies, the payment of any fixed or contingent rent, and the

appointment of Joint Committees for carrying into effect every or any such agreements as aforesaid, and to confirm and give effect to any agreements which have been, or may be, made touching any of the matters aforesaid.

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

And the intended Act will incorporate with itself the provisions, or some of the provisions of the following Acts, or some or one of them, namely, "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" and will alter, extend, amend, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the Acts of Parliament (local and personal), following, namely:— 25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 Vic., cap. 38; 29 and 30 Vic., caps. 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232; 46 and 47 Vic., caps. 65 and 108, and all other Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company; 16 and 17 Vic., cap. 143; 27 and 28 Vic., cap. 262, and any other Act or Acts relating to or affecting the Cambrian Railways Company.

Duplicate plans and sections describing the lines, situations, and levels of the intended railways, and other works to be authorised by the intended Act, and the lands, houses, and other property in or through which they will be made and maintained, or which will or may be taken under the powers of the Bill, 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, an ordnance or published map, with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, with the Clerk of the Peace for the County of Salop, at his office at Shrewsbury, and with the Clerk of the Peace for the County of Flint, at his office at Mold, and on or before the same day a copy of so much of the said plans and sections and books of reference as relates to each parish in or through which the railways and other works are to be made or maintained, or in which any lands, houses, or other property which will or may be taken under the powers of the Bill are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 10th day of November, 1883.

Evan Morris, Wrexham, Solicitor for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

London, Reigate, and Brighton Railway.

(Incorporation of Company; Construction of Railway from Kensington and Dulwich to Reigate, Brighton, and Shoreham; Compulsory Purchase of Lands, &c.; Tolls, Rates, and Charges; Running Powers and Traffic Facilities; Working and Traffic Agreements; Arrangements with the Corporation of Brighton and Hove Commissioners, and Shoreham Harbour Trustees; Power to acquire and improve Shoreham Harbour; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, and to confer upon the Company so to be incorporated (in this Notice called "the Company") all usual and necessary powers for making, maintaining, and working the railways next hereinafter described, or some of them, with all proper stations, approaches, junctions, works, and conveniences connected therewith respectively (that is to say):—

- (1.) A Railway No. 1, commencing in the parish of St. Giles', Camberwell, in the county of Surrey, by a junction with the Main Line of the London, Chatham, and Dover Railway Company, at or near the south-eastern end of the passenger platforms of their Dulwich Station, and terminating in the parish of Cheam, in the same county, in the field numbered 250 on the 25-inch Ordnance Map, at a point distant 3 yards or thereabouts, measured in a westerly direction from the eastern boundary, and 60 yards or thereabouts, measured in a northerly direction from the south-eastern corner of the said field;
- (2.) A Railway No. 2, commencing in the said parish of Cheam by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating in the parish of Reigate, in the county of Surrey, at a point on the north side of West-street, distant 16 yards or thereabouts, measured in an easterly direction from the south-eastern corner of the dwelling-house on the north side of the said street, occupied by Mrs. Jane Milner;
- (2a.) A Railway No. 2a, wholly in the parish of Reigate, in the county of Surrey, commencing by a junction with the intended Railway No. 2 at the termination thereof before described, and terminating by a junction with the Reading and Reigate Branch of the South-Eastern Railway, at a point 17 yards or thereabouts, measured in a westerly direction along that branch railway from the centre of the London-road, where it crosses the railway near the Reigate Station;
- (3.) A Railway No. 3, commencing in the said parish of Reigate by a junction with the intended Railway No. 2 at the termination thereof before described, and terminating in the parish of Hangleton, in the county of Sussex, in the field numbered 20 on the 25-inch Ordnance Map, at a point distant 426 yards or thereabouts, measured in a south-westerly direction from the south-western corner of a building called North-lane Barn;
- (4.) A Railway No. 4, commencing in the said parish of Hangleton, by a junction with the intended Railway No. 3 at the termination thereof before described, and terminating in the parish of Brighton, in the county of Sussex, at a point in the Corporation Depot

at the rear of the King and Queen Hotel, in Marlborough-place;

- (5.) A Railway No. 5, commencing in the said parish of Hangleton by a junction with the intended Railway No. 3 at the termination thereof before described, and terminating in the parish of Kingston-by-Sea, in the county of Sussex, at a point distant 10 yards, or thereabouts, south of the High Lighthouse Shoreham Harbour;
- (5a.) A Railway No. 5a, commencing in the parish of Aldrington, in the county of Sussex, by a junction with the intended Railway No. 5 before described, in the field numbered 24 on the 25-inch Ordnance Map, at a point distant 20 yards or thereabouts, measured in a north-easterly direction from the northern end of the arch under the London, Brighton, and South Coast Railway, connecting the fields numbered 23 and 24 on the said Ordnance Map, and terminating in the parish of Preston (West), in the county of Sussex, in the field numbered 6 on the 25-inch Ordnance Map, at a point distant 77 yards or thereabouts, measured in a northerly direction from the centre of the public road leading from Brighton to Old Shoreham, and 318 yards or thereabouts, measured in a north-easterly direction from the intersection of the said road with the road known as Hove Drove;
- (5b.) A Railway No. 5b, commencing in the parish of Portslade, in the county of Sussex, by a junction with the intended railway No. 5 at a point in the wharf at Portslade-by-Sea, occupied by Messrs. Tooth & Co., timber merchants, distant 30 yards or thereabouts, measured in a south-westerly direction from the south-west corner of Messrs. Tooth & Co.'s foreman's office, and terminating in the parish of Aldrington, in the same county, in a piece of land numbered 52 on the 25-inch Ordnance Map, at a point distant 92 yards or thereabouts, measured in a southerly direction from the centre of the road leading from Brighton to Portslade-by-Sea, and 295 yards or thereabouts, measured in a south-easterly direction from the north-east corner of the building called Adur Hotel, Aldrington;
- (5c.) Railway No. 5c, commencing in the said parish of Aldrington by a junction with the intended Railway No. 5b, in the piece of land numbered 52 on the 25-inch Ordnance Map, at a point distant 112 yards or thereabouts, measured in a southerly direction from the centre of the road leading from Brighton to Portslade-by-Sea, and 220 yards or thereabouts from the north-east corner of the building called the Adur Hotel, and terminating in the parish of Portslade, in the county of Sussex, at a point situated distant 16 yards or thereabouts, measured in a southerly direction from the north-eastern corner of the northern fence of the Brighton and Hove Gas Works;
- (6.) A Railway No. 6, commencing in the parish of Wimbledon, in the county of Surrey, at a point distant 7 yards or thereabouts, measured in a westerly direction from the north-west corner of the cemetery belonging to the Wimbledon Local Board, and terminating in the parish of Cheam, in the same county, by a junction with Railway No. 1, at the termination thereof before described;
- (7.) Railway No. 7, commencing in the parish of St. Mary Abbots, Kensington, in the county of Middlesex, by a junction with the

West London Railway, at a point 130 yards or thereabouts, measured in a south-easterly direction along that railway from the south-eastern face of the bridge carrying the main road between Kensington and Hammersmith over the said railway, and terminating in the parish of Wimbledon, in the county of Surrey, by a junction with Railway No. 6, at the commencement thereof before described;

(7a.) A Railway No. 7a, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 6 at the commencement thereof before described, and terminating by a junction with the London and South-Western Railway at the south-western side of the new bridge carrying the Merton-road over that railway;

(7b.) A Railway No. 7b, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 7, at a point in the fence between the London and South-Western Railway and the field numbered 159a on the 25-inch Ordnance Map, which point is distant 15 yards or thereabouts, measured in a south-westerly direction along the fence from the north-eastern corner of the said field, and terminating by a junction with the London and South-Western Railway at the western side of the new bridge carrying the Merton-road over that railway;

(7c.) A Railway No. 7c, wholly in the said parish of Wimbledon, commencing by a junction with the intended Railway No. 7, in the field numbered 160 on the 25-inch Ordnance Map, at a point distant 63 yards or thereabouts, measured in a westerly direction from the fence on the western side of the London and South-Western Railway, and 133 yards or thereabouts from the south-western corner of the said field, and terminating by a junction with the Railway No. 2, described in and authorised by the Wimbledon and West Metropolitan Junction Railway Act, 1882, at a point 4 furlongs 9·3 chains from the commencement of that authorised railway, as shown on the deposited plans thereof, referred to in the said Act;

(7d.) A Railway No. 7d, wholly in the parish of Fulham, in the county of Middlesex, commencing by a junction with the intended Railway No. 7, at a point in the centre of Lillie-road, distant about 122 yards or thereabouts, measured in a south-westerly direction along that road from opposite the centre of the roadway of Richmond-gardens at its intersection with Lillie-road, and terminating by a junction with the railway of the Midland Railway Company, at a point about 80 yards or thereabouts, measured in a north-easterly direction from the east face of the bridge carrying North End-road over the said railway.

Which said intended railways and works will pass from, in, through, or into, or be situated within the parishes, townships, and places of St. Mary Abbott's, Kensington; St Peter and St. Paul, Hammersmith, Fulham, North-end, Walham-green, or some of them, in the county of Middlesex; Wandsworth, St. Giles, Camberwell; St. Mary, Lambeth; Dulwich, Thornton-heath, Lower Norwood, Upper Norwood, Croydon, Norbury, Mitcham, Carshalton, Beddington, Sutton, Cheam, Cuddington, Ewell, Epsom, Walton-on-the-Hill, Buckland, Reigate, Foreign of Reigate, Wimbledon, Merton, Morden, Leigh, Charlwood, Norwood-hill, Horley, or some of them, in the county of Surrey; Ifield, Upper Beeding, Burbeach, Slaugham, Warninglid, Worth, Crawley, Buttinghill, Lower Beeding, Colgate, Cuckfield, Cowfold, Nuthurst, Handcross, Crabtree, Bolney, Twineham, Shermanbury, Hurstpierpoint, Albourne, Woodmancote, Poynings, Edburton, Fulking, Hangleton, Portslade, Portslade-by-Sea, West Blatchington, Aldrington, Hove, Cliftonville, Preston, otherwise West Preston, Brighton; Southwick, Fishergate, Lancing, Kingston-by-Sea, Old Shoreham, New Shoreham, or some of them, in the county of Sussex.

The Bill will authorise the Company to exercise the powers and effect the purposes following, or some of them, viz. :—

To deviate from the lines and levels of the intended railways and works as shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To cross, stop up, alter, or divert, temporarily or permanently, roads, streets, highways, foot-paths, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, telegraphs, wires, pipes, and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended railways and works; and also to appropriate and use the under surface of any streets, lands, roads, squares, passages, or places under or along which any of the proposed railways and works are intended to be made.

To purchase, take, enter upon and use, by compulsion or agreement, for the purposes of the intended railways and works, lands, houses and hereditaments, and any estates, rights, interests or easements in, over, or affecting the same, to alter, vary or extinguish any rights or privileges connected with such lands, houses or hereditaments, and to confer other rights and privileges.

To purchase and take, for or in connection with the purposes aforesaid, certain lands, being or reputed to be common or commonable lands, of which the following are the particulars, and the estimated quantities proposed to be taken, viz. :—

Railway.	Name by which lands are known.	Where the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
2	Epsom Downs	Parish of Epsom	Acres. 4·9	Acres. 4·5
2	Walton Downs	Parish of Walton-on-the-Hill.	6·16	3·0
2	Walton Heath	Ditto	8·24	0·5
3	Ifield Wood	Parish of Ifield	1·0	0·5

To demand, take, and recover tolls, fares, rates, and charges, for or in respect of the intended railways and works and the conveyance of traffic thereon, and also in respect of the portions of railways to be run over and used by the Company as hereinafter mentioned; to alter existing tolls, fares, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To purchase and take, by compulsion or agreement, so much of any property as may be required for the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory or premises, without being subject to the liabilities imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

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 may not be required for the purposes thereof.

To sell and convey, demise and lease, let, or otherwise dispose of 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 purposes of the Bill; and to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To pay out of the moneys to be raised by them under the powers of the Bill, or out of any other funds of the Company, interest or dividends to the shareholders or stockholders of the Company, on the sums which may be from time to time paid on the shares or stock allotted to them, anything in the Companies Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

To empower the Company and all Companies and persons lawfully working or using the intended railways, or either of them, or any part or parts thereof, by agreement or otherwise, to run over and use, with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or as may be settled by arbitration or defined by the Bill, the railways and portions of railways hereinafter mentioned (that is to say):—

- (a.) The railways and stations of the London, Chatham and Dover Railway Company, situate between the junction of the intended Railway No. 1 with the London, Chatham and Dover Railway and the Queen Victoria-street Terminus and the Holborn Viaduct Station respectively, including the stations at Queen Victoria-street and Holborn Viaduct.
- (b.) The railways of the London, Chatham and Dover Railway Company, situate between the junction of the intended Railway No. 1 with the London, Chatham and Dover Railway and the junction of the last-mentioned railway with the Victoria Station and Pimlico Railway.
- (c.) The Victoria Station and Pimlico Railway and the Victoria Station.
- (d.) The West London Railway and stations.
- (e.) So much of the London and North-Western Railway as is situated between the West London Railway and Willesden Junction, including Willesden Station.
- (f.) The Wimbledon and West Metropolitan Junction Railway.
- (g.) So much of the Kingston and London Railway as, is, or may be situate between the junction therewith of the Wimbledon and West Metropolitan Junction Railway and the junction of the Kingston and London

Railway with the Fulham Extension of the Metropolitan District Railway;

- (h.) The Metropolitan District Railway;
- (i.) The Metropolitan Railway;
- (j.) So much of the London and South-Western Railway as is situate between the termination of the intended Railways Nos. 7a and 7b respectively and Waterloo Station, including that station;
- (k.) So much of the London and South-Western Railway as is situated between Studland-road Junction and South Acton Station Junction;
- (l.) The North and South-Western Junction Railway;
- (m.) The Railway belonging to the Midland Railway Company near the West Kensington Station;
- (n.) So much of the South-Eastern and London, Brighton, and South Coast Railways as is situated between the termination of the intended Railway No. 2a, and the stations at London-bridge, Cannon-street, and Charing Cross, including those stations;
- (o.) The East London Railway;
- (p.) So much of the railway of the Great Eastern Railway Company as is situated between Bishopsgate Junction and Liverpool-street Station, including that station;

Together with the stations, platforms, lines of rails, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery works, and conveniences on or connected with the said railways and portions of railways and stations respectively.

And to require and compel the London Chatham and Dover Railway Company, the Victoria Station and Pimlico Railway Company, the London, Brighton, and South-Coast Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the South-Eastern Railway Company, the North London Railway Company, the London and South-Western Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, the East London Railway Company, the Great Eastern Railway Company, or other the Company or Companies owning or working the said railways, portions of railways, stations, and works so run over and used, or any or either of such Companies, to afford all requisite facilities for the purpose; and to enable the Company and all such other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways, portions of railways, stations, and works so run over and used, or any part or parts thereof, under the powers of the Bill; and if need be to alter and reduce the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates and duties to be hereafter taken upon or in respect of the said railways and portions of railways and stations and works so run over and used, and the works and conveniences connected therewith.

To empower the Company on the one hand and the South-Eastern Railway Company, the London, Chatham and Dover Railway Company, the London and South-Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the London, Brighton and South-Coast Railway Company, the North London Railway Company, the Metropolitan Railway Company, the Metropolitan

District Railway Company, the East London Railway Company, the Great Eastern Railway Company, and the Shoreham Harbour Trustees, or any one or more of those Companies and parties, 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, stations, 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 or stations 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 of them, or any part thereof, and the employment of officers and servants.

To authorise the Company and the Corporation of Brighton, and the Hove Improvement Commissioners respectively, to make and carry into effect agreements with respect to the appropriation and occupation for the purposes of the Company's undertaking, of lands and property vested in or under the control and management of the said Corporation and Commissioners, and with respect to the construction of works and buildings in or over the same, and the construction and approaches, accesses and communications through any property acquired by the Company, and the construction, use, and maintenance of streets, subways, sewers, drains, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

To enable the Company and the Trustees of New Shoreham Harbour to enter into and carry into effect agreements for the improvement of the harbour and the funds required for that purpose, or for the sale, transfer, or lease by the Trustees to the Company of the harbour and works (constructed or authorised to be constructed), lands, property, rights, powers and privileges of the Trustees, or any part or parts thereof, and for vesting the undertaking of the Trustees in the Company, upon and subject to such terms and conditions (pecuniary and otherwise), and in the case of a lease for such period or periods as may have been or may be agreed between the Company and the Trustees, or as may be prescribed or authorised by the Bill; and the Bill will confer all necessary powers on the said Trustees and the Company respectively for making any such improvements, and effectuating and accepting any such sale, transfer, or lease; and in the event of a sale, the Bill will or may provide for the winding up and distribution of the assets of the said Trustees and their undertaking.

The Bill will vary or extinguish all rights and privileges which may interfere with the objects thereof, and confer other rights and privileges.

The Bill will 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, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such modifications and exceptions as may be deemed expedient; and so far as may be requisite for any of the purposes thereof, the Bill will alter, amend, enlarge or repeal some of the provisions of the

several local Acts following (that is to say): 6 Will. IV., cap. 75, and all other Acts relating to or affecting the South-Eastern Railway Company; 16 and 17 Vict., cap. 132, and of all other Acts relating to or affecting the London, Chatham and Dover Railway Company; 4 and 5 Will. IV., cap. 88, and of all other Acts relating to or affecting the London and South-Western Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vict., caps. 18 and 59, and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company; 5 and 6 Will. IV., cap. 107, 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; 16 and 17 Vict., cap. 186, and all other Acts relating to or affecting the Metropolitan Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company; 9 and 10 Vict., cap. 396, and 16 and 17 Vict., cap. 97, and all other Acts relating to or affecting the North London Railway Company; 21 and 22 Vict., cap. 118, 24 and 25 Vict., cap. 81, and all other Acts relating to or affecting the Victoria Station and Pimlico Railway Company; 9 and 10 Vict., cap. 283, 41 and 42 Vict., cap. 72, and all other Acts relating to or affecting the London, Brighton and South Coast Railway Company; 25 and 26 Vict., cap. 223, and all other Acts relating to or affecting the Great Eastern Railway Company; the East London Railway Act, 1865, and all other Acts relating to or affecting the East London Railway Company; 36 and 37 Vict., cap. 290, and all other Acts relating to or affecting the Shoreham Harbour; 30 and 31 Vict., cap. 22, and any other Acts relating to or affecting the Corporation of Brighton; 36 and 37 Vict., cap. 95, and of all other Acts relating to or affecting the Hove Commissioners.

And Notice is hereby also given, that on or before the 30th day of November, 1883, plans and sections of the said intended railways and works, showing the lines and levels thereof and the lands which may be taken compulsorily under the powers of the Bill, with a Book of Reference to such plans, an Ordnance Map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; 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 Sussex, at his office at Lewes; and on or before the said 30th day of November, a copy of so much of the said Plans, Sections, and Book of Reference as relates to each parish in or through which the intended railways and works, or any part thereof, will be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice, will be deposited for public inspection as follows (that is to say):—as regards the parish of St. Mary Abbot's, Kensington, with the Vestry Clerk of that parish, at his office at the Town Hall, Kensington; as regards the parish of St. Peter and St. Paul, Hammersmith, and the parish of Fulham, with the Clerk to the Board of Works for the Fulham district, at his office, Broadway, Hammersmith; as regards the parish of Wandsworth, with the Clerk to the Wandsworth District Board of Works, at his office, Battersea Rise, Wandsworth; as regards the parish of St. Mary, Lambeth, with the Vestry

Clerk of that parish, at his office, Vestry Hall, Kennington-green; as regards the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at his office, Vestry Hall, Peckham-road; and in the case of each other parish, with the Parish Clerk thereof, at his residence; and in the case of any extra-parochial place, with the Parish Clerk of some immediately adjoining parish, at his residence.

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

Dated this 9th day of November, 1883.

Newman, Stretton, and Hilkiard,
75, Cornhill, London,
H. J. Verrall, Brighton,
William Bell, 27, Great George street,
Westminster, Parliamentary Agent.

} Solicitors.

In Parliament.—Session 1884.

West Lancashire Railway (Extensions).

(Extensions to Lytham, Saint Anne's-on-the-Sea, and Blackpool, and to the Preston Docks, in the County of Lancaster; Compulsory Purchase of Lands; Taking of Common or Commonable Land; Power to Purchase part only of Houses, Buildings, and Manufactories; Stopping up and Diversion of Roads, &c.; Underpinning Buildings; Levying of Tolls or Rates; Application of Existing and Raising of New Capital; Separate Undertakings; Running Powers; 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 Lancashire Railway Company (hereinafter referred to as "the Company"), for an Act for the following or some of the following purposes, that is to say:

To enable the Company to made and maintain the railways and works hereinafter described, or some part or parts thereof respectively, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, communications, and other conveniences connected therewith respectively, that is to say:

(1) A Railway No. 1, wholly in the parish, township, and borough of Preston, commencing by a junction with the West Lancashire Railway, at a point on that railway 175 yards or thereabouts, measured in a southerly direction from the south-west corner of the engine-shed at the Preston Station of the West Lancashire Railway, and terminating at a point on the Preston Marsh, 310 yards or thereabouts, measured in a north-westerly direction, from the west corner of the Victoria warehouses, and 142 yards from the north-eastern side of the public road known as West Strand, measured in a south-westerly direction at right angles thereto.

(2) A Railway No. 2, commencing in the parish, township, and borough of Preston, by a junction with the proposed Railway No. 1, at a point on that proposed railway where it is intended to cross the Ribble Branch Railway 150 yards or thereabouts, measured in a westerly direction along that railway, from the western face of the tunnel of the Ribble Branch Railway under Fishergate-hill, and terminating in the township of Layton-with-Warbreck and parish of Bispham, in the borough of Blackpool, at a point at or near the north-western corner of the front garden of the house No. 13, in the street known as Albert-road. The said

railway will pass from, into, or through and be situate in the following parishes, townships, and places, viz.: Bispham, Poulton-in-the-Fylde, Lytham, Kirkham, and Preston; Layton-with-Warbreck, Marton, Bispham-with-Norbreck, Lytham, Warton, Freckleton, Newton-with-Scales, Clifton-with-Salwick, Lea, Ashton, Ingoel, and Cottam, Preston; Great Marton, Bispham, Little Marton, Lea, and Ashton; St. Anne's-on-the-Sea, and South Shore, all in the county of Lancaster. The before-mentioned railways and works will be situate wholly in the county of Lancaster.

To enable the Company to purchase, by compulsion or otherwise, all or any of the lands and houses, situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railways and works; 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 the objects or purposes of the intended Act.

For the purposes of the intended railways a portion, estimated to contain 20 acres or thereabouts, of common or commonable lands, part of Preston Marsh, in the township and parish of Preston, in the county of Lancaster, are intended to be taken by the Company.

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 92nd section of the Lands Clauses Consolidation Act, 1845.

To empower the Company to cross, stop up, and remove, alter, or divert, either temporarily or permanently, all such turnpike-roads, highways, streets, and other roads, footpaths, railways, tramways, sidings, passages, and places, bridges, piers, landing-places, rivers, streams, canals, waters, watercourses, sewers, drains, pipes, buildings, telegraph, electric lighting, and telephone wires and apparatus, and works of all descriptions as may be necessary or convenient in executing the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking, and particularly so to stop up, divert, and appropriate the site and soil of and to extinguish all rights of way over the following streets, roads, and thoroughfares, viz.: West Strand, Hartington-street, Marsh-lane, in the parish of Preston, Albert-road, Great Marton-road, Hull-road, Hornby-road, and Vance-road, Blackpool, in the parish of Bispham, all in the county of Lancaster.

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 may not be required for the purposes thereof.

To empower the Company to make lateral and vertical deviations from the lines and levels of the intended railways and works, as shown on the plans and sections hereinafter referred to and mentioned, to such extent within the defined limits or otherwise as may be prescribed by the intended Act.

To empower the Company to levy tolls, rates, duties, and charges for or in respect of the intended railways and works, and to alter existing tolls, rates, and duties, and to confer,

vary, and extinguish exemptions from payment of tolls, rates, duties, and charges.

To authorise the Company, for the purposes of the said railways and works and of the intended Act, to apply any of the funds of the Company or which they are now authorised to raise, and to raise for such purposes and for the general purposes of their undertaking further moneys by borrowing, and by the creation of new shares and stock, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend and other special privileges.

To provide, if need be, for the formation of the railways and works, or either or any of them to be authorised by the intended Act, and the capital to be raised for the purposes thereof, into a separate undertaking or separate undertakings of the Company, and to make all necessary provisions with respect thereto.

To empower the Manchester Sheffield and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company, by agreement or otherwise, to run over and use, with their engines, carriages and waggons, officers and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be mutually agreed upon, or settled by arbitration, or prescribed by the Bill, the railways by the Bill proposed to be authorised, or such portion or portions of those railways as may be specified in the Bill, together with the use of all stations, sidings, platforms, points, signals, junctions, approaches, roads, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, buildings, machinery, works, and conveniences connected with the said railways or portions of railways and stations so to be run over and used.

And it is proposed to incorporate in the intended Act 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," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Arbitration Act, 1859," and any other Acts applicable to any of the purposes before mentioned; and to alter, amend, extend, or repeal (or if deemed expedient to consolidate, and to re-enact, with such alterations and additions as may be requisite) all or some of the powers and provisions of the several local and personal Acts relating to the Company, that is to say: "The West Lancashire Railway Act, 1871," "The West Lancashire Railway Act, 1872," "The West Lancashire Railway Act, 1873," "The West Lancashire Railway Act, 1875," "The West Lancashire Railway (Steam Vessels) Act, 1878," "The West Lancashire Railway Act, 1879," "The West Lancashire Railway Act, 1881," "The West Lancashire Railway Act, 1882," and any other Act or Acts relating to or affecting the Company; and to alter, amend, extend, or repeal all or some of the powers and provisions of the several Acts following:—12 and 13 Vict., cap. 81, and any other Acts relating to or affecting the Manchester Sheffield and Lincolnshire Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vict., cap. 71, and any other Acts relating to or affecting the Great Northern Railway Company.

And the intended Act will vary or extinguish all existing rights and privileges inconsistent

with, or which would or might in any way impede or interfere with any of its objects, and will confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections, showing the lines, situations, and levels of the intended railways and works to be authorised, and the lands, houses, and property in or through which they will be made, and which may be taken under the compulsory powers of the intended Act, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, together with an ordnance or published map, with the line of the proposed railways delineated thereon, showing the general course and direction of the same, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Lancaster, at his office in Preston, in that 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 or extra-parochial place in or through which the said intended railways or works are proposed to be made, or within which the lands, houses, and property proposed to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited as follows, that is to say: in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given, that on or before the 21st day of December, 1883, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

Walton and Smith, Southport, Solicitors-
Lewin, Gregory and Anderson, 23, King-
street, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1881.

London Chatham and Dover Railway.

(Shortlands and Nunhead.)

(Construction of Branch Railways; Tolls, &c.;
Additional Capital; 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 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 railways 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):—

- (1.) A railway (Railway No. 1) wholly situate in the county of Kent, commencing in the parish of Beckenham by a junction with the main line of the London, Chatham, and Dover Railway, at a point 840 yards or thereabouts measured along that railway in a north-westerly direction from the northern end of the down platform of Shortlands Railway Station, and terminating in the parish of St. Paul, Deptford, by a junction with the Nunhead and Blackheath branch of the London, Chatham, and Dover Railway, at a point 23 yards or thereabouts measured

along that branch railway in an easterly direction from the eastern end of the northern platform of the Brockley-lane Station on that branch railway. The said Railway No. 1 will pass in or through the parishes or places of Beckenham, Bromley, Lewisham, St. Paul, Deptford, Lee, South-end, or some of them.

(2.) A railway (Railway No. 2) wholly situate in the county of Kent, commencing in the parish of Beckenham by a junction with the main line of the London, Chatham, and Dover Railway, at a point 910 yards or thereabouts measured along that railway in a westerly direction from the northern end of the down platform of the Shortlands Railway Station, and terminating in the parish of Beckenham by a junction with the said Railway No. 1, in the field numbered 239, in the parish of Beckenham, on the ordnance map of the scale of $\frac{1}{25000}$, at a point 27 yards or thereabouts, measured in an easterly direction from the north-east corner of the wood or enclosure numbered 240, in the parish of Beckenham, on the said ordnance map. The said Railway No. 2 will pass in or through the parishes of Beckenham and Bromley, or one of them.

(3.) A railway (Railway No. 3) wholly situate in the parish of St. Giles, Camberwell, and county of Surrey, commencing by a junction with the Crystal Palace and South London Junction Railway of the London, Chatham, and Dover Railway, at or near the bridge carrying that railway over the road known as Kirkwood-road, being 800 yards or thereabouts measured in an easterly direction along that railway from the eastern end of the northern platform of the Peckham Rye Station of that railway, and terminating by a junction with the South London Line of the London, Brighton, and South Coast Railway at or near a point 30 yards or thereabouts, measured along that railway in a southerly direction, from the southern end of the easternmost platform of the Queen's-road Station of that railway.

(4.) Railway No. 4, wholly situate in the parish of St. Giles, Camberwell, and county of Surrey, commencing by a junction with the said intended Railway No. 3 at a point formed by the intersection of a line drawn parallel to and 60 yards or thereabouts, measured in a westerly direction, from the western side of the above-mentioned Kirkwood-road, and a line drawn parallel to and 30 yards or thereabouts, measured in a northern direction, from the northern side of Brayard-road, and terminating by a junction with the South London Line of the London, Brighton, and South Coast Railway at or near the point above described as the termination of Railway No. 3.

To authorise the Company to deviate laterally from the lines of the intended railways and other works to the extent shown on the plans deposited as hereinafter mentioned or as may be provided by the intended Act and also to deviate vertically from the levels shown on the sections deposited as hereinafter mentioned.

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 railways, 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 compulsion or agreement lands, houses, and buildings, for the purposes of the intended railways and works.

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 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 alter, vary, and extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

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, showing the lines, situations and levels of the intended railways and works, and the lands, houses, and other property which may be taken for the purposes thereof, with books of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway; and a copy of so much of the said plans, sections, and books of reference as relates to each of the aforesaid parishes, and a copy of this Notice will be deposited for public inspection, as follows (that is to say): In the case of each such parish or place within the limits of the Metropolis, as defined by the Metropolis Management Act, 1855, with the Clerk of the Vestry of each such parish mentioned in Schedule (A) of that Act at the Vestry Hall of such parish, and with the Clerk of the District Board of each such parish mentioned in Schedule (B) of that Act at his office; 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 14th day of November, 1883.

John White, Victoria Station, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Scarborough and East Riding Railway.
(Incorporation of Company, with powers to make and maintain Railway from Scarborough to Howden, in the North and East Ridings of the County of York, with Junctions with other Railways, and a Branch to Weaverthorpe; Compulsory Purchase of Lands and Houses, and Interference with Public Roads, &c.; Power to take part only of any Property; Running Powers over Railways of other Companies; Working and other Agreements with other Railway Companies, and Powers to other Companies to use the Proposed Railways; Tolls; Payment of Interest out of Capital; Amendment of Acts; and other Provisions).

NOTICE is hereby given, that application is intended to be made to Parliament next Session for leave to bring in a Bill to incorporate a Company (hereinafter referred to as "the Company"), and to confer on them all necessary powers, and to make all necessary provision for effecting the following purposes, or some of them, that is to say:—

1. To make and maintain the railways hereinafter described, or some of them, or some part or parts thereof, with all necessary stations, junctions, approaches, works, and conveniences connected therewith respectively, namely:—

Railway No. 1.—A railway commencing in the township of Falsgrave, in the parish and borough of Scarborough, in the North Riding of the county of York, at a point in a field belonging or reputed to belong to Thomas Keld Beswick and Edward Donner, and in the occupation of John Featherstone, situate at the junction of New-lane and Wrea-lane, and terminating in the township of Little Driffield (detached), in the parish of Driffield, in the East Riding of the county of York, in a field called Youngs Close, on the west side of the road leading from Great Driffield to Langtoft and Scarborough, at a point about 370 yards, measured in a south-westerly direction, from Little Kendale Farm House.

Railway No. 1A.—A railway commencing in the township of Scarborough, in the parish and borough of Scarborough, in a field belonging or reputed to belong to Thomas Watson Mackwood and others, and in the occupation of William Foster Rooke and another, at a point about 80 yards measured north from the northern end of the Scarborough and Whitby Railway Tunnel, under Town-street, Falsgrave, and terminating at the commencement of Railway No. 1.

Railway No. 1B.—A railway to be situate wholly in the township of Falsgrave, in the parish and borough of Scarborough, commencing by a junction with the Scarborough and Whitby Railway, at a point about 320 yards, measured in a south-easterly direction from the bridge carrying Wrea-lane over that railway, and terminating at the commencement of and by a junction with Railway No. 1.

Railway No. 1c.—A railway to be situate wholly in the township of Falsgrave, in the parish and borough of Scarborough, commencing by a junction with the Scarborough and Whitby Railway, at a point about 143 yards, measured northwards, from the last-mentioned bridge, and terminating at the commencement of and by a junction with Railway No. 1.

Railway No. 2.—A railway commencing at the termination of Railway No. 1, and terminating in the township and parish of Good-

manham, in a field called "Firth Close," belonging or reputed to belong to Lord Londesborough, and in the occupation of Thomas Stephenson, at a point about 360 yards, measured in a northerly direction, from Goodmanham Mill.

Railway No. 3.—A railway commencing at the termination of Railway No. 2, and terminating in the township of Gilberdike, in the parish of Easttrington, in a field called "Twelve Acre" field, belonging or reputed to belong to and in the occupation of Thomas Brearley, at a point about 270 yards, measured south-westwards, from Owsthorpe Farm-house.

Railway No. 4.—A railway commencing at the termination of Railway No. 3, and terminating in the township and parish of Howden by a junction with the Hull, Barnsley, and West Riding Junction Railway, at a point on that railway about 300 yards west of the Northolmby-road level crossing thereon.

Railway No. 5.—A railway commencing in the township and parish of North Burton by a junction with Railway No. 1, at a point in the Vicarage Closes about 310 yards, measured in an easterly direction, from the first bridge from North Burton, carrying the road from North Burton to Wold-Newton over the Gipseyrace, and terminating in the township and parish of Weaverthorpe in a field belonging or reputed to belong to Henry Cholmley, and in the occupation of Richard Milner, at a point about 100 yards, measured east, from the junction of the road leading to Rosemount Farm with the road from Weaverthorpe to Helpertorpe.

Railway No. 6.—A railway to be situate wholly in the township and parish of Seamer, commencing by a junction with Railway No. 1 at a point about 150 yards, measured northwards from the bridge carrying Musham Bank-road over the North Eastern Railway, and terminating by a junction with that railway at a point about 10 yards, measured southwards, from the point where the boundary line between the parishes of Scarborough and Seamer crosses that railway.

Railway No. 7.—A railway commencing in the township of Cayton, in the parish of Seamer, by a junction with Railway No. 1 in a field belonging or reputed to belong to and in the occupation of Mary Sexton and others, at a point about 623 yards, measured in a south-easterly direction, from Cayton-Carr House, and terminating in the township of Osgodby, in the same parish, by a junction with the Scarborough and Bridlington Railway of the North Eastern Railway Company, at a point about 180 yards, measured in a south-easterly direction, from Cayton-Carr House aforesaid.

Railway No. 8.—A railway commencing at the termination of and by a junction with Railway No. 1, and terminating by a junction with the Hull and Bridlington Railway of the North Eastern Railway Company, in the township of Great Driffield, in the parish of Driffield, at a point about 155 yards, measured in an easterly direction, from the North Cabin Signal-box near Driffield Station.

Railway No. 9.—A railway commencing in the township of Emswell-with-Kelleythorpe, in the parish of Driffield, by a junction with Railway No. 2 at or near the beck called the Gipseyrace, at a point 310 yards, measured eastwards, from the foot-bridge near Kelleythorpe House over that beck,

and terminating in the township of Great Driffield, in the parish of Driffield, by a junction with the Malton and Driffield branch of the North-Eastern Railway at a point thereon about 300 yards, measured eastwards, from the bridge carrying that railway over Driffield Beck.

Railway No. 10.—A railway commencing at the termination of Railway No. 2, and terminating in the township of Market Weighton and Arras in the parish of Market Weighton by a junction with the Market Weighton and Beverley Railway of the North Eastern Railway Company at a point about 320 yards, measured north-eastwards, from the booking office of the Market Weighton Railway passenger station.

Railway No. 11.—A railway commencing at the termination of Railway No. 3, and terminating in the township and parish of Easttrington by a junction with the Hull, Barnsley, and West Riding Junction Railway at a point about 280 yards, measured in an easterly direction, from the Carr-lane level crossing on that railway.

The said intended railways will be made or pass from, in, through, or into the following parishes, townships, extra-parochial, and other places, or some or one of them, that is to say:—Scarborough, Falsgrave, Seamer, Cayton, and Osgodby, in the North Riding of the county of York, and Folkton, Hunmanby, Fordon, North Burton, Wold-Newton, Thwing, Octon, Thwing-and-Octon, Foxholes, Boythorpe, Foxholes-and-Boythorpe, Butterwick, Weaverthorpe, Helperthorpe, Rudston, Kilham, Harpham, Burton Agnes, Ruston-parva, Nafferton, Driffield, Great Driffield, Little Driffield, Kelleythorpe, Emswell-with-Kelleythorpe, Eastburn, Southburn, Kirkburn, Sunderlandwick, Neswick, Bainton, Hutton Cranswick, Bracken, Watton, Kilnwick-juxta-Watton, Middleton-on-the-Wolds, Lund, Holme-on-the-Wolds, Goodmanham, Londesborough, Easthorpe, Londesborough-and-Easthorpe, Market-Weighton, Market-Weighton and Arras, Northcliff, Sancton - and - Houghton, Sancton, North Cave, Southcliff, Holme-on-Spalding-Moor, Yokefeet, Howden, Metham, Owsthorpe, Hive, Gilberdike, Bellasize, Newland, Easttrington, Portington, Caville, Skelton, Barnby-on-the-Marsh, Thorpe, Belby, Kilpin, Balkholme, Howden, Knedlington, and Asselby, in the East Riding of the county of York.

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, open, or break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, railway-sidings, tramways, gas, water, and other pipes, and telegraphic, telephonic, and electric pipes, wires, and apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with 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 easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and to confer, vary, and extinguish other rights and privileges.

5. To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the Bill without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, or portions of railway, stations, and works hereinafter mentioned belonging to other railway or other companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, or portions of railway, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company and any company or person for the time being working or using the railway 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 failing agreement, 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 for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railway following, or some of them, or some part or parts thereof respectively (that is to say):—

(a) So much of the Hull and Bridlington branch of the North Eastern Railway Company as lies between the intended point of junction therewith of Railway No. 8 and the termination of that branch railway at Hull, including that Company's passenger station at Hull and the intervening portion of the Hull and Selby Railway.

(b) So much of the Malton and Driffield branch of the North Eastern Railway as lies between the intended junction therewith of Railway No. 9 and the junction of that branch railway with the Hull and Bridlington Railway.

(c) So much of the Scarborough and Bridlington Railway of the North Eastern Railway Company as lies between the intended junction therewith of Railway No. 7 and Seamer junction, and so much of the York and Scarborough Railway of that Company as lies between Seamer Junction and that Company's Scarborough station, including the use of that station.

(d) The Scarborough and Whitby Railway, including the proposed branch railway to the harbour at Scarborough, and such or such parts of the railways of other Companies as the Scarborough and Whitby Railway Company are or shall be for the time being authorised to run over or use.

(e) So much of the Hull, Barnsley, and West Riding Junction Railway as lies between the intended point of junction therewith of Railway No. 11 at Easttrington and the junction of that railway with the Midland Railway at Cudworth, including the use of the station at Cudworth Junction.

(f) So much of the Whitby, Redcar, and Middlesborough Union Railway of the North Eastern Railway Company as lies between the termination at Whitby of the Scarborough and Whitby Railway and the

Whitby station on the Whitby, Redcar, and Middlesbrough Union Railway, including that station.

And all other stations, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railway and stations respectively.

8. To empower the Company on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Midland Railway Company, the North Eastern Railway Company, the Whitby, Redcar, and Middlesbrough Union Railway Company, the East and West Yorkshire Union Railway Company, and the Scarborough and Whitby Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railways, or any of the railways of the said several Companies, or any of them, shall be made.

The alteration, enlargement, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Companies, or any of them.

9. To empower the Company on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Midland Railway Company, the North Eastern Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the Whitby, Redcar, and Middlesbrough Union Railway Company, the East and West Yorkshire Union Railway Company, and the Scarborough and Whitby Railway Company, or any or either of those 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, appropriation, apportionment, and distribution of 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 of the contracting Companies for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been made or may be made before the passing of the Bill touching any of the matters aforesaid. And the Bill may empower all or any of the above-named Companies to run over and use the intended railways, or some of them, or some parts thereof, and the stations, works, and conveniences connected therewith respectively, on such

terms and conditions as may be prescribed in the Bill.

10. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

11. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights or privileges.

12. And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, alter, amend, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them (that is to say):—17 and 18 Victoria, cap. 211, and all Acts relating to or affecting the North Eastern Railway Company; 9 and 10 Victoria, cap. 71, and all other Acts relating to the Great Northern Railway Company; 10 and 11 Victoria, cap. 166, and all other Acts relating to the Lancashire and Yorkshire Railway Company; 29 and 30 Victoria, cap. 195, and all other Acts relating to the Whitby, Redcar, and Middlesbrough Union Railway Company; 7 and 8 Victoria, cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 43 and 44 Victoria, cap. 199, and all other Acts relating to or affecting the Hull, Barnsley, and West Riding Junction Railway and Dock Company; 43 and 44 Victoria, cap. 163, and all other Acts relating to the Scarborough and Whitby Railway Company; and 46 and 47 Victoria, cap. 166, and any other Acts relating to the East and West Yorkshire Union Railway Company, and of all other Acts which it may be necessary to repeal, alter, or amend for effecting the objects of the Bill.

13. And Notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, and the lands and houses which may be taken for the purposes thereof, 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, and an ordnance map with the line of the intended railways delineated thereon showing 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 North Riding of the county of York, at his office at Northallerton, in that Riding, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in that Riding; 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 railways or works, or any part thereof, are or is intended to be made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each 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.

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

Dated this 15th day of November, 1883.

Mills and Bibby, Huddersfield, Solicitors for the Bill.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Midland Railway (Additional Powers).
(New Railways, Roads, Footpaths, and other Works and Additional Lands in the Counties of Derby, Leicester, Nottingham, Gloucester, Warwick, Cambridge, Worcester, City and County of Bristol, Middlesex, and Kent; Further Provisions as to Superfluous Lands; Maintenance and Execution of Works by Company and Great Western Railway Company upon Portion of Railway of Bristol Port Railway and Pier Company, and Agreements in relation thereto; Additional Capital; Amendment of Acts).

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

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith, that is to say:

Three railways, to be called "the Ripley and Heanor Extensions," situate wholly in the county of Derby.

No. 1, commencing in the township of Ripley, in the parish of Pentrich, by a junction with the Company's Ripley Branch, at a point thereon 28 chains or thereabouts, measured along that branch in a south-westerly direction, from the centre of the booking-office of the Ripley Station thereon, and terminating in the township of Pentrich, in the same parish, by a junction with the Company's railway from Ambergate to Codnor Park, at a point thereon 24 chains or thereabouts, measured along that railway in a westerly direction, from the centre of the booking-office of the Butterley Station thereon.

No. 2, commencing in the township and parish of Heanor by a junction with the Company's Heanor Branch, at a point thereon 4 chains or thereabouts, measured along that branch in a south-easterly direction, from its termination, and terminating in the township of Ripley, in the parish of Pentrich, by a junction with the intended Railway No. 1, in a field known as the Middle Meadow, numbered 538 on the ordnance map, scale $\frac{1}{25000}$, and belonging or reputed to belong to John Bamford Slack, and in the occupation of John Dale Harvey and William Harvey.

No. 3, commencing in the township of Ripley, in the parish of Pentrich, by a junction with the intended Railway No. 2, in a field known as Tents below Godbers, numbered 751 on the said ordnance map, and belonging or reputed to belong to the trustees of Ripley manorial rights, and in the occupation of Samuel Walker, and terminating in the said township and parish by a junction with the Company's said Ripley Branch at a point thereon 11 chains or thereabouts, measured along that branch in a southerly direction, from the centre of the booking-office of the Ripley Station thereon.

Which said intended railways 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: Ripley, Butterley, Butterley Park, Pentrich, Codnor, Codnor-cum-Loscoe, Loscoe, Codnor Park, and Heanor, all in the county of Derby.

A railway (to be called "the Holwell Extension") situate wholly in the county of Leicester, commencing in the township of Holwell, in the parish of Ab-Kettleby, by a junction with the Company's Holwell Branch, authorised by the Midland Railway (Additional Powers) Act, 1883, at or near the crossing of the roads leading respectively to Holwell, Ab-Kettleby, Long Clawson, and Eastwell, and terminating in the township of Chadwell-with-Wycomb, otherwise Wykeham, in the parish of Rothley, by a junction with the Waltham Branch of the Great Northern Railway, at a point thereon 54 chains or thereabouts, measured along that branch in a north-easterly direction from the bridge carrying that branch over the public road leading from Scalford to Thorpe Arnold, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Ab-Kettleby, Holwell, Kettleby, Wartnaby, Goadby Marwood, Scalford, Chadwell-with-Wycomb, otherwise Wykeham, Rothley, Long Clawson, and Hose, all in the county of Leicester.

A railway (to be called "the Langton Branch"), situate wholly in the parish of Kirkby in Ashfield, in the county of Nottingham, commencing by a junction with the Company's Pye Bridge and Mansfield Railway, at a point thereon 30 chains or thereabouts, measured along that railway in a north-easterly direction, from the centre of the booking-office of the Pinxton Station thereon, and terminating by a junction with the Langton Colliery Tramway, at a point thereon half-a-chain or thereabouts, measured in a westerly direction, from the Langton Colliery weighing machine office.

A railway (to be called "the Langley Mill and Pye Bridge Widening"), commencing in the township and parish of Heanor, in the county of Derby, by a junction with the Company's Erewash Valley Railway, at a point thereon 14 chains or thereabouts, measured along that railway in a northerly direction, from the centre of the booking-office of the Langley Mill Station thereon, and terminating in the township and parish of Alfreton, in the same county, by a junction with the same railway, at a point thereon 6 chains or thereabouts, measured in a northerly direction along that railway, from the signal-box at the Pye Bridge Junction, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Langley Mill, Heanor, Codnor, Codnor Park, Codnor and Loscoe and Alfreton, in the county of Derby, and Selston, in the county of Nottingham.

To enable the Company to construct three new roads in the parish of Bulwell, in the borough and county of Nottingham.

No. 1, commencing by a junction with the public road from Nottingham to Mansfield, called Main-street, at a point thereon $3\frac{1}{2}$ chains or thereabouts north of the junction therewith of the road to Bulwell Station, and terminating by a junction with the public road from Bulwell to Basford, at a point thereon $9\frac{1}{2}$ chains or thereabouts, measured in the direction of Basford, from the centre of the level crossing of that road over the Company's Nottingham and Mansfield Railway, and in connection with the said new road to alter the levels of Main-street for a distance of 2 chains or

thereabouts on each side of the point of junction of the new road therewith.

No. 2, commencing by a junction with No. 1 upon the site of the occupation road called Spring-road, at a point thereon 2 chains or thereabouts, measured along that road in a northerly direction, from its junction with the road to Bulwell Station, and terminating by a junction with the said occupation road, at a point thereon 7 chains or thereabouts, measured along that road from its said junction with the road to Bulwell Station.

No. 3, commencing by a junction with No. 1, at a point thereon 1 chain or thereabouts east of the centre of the said Nottingham and Mansfield Railway, and 2 chains or thereabouts north-east of the level crossing at Bulwell Station, and terminating by a junction with the occupation road called Church-lane, at a point thereon 2 chains or thereabouts north-east of the level crossing thereof by the said railway.

To empower the Company to stop up and discontinue and appropriate to the purposes of their undertaking—

- (A) So much of the said public road from Bulwell to Basford as crosses the said railway on the level;
- (B) So much of the said occupation road called Spring-road and the public footpath thereon as lies between the commencement and termination of the intended new road No. 2 as above described;
- (C) So much of the said occupation road called Church-lane, and of the public footpath thereon, as lies between its junction with Spring-road and the termination of the said intended new road No. 3 as above described.

To authorise and confirm the maintenance and use by the Company of the Tottenham and Hampstead North Curve authorised by the Midland Railway (Additional Powers) Act, 1880, as constructed across the street known as Mortimer-terrace, in the parish of Saint Pancras, in the county of Middlesex, and to stop up and extinguish all rights of way over so much of the said street as is crossed by the said railway:

To empower the Company to stop up and discontinue as a public highway, and to extinguish all rights of way over so much of the public road crossing the Company's Birmingham and Gloucester Railway, on the level at or near the Cleeve Station thereon, as lies between the boundaries of the Company's property.

To empower the Company to make a new footpath in the township of Wormhill, in the parish of Tideswell, in the county of Derby, commencing by a junction with the existing footpath leading from Wormhill to the Company's Millers Dale Station, at a point thereon 17 chains or thereabouts, measured along that footpath in a westerly direction, from its junction with the public highway leading from Blackwell to Millers Dale, and terminating by a junction with the same footpath at or near the north-east corner of the yard of the Company's said station, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between the commencement and termination of the proposed new footpath.

To empower the Company to make a new footpath in the parishes of Mangotsfield and Pucklechurch, in the county of Gloucester, commencing by a junction with the existing footpath leading from Shortwood to Siston Common,

at a point thereon 8 chains or thereabouts, measured along that footpath in a south-easterly direction, from its junction with the public road leading from Shortwood to Mangotsfield, and terminating by a junction with the same footpath at a point thereon 2 chains or thereabouts, measured in a south-easterly direction, from the Company's Mangotsfield north junction signal-box, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between the commencement and termination of the proposed new footpath.

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings, for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf, depôt, mineral goods, and other accommodation, and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act, and for other purposes connected with their undertaking, the lands, houses, and buildings following, or some of them, that is to say:—

Certain lands, houses, and buildings, situate in the parish of Sawley, in the county of Derby, lying on the east side of the Company's Long Eaton goods station, and on the north side of and adjoining the old turnpike-road from Nottingham to Derby.

Certain lands, houses, and buildings, situate in the townships of Litchurch and Saint Peter, in the parish of Saint Peter Derby, in the county of Derby, lying between the Company's locomotive and gas works and the Derby Canal.

Certain lands, houses, and buildings, situate in the parish of Saint Mary Leicester, in the county of Leicester, lying on the east side of and adjoining the Company's main line of railway near the south end of the Knighton tunnel thereon.

Certain lands, houses, and buildings, situate in the parish of Birmingham, in the county of Warwick, fronting to and on the west side of Fordrough-street, near the junction therewith of Navigation-street.

Certain lands, houses, and buildings situate in the parish of St. Andrew-the-Less, in the county of Cambridge, on the south of and near to the public road leading from Cambridge to Cherry Hinton, known as Mill-road, near the level crossing of that road over the Great Eastern Railway, and on the west side of and adjoining the property of the Great Eastern Railway Company.

Certain lands, houses, and buildings situate in the parish of Stoke Prior, in the county of Worcester, adjoining and on both sides of the Company's Birmingham and Gloucester Railway, near the Bromsgrove passenger station thereon.

Certain lands, houses, and buildings situate in the parishes of Oddingley and Himbleton, in the county of Worcester, adjoining and on both sides of the Company's Birmingham and Gloucester Railway, near the Dunhampstead Station thereon.

Certain lands, houses, and buildings situate in the out-parish of Saint Philip and Jacob, in the city and county of Bristol, adjoining and on the north side of the Company's branch railway to the Saint Philip's passenger station near Regent-terrace.

Certain lands, houses, and buildings situate in the parishes of Saint John Hampstead, and Hendon, in the county of Middlesex, adjoin-

ing and on both sides of the Company's main line of railway south of Child's-hill-lane.

Certain lands, houses, and buildings situate in the parish of Maidstone, in the county of Kent, lying between the Maidstone Station on the London Chatham and Dover Railway, the Cavalry Barracks, the river Medway, and Sandling-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 subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

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, or with the public and other roads and highways proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To make provision for the repair and maintenance of the intended new highways by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parishes, townships, or places within which the intended new highways will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act.

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railways and works, and to confer exemptions from the payment of tolls, rates, and duties.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and to enable the Company to sell the lands which have been acquired by them or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise, and, so far as may be necessary, to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To authorise the Company and the Great Western Railway Company, or either of them, to maintain in due and proper repair, and fit for the conveyance thereon of traffic of all descriptions, so much of the railway and works of the Bristol Port Railway and Pier Company (hereinafter called "the Pier Company") as lies between Sneyd Park Junction and the termination of that railway at Avonmouth, together with all stations, works, and conveniences thereon, and so far as may be necessary to empower the said two Companies, or either of them, to execute works upon such last-mentioned portion of railway, with the stations, works, and conveniences

thereon, and to make provision for the payment by the Pier Company of any costs and expenses incurred by the two Companies, or either of them, in and about or incident to such maintenance and execution of works. And to empower the said Companies to enter into and carry into effect contracts and agreements with respect to the matters aforesaid. And, so far as may be necessary for the purposes aforesaid, to alter, vary or rescind the Bristol Port Railway and Pier (Clifton Extension) Act, 1867, and the Great Western and Midland Railway Company's (Clifton and Bristol) Act, 1871, and any other Act or Acts of Parliament relating to the Bristol Port and Pier Railway, and the Agreement dated the 3rd day of August, 1870, and made between the Pier Company of the first part, the Great Western Railway Company of the second part, and the Company of the third part, scheduled to the said Act of 1871, and also to confirm or give full effect to all or some of the provisions contained in that Agreement.

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and of any other Act of the next session, and for any other purpose of or connected with any railway belonging to the Company, either alone or jointly with any other Company or Companies, or otherwise for the general purposes of the Company, 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 of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Great Western Railway Company to apply to any of the purposes of the intended Act affecting that Company such portion of their authorised capital or funds as they shall think expedient.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say :

The Act local and personal 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

The Act local and personal 5 and 6 Wm. IV, cap. 107, and all other Acts relating to the Great Western Railway Company.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in the present year, be deposited for public inspection as follows, that is to say: as regards the works and lands in the county of Derby, with the Clerk of the Peace for that County, at his office at Derby; as regards the works and lands in the county of Leicester, with the Clerk of the Peace for that County, at his office at Leicester; as regards the works and lands in the county of Nottingham, with the Clerk of the Peace for that County, at his office at Newark; as regards the lands in the county of Gloucester, with the Clerk of the Peace for that County, at his office at Gloucester; as regards the lands in the county of Warwick, with the Clerk of the Peace for that County, at his office at Leamington; as regards the lands in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Cambridge; as regards the lands in the county of Worcester, with the Clerk of the

Peace for that County, at his office at Worcester; as regards the lands in the city and county of Bristol, with the Clerk of the Peace for the said city and county, at his office at Bristol; as regards the lands in the county of Middlesex, with the Clerk of the Peace for that County, at his office at the Sessions House, Clerkenwell; as regards the lands in the county of Kent, with the Clerk of the Peace for that County, at his office at Maidstone; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows, that is to say: as regards the parish of Saint John Hampstead, with the vestry clerk of that parish, at the Vestry-hall, Haverstock-hill; as regards the parish of Saint Pancras, with the vestry clerk of that parish, at the Vestry-hall, King's-road, Saint Pancras; and as regards each other parish, with the parish clerk of such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 15th day of November, 1883.

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

In Parliament.—Session 1884.

Watford, Edgware, and London Railway.

(Incorporation of Company; Construction of Railways; Working and other arrangements with London and North Western, Watford and Rickmansworth, Great Northern, Midland; and Metropolitan Railway Companies; Running Powers over Watford and Rickmansworth Railway, and portions of Great Northern, Midland, and Metropolitan Railways; 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 incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways and works hereinafter described, or some or one of them, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

(1.) A Railway (No. 1) commencing in the parish of Watford, in the county of Herts, by a junction with the Watford and Rickmansworth Railway, at a point 24 chains or thereabouts, measuring in a northerly direction along that railway, from the centre of the bridge carrying the main or High-street of Watford over that railway, and terminating in the parish of Edgware, in the county of Middlesex, in a field belonging, or reputed to belong, to Frederick Harrison Smith, and on lease and in the occupation of George Dumbleton, lying on the south-west side of the glebe land attached to the Vicarage of Edgware, and between that glebe land and the road leading from Piper's-green to the Newlands, known as the Green-lane.

(2.) A Railway (No. 2) commencing by a junction with the intended Railway (No. 1)

at its termination above described, and terminating in the parish of Hendon, in the county of Middlesex, by a junction with the Midland Railway, at a point 93 yards or thereabouts, measuring in a northerly direction, from the northern end of the down passenger platform of the Mill-hill Station of that railway.

(3.) A Railway (No. 3) commencing in the parish of Edgware, in the county of Middlesex, by a junction with the said intended Railway (No. 1) in the said field belonging or reputed to belong to Frederick Harrison Smith, and on lease and in the occupation of George Dumbleton, and terminating by a junction with the Edgware, Highgate, and London branch of the Great Northern Railway at its terminus in the Station of Edgware.

(4.) A Railway (No. 4) commencing in the said parish of Watford, by a junction with the said intended Railway (No. 1), in a field lying opposite the Watford Brewery, and immediately adjoining the main line of the London and North Western Railway, and belonging or reputed to belong to Captain Richard Nathaniel Cartwright Foll, and the Trustees and Executors under the will of Joseph Hill, deceased, and others, and occupied by Mary Ann Sedgwick and Frederick James Sedgwick, and others, and terminating in the said parish of Watford by a junction with the said Watford and Rickmansworth Railway at or near where that railway is crossed by the said bridge carrying the main or High-street of Watford over that railway.

The said intended railways and works will pass from, through, or into, or be situate within the parishes or places of Watford, Bushey, and Aldenham, in the county of Herts; and Little Stanmore, Great Stanmore, Edgware, and Hendon, in the county of Middlesex, or some of them.

To purchase by compulsion or agreement, lands and buildings for the purposes of the intended Act, and to alter, vary, or 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 water courses, which it may be necessary to cross, stop up, alter, or divert, for the purpose of the intended Act.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways 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 on the one hand, and the Watford and Rickmansworth, London and North Western, Great Northern, Midland and Metropolitan Railway Companies, or any of them (hereinafter called the Contracting 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 use, working, management, construction, and maintenance by the contracting Companies of the intended railways and works of the Company, 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 said intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply; the interchange, accommodation, conveyance and delivery of traffic, coming from or destined for the respective undertakings of the Company and the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies and the Company to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and to confirm, and if thought fit to vary, any such contract or agreement, which may have been, or which, previous to the passing of the intended Act, may be entered into.

To empower the Company, and all companies and persons lawfully working or using the railways of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration or provided by the intended Act, the railways or portions of railway following, that is to say:—

- (1.) The Watford and Rickmansworth Railway, including the station at Watford belonging to the Watford and Rickmansworth Railway Company and the London and North Western Railway Company, or one of them.
- (2.) The Edgware, Highgate, and London branches of the Great Northern Railway.
- (3.) So much of the Great Northern Railway as lies between the last mentioned branch railway and King's Cross, and also from its junction with the Midland and Metropolitan Railways respectively at King's Cross.
- (4.) So much of the Metropolitan Railway as lies between King's Cross and their City termini.
- (5.) So much of the Midland Railway as lies between the junction of the intended Railway (No. 2) therewith and the St. Pancras Station, and also the Moorgate-street Station of that railway.

Together with all stations, sidings, platforms, points, signals, junctions, roads, water, engines, engine sheds, standing room for engines, booking and other offices, warehouses, machinery, works, and conveniences connected with such respective railways or portions of railway.

To empower the Company, notwithstanding anything in the Company's Clauses Consolidation Act, 1845, contained to the contrary, during the construction of the railways and works to be authorised by the said intended Act, to pay out of the capital, or any funds of the Company from time to time, interest or dividends on any shares or stocks of the Company to be created and issued by the Company.

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): 23 and 24 Vict., cap. 111, and all other Acts relating to the Watford and Rickmansworth Railway Company, also the 9 and 10 Vict., cap. 204, and all other Acts relat-

ing to the London and North Western Railway Company; also 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; also 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; and also the 16 and 17 Vict., cap. 186, and all other Acts relating to the Metropolitan Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the clerk of the peace for the county of Herts, at his office at St. Albans; and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and that a copy of so much of the said plan, section, and book of reference, as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish at his residence, and that all such deposits will be made on or before the thirtieth day of November, 1883, and will be accompanied by a copy of this notice.

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

Dated this 10th day of November, 1883.

Quick and Co., 13, George-street, Mansion House, E.C., Solicitors for the Bill.

Board of Trade.—Session 1884.

Slough Gas.

(Provisional Order.)

(Application for Order extending limits of Supply; Opening of Streets, &c.; Levying of Rates; Defining Lands for Manufacture and Storage of Gas and Residuals; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Slough Gas and Coke Company (hereinafter called "the Company") intend to apply to the Board of Trade in the ensuing session for a Provisional Order under the "Gas and Water Works Facilities Act, 1870," for all or some of the following purposes (that is to say):—

To extend the limits within which the Company may supply gas, so as to include the parishes of Farnham Royal, Wexham, Langley Marsh (except the detached portion thereof within the Ecclesiastical District of St. Thomas, Colnbrook), Datchet, and such portion of the parish of Stoke Poges as is not already included within the limits of supply of the Company, all which parishes are in the county of Buckingham, or such of those parishes or such part or parts thereof as may be defined by the Order.

To enable the Company to exercise within the extended limits of supply, and to make applicable to the supply of gas therein, all or some of the powers and provisions of "The Slough Gas Act, 1866," as altered, amended, and enlarged by the proposed Order, and to enable the Company to lay down, maintain, use, alter and renew within the extended limits, mains, pipes, and other conveniences for the distribution, supply, and disposal of gas and residual products, and for that purpose to open, break up and interfere with streets, roads, highways, bridges, railways, canals, sewers, drains, tunnels, and other pas-

sages and places, gas and water pipes, and electric wires and apparatus within the said limits.

To authorise the Company to levy rates, rents, and charges for the supply of gas within the extended limits of supply, and to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

To define the lands upon which the Company may manufacture and store gas and residual products, and to restrict the Company from manufacturing or storing gas or residual products upon any lands, other than the site of their existing gasworks in the parish of Upton-cum-Chalvey, in the said county of Buckingham, containing half an acre or thereabouts, and bounded on the north by hereditaments of James Buckland, on part of the east by hereditaments of Joseph William Barrett, and on the remaining part of the east and on part of the south by hereditaments of Thomas Fladgate Harris, on the remaining part of the south by the High-street of Slough aforesaid, and by hereditaments of Mark Duffield and Albert Kirby Lawrence, on the west by Chandos-street, Slough aforesaid, and by hereditaments of the said Mark Duffield, and of the representatives of the late James Henry Tilly.

To vary and extinguish all existing rights or privileges which would interfere with any of the objects or purposes of the proposed Order, and to confer other rights and privileges.

To incorporate with the Order so far as applicable, and except so far as varied thereby, all or some of the provisions of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and to make the provisions of the latter Act apply to the existing undertaking of the Company, and to repeal, alter or amend such of the provisions of "The Slough Gas Act, 1866," as are inconsistent with the provisions of that Act, and otherwise to alter, amend, or repeal the powers and provisions of "The Slough Gas Act, 1866," and any other Act or Acts relating to the Company or their undertaking, so far as may be necessary or desirable for the purposes of the Order.

And notice is hereby further given, that on or before the 30th day of November, 1883, a copy of this Notice, and a map showing the land to be used for the manufacture and storage of gas and residual products, will be deposited for public inspection at the office of the Board of Trade, Whitehall-gardens, London, and in the office of the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury.

And notice is also given, that on and after the 22nd day of December next printed copies of the draft Provisional Order, as deposited with the Board of Trade, can be obtained by all persons applying for the same, at the offices of Messrs. Barrett and Dean, Solicitors, Slough, or of Messrs. Grahames, Currey, and Spens, 30, Great George-street, Westminster, on payment of one shilling for each copy, and that after the Board of Trade have settled and made the said Provisional Order printed copies thereof will be supplied to all persons applying for the same, at the offices aforesaid, for the above-mentioned price.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so, by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing. Copies of their objections must at the same time be sent to the Promoters; and in forwarding to the Board

of Trade such objections, the objectors or their Agents should state that a copy of the same has been forwarded to the Promoters or their Agents.

Dated this 12th day of November, 1883.

Barrett and Dean, Solicitors, Slough.

Grahames, Currey, and Spens, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Cheshire Lines Committee.

(Widening of Stockport and Timperley Branch Railway; Compulsory Purchase of Lands; Tolls; Purchase of Additional Lands in the County of Chester; Extension of Time for Sale of Superfluous Lands; and Necessary Alterations of Certain Provisions of "The Lands Clauses Consolidation Act, 1845;" Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Cheshire Lines Committee (hereinafter called "the Committee") for an Act for all or some of the following purposes:—

To enable the Committee to make and maintain the widening of railway and works hereinafter mentioned, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works and conveniences connected therewith (that is to say):—

The widening of the Stockport and Timperley Branch of the railway of the Committee, commencing in the township of Heaton Norris and parish of Manchester and county of Lancaster, at a point on that branch railway distant $6\frac{1}{2}$ chains or thereabouts from the east end of the bridge which carries that railway over George's-road, and terminating at a point on that branch railway distant 1 chain or thereabouts east of the easterly side of the bridge carrying that branch railway over Water-street, in the township of Brinnington and parish of Stockport, in the county of Chester, and which said widening will pass from, in, through, or into the several townships, parishes, or other places following, namely: Heaton Norris and Manchester, in the county of Lancaster, and Stockport and Brinnington, in the county of Chester.

To authorise the Committee 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.

To empower the Committee to cross, open, or break up, 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, gas, water, and other pipes, and telegraphic apparatus, within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Committee to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended widening of railway 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.

To enable the Committee to levy tolls, rates, and duties for or with respect to the proposed

widening of railway and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise the Committee 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 Committee, or any contract or agreement entered into by the Committee for the purchase or acquisition of the following properties:—

Certain lands situate in the parish of Whitegate, in the county of Chester, belonging or reputed to belong to Lord Delamere, and lying and abutting upon the northerly and southerly sides of the Winsford Branch Railway of the Committee, and at the east end thereof, on Cats Clough Level Crossing over that railway.

To extend the time for the sale by the Committee of all or any lands acquired or held by them which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Committee in relation to those lands, and, so far as necessary, to alter, amend, and extend the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands, and to enable the Committee to retain portions of land which may be deemed superfluous, notwithstanding anything in the Acts relating to the Committee, or any of them.

To enable the Committee to apply for the purposes of the intended Act any moneys under their control.

To enable the Committee and the Companies comprising such Committee, namely, the Manchester, Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, or some or one of them, to apply for the purposes of the Committee and of the intended Act any capital or funds now belonging to them or under their control or the control of their respective directors, and to raise further moneys by mortgage of all or any part of their respective undertakings, and to increase their respective capitals 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 vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

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 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

To 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):—23 Vic., caps. 16 and 90; 24 Vic., cap. 35; 24 and 25 Vic., caps. 113, 143, and 175; 25 and 26 Vic., caps. 112, 124, and 190; 26 and 27 Vic., cap. 147; 27 and 28 Vic., caps. 78 and 290; 28 and 29 Vic., caps. 216, 248, 292, 327, and 373; 29 and 30 Vic., caps. 191, 192, 294, and 351; 30 and 31 Vic., cap. 207; 31 Vic., cap. 26; 34 Vic., cap. 39; 35 and 36 Vic., cap. 57; 36 and 37 Vic., cap. 153; 37 and 38 Vic., cap. 169; 38 and 39 Vic., cap. 91; 40 and 41 Vic., cap. 56; 42 and 43 Vic., cap. 129; 44 and 45 Vic., cap. 131; 46 and 47 Vic., cap. 31; and all other Acts relating

to the Committee; 12 and 13 Vic., cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company.

And Notice is hereby further given, that maps, plans, and sections of the proposed works, and of the lands and houses to be taken for the purposes thereof, and plans of the other lands and houses to be taken compulsorily, with books of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands and houses; 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 of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and that a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the proposed works are intended to be made, or within which the lands, houses, and property to be taken are situate, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each 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 7th day of November, 1883.

R. B. M. Lingard-Monk, 4,
Westminster Chambers,
Westminster, and Man-
chester;
Nelson, Barr, and Nelson,
29, Abingdon-street,
Westminster;
Beale, Marigold, and Co.,
28, Great George-street,
Westminster.

Solicitors
for the Bill.

In Parliament.—Session 1884.

Liverpool, Southport, and Preston Junction
Railway.

(Incorporation of Company; Construction of Railways to connect the Railways of the West Lancashire and Southport and Cheshire Lines Extension Railway Companies, in the County of Lancaster; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Working Traffic and other arrangements with the West Lancashire Railway Company, the Southport and Cheshire Lines Extension Railway Company, the Cheshire Lines Committee, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company; Running Powers; 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 to incorporate a Company (hereinafter referred to as "the Company") for making and maintaining the railways and works hereinafter described, wholly in the county of Lancaster,

together with all proper stations, sidings, junctions, approaches, bridges, roads, yards, buildings, works, and conveniences connected therewith, that is to say:—

A Railway No. 1, commencing by a junction with the authorised Southport and Cheshire Lines Extension Railway in course of construction at or near the point where the said Southport and Cheshire Lines Extension Railway crosses the northern bank of the brook or drain known as "The Rib," in the parish of Halsall, and township of Downholland, and terminating by a junction with the West Lancashire Railway at a point on that railway in the parish and township of North Meols and borough of Southport, 165 yards or thereabouts, measured in a southerly direction along the centre line of the said West Lancashire Railway, from the southern face of the bridge carrying the public road known as Roe-lane over the said West Lancashire Railway.

The said proposed railway will pass from, through, or into some one or all of the following parishes or places, viz.: Halsall, Ormskirk, North Meols, Downholland, Halsall, Scarisbrick, North Meols, Haskayne, Barton, Blowick, and Borough of Southport.

Railway No. 2, situate wholly in the township and parish of North Meols and borough of Southport, commencing by a junction with the proposed Railway No. 1 at or near the point of junction of the northern fence or boundary of the public road known as Tithe Barn Lane, with the western fence or boundary of the public road known as Meols Cop-road, and terminating by a junction with the West Lancashire Railway at a point on that railway at or near the north-eastern face of the bridge carrying the public road known as Hawkhead-street South over the said West Lancashire Railway.

The Bill will authorise the Company to exercise the powers and effect the objects following, or some of them, viz.:—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be prescribed by the Bill.

To purchase, by compulsion or agreement, lands, houses, and property, and to acquire easements in or over land for the purposes of the intended railways and works in any of the before-mentioned parishes, townships, and places.

To vary or extinguish all existing rights and privileges connected with any lands to be purchased, taken, used, or interfered with for the purposes of the Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them; and to confer, vary, or extinguish other rights and privileges.

To cross on the level or over or under, and to deviate, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, highways, rivers, canals, streams, railways, tram-roads, bridges, drains, sewers, pipes, and other works within the parishes, townships, and places aforesaid, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up by reason of the construction of the intended railways and works or any of them, or otherwise interfere with for the purposes of the Bill, and to appropriate the sites thereof respectively to the use of the

Company and the purposes of their undertaking, and particularly so to stop up, divert, and appropriate the site and soil of and to extinguish all rights of way over the road known as Tithe Barn Lane, in the said parish of North Meols.

To levy tolls, fares, rates, and charges for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon; to alter existing tolls, fares, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, fares, rates, and charges.

To empower the Company on the one hand, and the West Lancashire Railway Company, the Southport and Cheshire Lines Extension Railway Company, the Cheshire Lines Committee, the Manchester Sheffield and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts and agreements for or with reference to the working, use, management, and maintenance of the intended railways and works of the Company or any part thereof; the supply of engines and working stock, and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railways; the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or Committee; the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising from such traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed; and the conditions to be performed by any or either of the contracting Companies or Committee to the other or others of them for all or any of the purposes of the respective contract or agreement; and the Bill will sanction and confirm any such contract or agreement already made, or which prior to the passing of the Bill may be made with respect to all or any of the matters aforesaid.

To empower the Company and all Companies and persons lawfully using or working the railways of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, officers and servants, for the purposes of traffic of all kinds, and upon such terms and conditions and on payment of such tolls, rates, or charges as may be mutually agreed upon or settled by arbitration, or prescribed by the Bill, the railways belonging to or under the control of the West Lancashire Railway Company, the Southport and Cheshire Lines Extension Railway Company, the Cheshire Lines Committee, the Midland Railway Company, and the Great Northern Railway Company, or such portion or portions of those railways as may be specified in the Bill, together with the use of all stations, sidings, platforms, points, signals, junctions, approaches, roads, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, buildings, machinery, works, and conveniences connected with the said railways, or portions of railways and stations; so to be run over and used.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts, agreements, or running powers as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the pro-

visions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Regulation of Railways Act, 1868," so far as may be necessary for the purposes of the Bill, it will alter, amend, enlarge, or repeal all or some of the provisions of the local and personal Acts following, viz.: "The West Lancashire Railway Act, 1871," and any other Acts relating to or affecting the West Lancashire Railway Company; "The Southport and Cheshire Lines Extension Railway Act 1881," and any other Acts relating to or affecting the Southport and Cheshire Lines Extension Railway Company; the 27 and 28 Vict., cap. 290; 29 and 30 Vict., cap. 351; 37 and 38 Vict., cap. 169, and all other Acts relating to the Cheshire Lines Committee; 12 and 13 Vict., cap. 81, and all other Acts relating to or affecting the Manchester Sheffield and Lincolnshire Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1883, 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 Lancaster, at his office at Preston; 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 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 in the case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

And notice is hereby also given, that on or before the 21st day of December, 1883, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

Walton and Smith, Southport, Solicitors.
Lewin, Gregory, and Anderson, 23, King-street, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1884.

King's Norton Gas Purchase.

(Purchase of the portion of the Gas Undertaking of the Birmingham Corporation within the District of the Rural Sanitary Authority of the King's Norton Union, in the County of Worcester, and Vesting of same in the Authority; Erection of Gasworks and Supply of Gas in the District of the said Authority; Compulsory Purchase of Lands; Powers to Borrow Money on Mortgage or otherwise, and apply same in Payment of Purchase Money; Power to Levy Rates and Recover Money; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the guardians of the King's Norton Union, in the county of Worcester,

acting as the rural sanitary authority of the said union (hereinafter referred to as the authority), for an Act for all or some of the following purposes, that is to say:—

To authorise the authority to exercise the powers for that purpose contained in the Birmingham Corporation Consolidation Act, 1883, and to purchase from the Mayor, Aldermen, and Burgesses of the Borough of Birmingham (hereinafter called the Corporation of Birmingham), so much of the gas undertaking of the Corporation of Birmingham, as is situate within the district of the authority, with the mains, pipes, lamp-posts, meters, and other conveniences connected therewith, and to vest in the authority such portion of the undertaking with the mains, works, lands, buildings, property, plant, rights, powers, privileges, easements, licences, and agreements and benefits thereof and thereunto appertaining.

To authorise the authority to establish gasworks, and to sell and supply gas for public and private purposes within their said district, and to enter into agreements with any body or person for the supply of gas in bulk or otherwise.

And the intended Act will for such purposes confer upon the authority the following, or some of the following powers, namely:—

To manufacture and supply gas within the said district, and to erect and maintain, and as often as occasion shall require, to alter, extend, enlarge, improve, or discontinue works for the manufacture and distribution of gas, and for the conversion or utilisation of the residual products resulting from such manufacture upon the lands hereinafter described, or upon some of them, or some part or parts thereof respectively, that is to say:—

(a.) A piece of land situate at Selly Oak, in the parish of Northfield, in the county of Worcester, and containing 4 acres or thereabouts belonging or reputed to belong to John Abraham, Esq., and in his occupation, and bounded on the north-east by Heely Road, on the south-east by a piece of unoccupied building land belonging or reputed to belong to Messrs. Gem and Docker, on the south-west by the Birmingham West Suburban Line of the Midland Railway Company, and on the north-west by land belonging to and in the occupation of the Midland Railway Company.

(b.) A piece of land with a dwelling house and outbuildings thereon, situate at Breedon Cross, in the parish of King's Norton, in the county of Worcester, numbered 2658 and 2659 on the tithe map for the said parish of King's Norton and containing 4½ acres or thereabouts belonging or reputed to belong to Henry Edwin Jordan, Esq., and in the occupation of Charles Cheshire, Esq., and bounded on the north by land belonging to and in the occupation of the Midland Railway Company, on the east by the said Birmingham West Suburban Line of the Midland Railway Company, on the south by the road from Birmingham to Redditch, and on the west by land belonging to and in the occupation of James Baldwin, Esq.

(c.) A piece of land situate in the said parish of King's Norton, containing 5 acres or thereabouts, and being parts of certain fields known as Brick House Field, Rough Meadow, Pover's Pit Piece, and Hall Meadow, numbered respectively 2579, 2581, and 2577 on the tithe map of the said parish of King's Norton, belonging or reputed to belong to Mrs. Beatrice Studd, Frederick

Jolliffe Bailey, the Rev. Edward Osborne Williams, and Alnod Studd (trustees of the late Colonel Studd), and in the occupation of John Bryan Smith, bounded on the north-west by the said Birmingham West Suburban Line of the Midland Railway Company, on the south and south-west by other land belonging to the said trustees of the late Colonel Studd, also in the occupation of the said John Bryan Smith, on the east by the Birmingham and Worcester Canal, and on the north-east by the road from Breedon Cross to King's Norton.

- (d.) A piece of land situate in the said parish of King's Norton, numbered 2743 and 2744 on the tithe map of the said parish, and containing 8 acres or thereabouts, belonging or reputed to belong to Mrs. Elizabeth Mary Partridge, and in the occupation of Alfred Palmer, bounded on the north in part by other land belonging or reputed to belong to the said Mrs. Elizabeth Mary Partridge, and in the occupation of the said Alfred Palmer, and as to the residue by land belonging or reputed to belong to the Right Hon. Joseph Chamberlain, and in the occupation of the said Alfred Palmer, on the west by land belonging or reputed to belong to the said Right Hon. Joseph Chamberlain, and in the occupation of the said Alfred Palmer, and on the south in part by land belonging to the Ecclesiastical Commissioners, and numbered 2742 on the said tithe map, and as to the residue of that side and also on the east by land belonging to John Cartland, Esq., and in his occupation.

And also upon those lands or upon some part or parts thereof, to store gas and erect offices, houses, buildings, machinery, and works, and all other things necessary for the purposes aforesaid.

To purchase by compulsion or agreement, or to take on lease all or any of the lands, hereditaments and premises hereinbefore described, and also the following piece or parcel of land, that is to say:—

- (e.) A strip or piece of land situate in the said parish of King's Norton, and being parts of the fields numbered 2773, 2776, and 2777 on the tithe map of the said parish, and leading through those fields from the hereinbefore described piece of land (d) to Dad's Lane.
- (f.) A strip or piece of land in the said parish of King's Norton, belonging to and in the occupation of the said John Cartland, numbered 2800 upon the tithe map of the said parish.
- (g.) A piece or parcel of land in the said parish of King's Norton, belonging or reputed to belong to John Hall and Joseph Hunt, trustees of the late John Hunt, and situate at the junction of High Street and Silver Street, King's Heath.

To convert, manufacture, sell, and dispose of coke, coal, tar, and other residual products arising from the manufacture of gas, and to manufacture, purchase, sell, and let meters, fittings, and other apparatus, and to make contracts with any persons, companies or corporations, in relation thereto, and to manufacture, purchase, or hire, or let on hire, and supply gas or other meters, fittings, or other apparatus for heating, cooking, or motive power.

To lay down and maintain gas mains, pipes, culverts, tramways, and other works in, through, under, over, or across, and for such purposes to

cross, break up, alter, divert, or stop up either temporarily or permanently roads, streets, highways, footpaths, and other public places, bridges, canals, railways, tramways, sewers, drains, streams, brooks, watercourses and pipes, and to remove and alter telegraph or telephone wires in the district of the authority.

To apply to the purposes of the intended Act, or any of them, any funds or money belonging or coming to the authority, or which they are or may be empowered to raise by rates or otherwise under any public, general, or other Acts for the time being in force. To borrow money upon mortgages, debenture stock, or otherwise, for such purposes, on security of their gas undertaking, and of the rates, rents, and charges which they are now authorised to make and levy, or may by the intended Act be authorised to make and levy, and to charge upon the gas undertaking and upon the said rates, rents, and charges, or any of them, the payments to be made on account of the purchase of the aforesaid portion of the existing gas undertaking within their said district.

To make, levy, and recover rates, rents, and assessments, and other charges for the purposes of the intended Act, and to increase, alter, repeal, or extinguish existing rates, rents, assessments, and charges, and to make new or increased rates, rents, assessments, and charges in lieu thereof, and to grant exemptions from rates, rents, assessments, and charges, and to compound with the owners and occupiers of houses and premises for the payment of such rates, rents, assessments, and charges.

To enter into and carry into effect contracts and arrangements for the supply of gas with any urban or other sanitary or local authority, or the trustees of any turnpike or other road, or any highway, board, or any surveyor of any highway, or any company, corporation, bodies, or persons within or outside the district of the authority; and the intended Act will confer all necessary powers in that behalf upon all such authorities, companies, trustees, bodies, corporations, and persons, and will or may contain provisions to enable and authorise them to apply to the purpose of any such contract or arrangement any rates, funds, or monies belonging to them respectively or under their control, and to raise money by rates or borrowing.

To provide for the abolition of all powers, rights, and privileges now vested in the Corporation of Birmingham so exercisable by them in connection with the supply of gas within the district of the authority.

To empower the Corporation of Birmingham and the authority to enter into and carry into effect agreements with respect to the matters aforesaid or any of them, relating to the transfer and vesting in the authority of the portion of the gas undertaking of the Corporation aforesaid, and to confirm such agreements as have been or may prior to the passing of the intended Act be made.

To provide for the payment by the authority of all costs, charges, and expenses of, and incident to the preparing for, obtaining, and passing the intended Act or otherwise in relation thereto.

The intended Act will incorporate with or without variation, and extend and apply to the purposes thereof, all or some of the powers and provisions of "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," and also such parts of the "Railway Clauses Consolidation Act, 1845,"

as relate to the temporary occupation of lands near the railway during the construction thereof.

The intended Act will also alter, amend, or repeal, so far as it may be necessary, the provisions of "The Birmingham Corporation Consolidation Act, 1883."

The intended Act will also alter, vary, or extinguish all rights and privileges which would impede, or interfere, or be inconsistent with, any of the objects aforesaid, and confer other powers, rights, and privileges either in addition to or in place thereof.

On or before the 30th day of November, 1883, duplicate plans describing the lands and property to be taken compulsorily under the powers of the intended Act, with a book of reference thereto, 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 Worcester, at his office at Worcester, and a copy of so much of the said plans as relates to each parish respectively, with a copy of this notice, will also be deposited with the parish clerks of the parishes of King's Norton and Northfield, at their respective residences in the said parishes.

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, 1883.

Ralph Docker,
Ralph Docker, Jun., } Birmingham,
Solicitors for the Bill.

Wilkins, Blyth, and Dutton, 112, Gresham House, London, E.C., Parliamentary Agents.

In Parliament.—Session 1884.

London, Tilbury, and Southend Railway (Powers to use for Building certain Lands at Tilbury; Stopping of Gower's-row, in the Parish of Saint Mary, Whitechapel; Alteration of Level of authorised Railway at Whitechapel; Powers to lay Rails across and alter Passages, &c.; Building of Warehouses in connection with Railway; Further Powers for Sale, Lease, and disposal of Lands; Additional Lands at Plaistow; Altering Fares for Conveyance of Soldiers Sailors, and Police; Repeal of Section 28 of London, Tilbury, and Southend Railway Act, 1883; Further Powers affecting Great Eastern Railway Company; Additional Capital; Provisions as to Ferries across the Thames between Tilbury and Gravesend; Amendment of Acts.)

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

To enable the Company, notwithstanding anything contained in "The London, Tilbury, and Southend Extension Railway Act 1852," to sell, let, or otherwise dispose of for building purposes lands belonging to them on the eastern side of their railway at Tilbury, in the parish of Chadwell St. Mary, and county of Essex, and to repeal, alter, or modify Section 47 of the said Act and any other sections thereof, or of any subsequent Act relating to the said lands.

To authorise the Company to stop up Gower's-row, in the parish of St. Mary, Whitechapel, in the county of Middlesex, and to alter or repeal any provisions of "The London, Tilbury, and

Southend Railway Acts, 1882 and 1883," which relate to the said row.

To stop up and extinguish all rights of way over the footpath leading by the south side of the German Chapel from Gower's-row to Hooper's-square, in the said parish of St. Mary, Whitechapel.

To enable the Company in constructing the Railway No. 3, authorised by "The London, Tilbury, and Southend Railway Act, 1882," to alter or deviate from the level thereof, as shown on the deposited sections referred to in that Act from its commencement, in the parish of St. George-in-the-East, in the county of Middlesex therein described, to its termination in the parish of St. Mary, Whitechapel, therein also described.

To confer further powers on the Company with respect to the construction of sidings and laying rails upon and over the lands in the parish of St. Mary, Whitechapel, and St. George-in-the-East, which the Company were empowered to acquire under Section 21 of "The London, Tilbury, and Southend Railway Act, 1882;" and to lay rails across and upon the level of the new road which, under Section 26 of the said Act of 1882, the Company are to make from Lambeth-street to Backchurch-lane, and also across and upon the level of the passage known as Jones'-buildings and the continuation thereof, which the Company are to make under the said section.

Or to enable the Company to extinguish all rights of way over the passage known as Jones'-buildings, and the continuation thereof above-mentioned, and to provide for the construction of a subway in substitution for the same, in the parish of St. Mary, Whitechapel, commencing in Gower's-walk, at the point where Jones'-buildings joins Gower's-walk, and continued in a direct line to Lambeth-street, and to release the Company from any obligation to continue the said passage otherwise than by means of such subway.

To enable the Company to use for the erection of warehouses and other buildings over or connected with their railway station and sidings, all or any part of the lands in the said parishes of St. George-in-the-East and St. Mary, Whitechapel, which they have acquired or are authorised to acquire, and to erect such warehouses and buildings, or to enter into agreements with any person or persons as to the erection thereof, and to let the same.

To confer further powers on the Company for the sale, lease, or disposal of lands acquired by them for the purpose of any of their railways or undertakings which are or may not be required for the purposes thereof, and to enable them to erect or to agree for the erection of houses and buildings thereon.

To enable the Company to purchase by compulsion or agreement certain lands in the parish of East Ham, in the county of Essex, on both sides of their railway, and adjoining their Plaistow Station on the western side thereof, and to confer on the Company the right of using the same for laying additional rails, and for railway purposes.

To enable the Company to use for laying additional rails the site of an occupation road, adjoining and on the northern side of their railway near the said Plaistow Station at the point where the northern main outfall sewer of the Metropolitan Board of Works crosses the said railway, and also to use for railway purposes the archway by means of which the said sewer is carried over the said occupation road.

To extinguish and stop up all rights of way over

so much of the following roads as now cross the railway of the Company on the level, *v.z.*—

(1) The occupation road crossing the Company's railway in the said parish of Chadwell St. Mary, immediately to the northward of the Tilbury Station.

(2) The occupation road known as the Bell House Manor Way, dividing the parishes of Gray's Thurrock, and Little Thurrock, in the county of Essex, between the Gray's and Tilbury Stations.

(3) The occupation road on the east side of the said main outfall sewer near Plaistow Station.

To vest in the Company and to enable the Company to appropriate and use the site and soil of any public thoroughfare, passage, or place which they may be authorised to stop up.

To exempt the Company from the provisions of Section 6 of "The Cheap Trains Act, 1883" (Sub-sections ii. and iii.), as to the fares to be charged for the conveyance of officers, soldiers, sailors, and the police and their wives, widows, and children.

To enable the Company, if they think fit, to purchase so much of any house, building, or manufactory as they may require for any purpose without being subjected to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

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 and for their general purposes to raise additional capital by shares or by stock, debenture stock, and by borrowing, and to attach to such shares or stock any preference or priority, of dividend, and any other advantage, or to provide for the issue of such capital or any part thereof, with such deferred or other dividend, and generally on and subject to such terms and conditions as the Bill may define.

To explain, and if need be to amend, extend, or alter some of the provisions of Section 28 of the "London, Tilbury, and Southend Extension Railway Act, 1852," the "London, Tilbury, and Southend Railway (Steam Boats) Act, 1875," Sections 15 and 16 of the "London, Tilbury, and Southend Railway (Further Powers) Act, 1880," and any other provisions in any Act relating to the Company with reference to the ferries or communications across the River Thames, owned, leased, or worked by them between Tilbury and Gravesend, and to enable the Company to work the said ferries by means of their boats to and from the West-street Pier or the Town Pier at Gravesend and Tilbury.

To make provision as to the interchange and working of traffic between the undertaking of the Company, and the Liverpool-street Station of the Great Eastern Railway Company, and to confer on the Company further powers with regard to access to Liverpool-street Station, and to explain, repeal, alter, or modify all or some of the provisions of Section 28, of "The London, Tilbury and Southend Railway Act, 1883."

The Bill will or may vary and extinguish any right or privilege conferred on the Great Eastern Railway Company by the last-mentioned section, and also all existing rights and privileges which would interfere with its objects; it will or may incorporate with itself, with such exceptions or modifications as may be deemed expedient, the 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, and if need be repeal some of the

powers and provisions of the following Acts, namely:—15 and 16 Vict. cap. 84; 17 and 18 Vict., cap. 133; 19 and 20 Vict., caps. 15 and 76; 25 and 26 Vict., cap. 8; 26 and 27 Vict., cap. 69; 38 and 39 Vict., caps. 18 and 57; 43 and 44 Vict., cap. 69; 45 and 46 Vict., cap. 143; 46 and 47 Vict., cap. 204; and any other Act or Acts relating to the Company, and the Great Eastern Railway Acts, 1862, 1877, 1879, 1881, and any other Act or Acts relating to that Company.

Duplicate sections describing the proposed alteration of level in the said Railway No. 3 above described, and plans of the lands, houses, and other property which may be taken under the intended Act; also a book of reference thereto 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 the said railway delineated thereon, so as to show its general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, 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 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 as follows: as regards the parish of St. Mary, Whitechapel, with the Clerk of the Board of Works for the Whitechapel District, at his office at 15, Great Alic-street, Whitechapel; as regards the parish of St. George-in-the-East, with the Vestry Clerk of that parish at his office at the Vestry Hall, Castle-street, St. George-in-the-East, E., and as regards every other parish 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 12th day of November, 1883.

F. C. Mathews and Browne, 151, Cannon-street, E.C., Solicitors for the Bill.

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

In Parliament—Session 1884.

Eastern and Midlands Railway.

(Extension of time for completion of works authorised by the Company's Acts of 1880, 1881, and 1882; Release of Money deposited in relation to the Company's Act of 1880; Letting of Lands for Warehouses, &c.; Railway at Lynn (authorised by Company's Act of 1882) to become a separate Undertaking; Power to Company to run over Midland and Eastern, and Peterborough, Wisbech, and Sutton, Great Eastern and other Railways; Variation of Agreement or Arrangement with Midland Railway Company; Working Agreement with Great Northern Railway Company; Additional Lands; Additional Capital; Amendment of Acts.)

A PPLICATION will be made to Parliament in the ensuing session thereof by the Eastern and Midlands Railway Company (hereinafter called "the Company"), for leave to bring, in a Bill for all or some of the following purposes, namely:

To extend the time limited by "The Lynn and Fakenham Railway (Extensions) Act, 1880," "The Lynn and Fakenham Railway Act, 1881," and "The Lynn and Fakenham Railway Act, 1882," for the completion of the works thereby respectively authorised.

To alter and modify Sections 30 and 31 of "The Lynn and Fakenham Railway (Extensions) Act, 1880," and to provide for the release of the money deposited in the Chancery Division of the High Court of Justice in relation to the railways at Lynn, therein described as Railways Nos. 7 and 8, so soon as those railways are opened for goods traffic.

To enable the Company to let on lease or agreements lands at and near their stations for purposes of warehouses, buildings, and other like purposes, and to erect and let warehouses and buildings.

To constitute the Railway firstly described in and authorised by "The Lynn and Fakenham Railway Act, 1882," an undertaking separate and distinct from the rest of the Undertaking of the Company, and to provide that the capital necessary for the construction thereof shall be a separate capital distinct from the general capital of the Company, and to make provision as to payments to be made or secured to the holders of the said separate capital out of the revenue arising from the traffic upon the separate Undertaking, or common to the separate Undertaking and the general Undertaking of the Company, or out of the general revenues of the Company, or to secure or guarantee to the holders of such separate capital payment of interest thereon, or to provide for the division and apportionment of the Company's receipts between the holders of such separate capital and other classes of capital, and to authorise the Company by resolution to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital, and to constitute the payment of interest or dividend on such separate capital a charge on the gross earnings of the separate undertaking, and to make such other provisions with respect thereto as the Company may deem proper.

To define and explain the existing powers of the Company for running over and using the parts of their undertaking formerly the Midland and Eastern, and Peterborough, Wisbech, and Sutton Railways, portions of the Great Eastern Railway and Stations, and any other railways and portions of railway and stations which any of the companies now amalgamated with the Company could or might have exercised, and to extend and amplify such powers, and to confer further powers for that purpose, and to repeal, alter, or modify Section 57 of the "Eastern and Midlands Railway Amalgamation Act, 1882." And the Bill may provide for the variation of the heads of arrangement, dated the 16th day of May, 1863, between the Peterborough, Wisbech, and Sutton Railway Company of the one part, and the Midland Railway Company of the other part, which are confirmed by Section 47 of "The Peterborough, Wisbech, and Sutton Railway Act, 1863," and are also extended or confirmed by Section 51 of "The Peterborough, Wisbech, and Sutton Railway Act, 1865," and to repeal, alter, or modify the said sections.

To enable the Company on the one hand, and the Great Northern Railway Company on the other hand, to enter into an agreement or agreements with reference to the working, use, management, and maintenance of the railways and undertaking of the Company, or any part thereof, and the construction or completion of any

portions thereof, the supply of rolling stock and machinery, and of officers and servants, and the conduct of traffic, 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 undertakings of the contracting Companies, or any part thereof, the division, appropriation, or apportionment of the revenues arising from the traffic of the Company and the Great Northern Railway Company, or any portion of such traffic, and to confirm any agreements touching any of the matters aforesaid.

To enable the Company to acquire by compulsion or agreement certain lands, with the buildings thereon, in the parish of St. Michael, Coslany, in the city of Norwich, bounded in part by the River Wensum, in other part by St. Martin-at-Oak Street, and in other part by the property of George Bagshaw, Esq., which lands are shown on the plans hereinafter mentioned.

To authorise 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 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.

The Bill will vary and extinguish all existing rights and privileges, which would interfere with its objects, and it will incorporate with itself any 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, and if need be, repeal the powers and provisions of the following local and personal Acts (that is to say): "The Lynn and Sutton Bridge Railway Act, 1861;" "The Lynn and Sutton Bridge Railway Act, 1863;" "The Lynn and Sutton Railway (Cross Keys Bridge) Act, 1864;" "The Lynn and Sutton Bridge Railway Act, 1865;" "The Norwich and Spalding Railway Act, 1853;" "The Norwich and Spalding Railway Act, 1859;" "The Spalding and Bourne Railway Act, 1862;" "The Norwich and Spalding Railway Act, 1867;" "The Peterborough, Wisbech, and Sutton Railway Act, 1863;" "The Peterborough, Wisbech, and Sutton Railway Act, 1864;" "The Peterborough Wisbech, and Sutton Railway (Capital) Act 1866;" "The Lynn and Sutton, Spalding and Bourne, and Norwich and Spalding Railway Companies Act, 1866;" "The Midland and Eastern, and Norwich and Spalding Railways Act, 1867;" and any other Act or Acts relating to, or affecting the Midland and Eastern, and Peterborough, Wisbech, and Sutton Railway Companies, or either of them; "The Eastern and Midlands Railway Amalgamation Act, 1882;" and any and every other Act relating to, or affecting the Company or their undertakings; "The Sutton Bridge Dock Act, 1875;" "The Sutton Bridge Dock Act, 1876, and the Sutton Bridge Dock Act, 1880;" and the 7 and 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company; and the 9 and 10 Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company.

Duplicate plans describing the lands, houses, and other property to 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 a copy of this Notice will, on or

before the 30th November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and with the Clerk of the Peace for the city of Norwich, at his office at Norwich; 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, 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 12th day of November, 1883.

F. C. Mathews and Browne, 151, Cannon-street, E.C., Solicitors for the Bill;

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

In Parliament.—Session 1884.

Tendring Hundred Water.

(Incorporation of Company; Construction of Waterworks; Improved Supply of Water to Walton-on-the-Naze, the Borough of Harwich, and other places in the County of Essex; Compulsory Purchase of Lands; Rates, Rents, and Charges; Power to Acquire Waterworks at Harwich, and Gas and Waterworks at Walton-on-the-Naze; Agreements with Owners of those Works and with Local Authorities and others; Incorporation and Amendment of Acts and Order.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, and to authorise the Company so to be incorporated (hereinafter called "the Company") to exercise the powers and effect the objects following or some of them, that is to say:—

To provide a sufficient supply of pure and wholesome fresh water to the town of Walton-on-the-Naze, the borough of Harwich, and other places in the county of Essex, and for that purpose to make and maintain in the county of Essex the works next hereinafter described, with approaches, fences, excavations, embankments, tanks, sluices, culverts, conduits, pipes, channels, adits, borings, dams, weirs, drains, filter beds, and other conveniences and appliances connected therewith respectively, viz.:—

1. A well shaft and adits (No. 1), with reservoir and tanks, engine and boiler house, pumping engines, with other machinery and conveniences, to be situate in the parish of Bradfield, in and upon part of a certain plot or close of land on the southern side of the road leading from Bradfield-heath to Bradfield village, and abutting upon the eastward side of the driftway leading to Cansey-lane, and nearly opposite the Primitive Methodist Chapel, which close of land belongs or is reputed to belong to George Francis Josselyn, and is now in the occupation of Robert Gould and others, and is numbered 161 on the 25-inch ordnance map.

2. A well shaft and boring (No. 2), with adits, reservoir and tanks, engine and boiler house, pumping engines and machinery, with other conveniences, to be situated in the parish of Bradfield on the said plot or close of land lastly hereinbefore described, and numbered 161 on the 25-inch ordnance map.

3. A well shaft and boring (No. 3); with

engine and boiler house, pumping engines, with other machinery and conveniences, to be situated in the parish of Mistley, in a certain yard or close of land near Mistley village, belonging or reputed to belong to and in the occupation of Robert Free, abutting upon the south side of the highway or main thoroughfare leading through the said village, and adjoining the upper malt house of the said Robert Free.

4. A conduit or line or lines of pipes (No. 4), commencing in the parish of Bradfield at or in the well shafts, reservoirs or tanks No. 1 and No. 2 before described, thence proceeding eastward under the public road, into and through the parishes and places of Bradfield, Wicks or Wix, Great Oakley, Beaumont-cum-Mose, Thorpe-le-Soken, Kirby-le-Soken, and Walton-le-Soken, and terminating at the Waterworks in Station-road in the town of Walton-le-Soken, otherwise Walton-on-the-Naze.

5. A conduit or line or lines of pipes (No. 5), commencing in the parish of Bradfield at or in the well shafts, reservoirs or tanks No. 1 and No. 2 before described, thence proceeding eastward under the public road into and through the parishes and places of Bradfield, Wicks or Wix, Ramsey, Dovercourt, and St. Nicholas, the last two parishes being in the borough of Harwich, and terminating at a point in the road at the commencement of West-street, opposite the old high lighthouse in Harwich.

6. A conduit or line or lines of pipes (No. 6), commencing in the parish of Mistley, at or in the well shaft (No. 3) before described, thence proceeding eastward and southward under the public road through the parishes of Mistley and Bradfield, to and terminating at the reservoir or reservoirs, tank or tanks (No. 1 and No. 2) before described in the last mentioned parish.

To deviate laterally from the lines of the intended works shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To open, break up, alter, divert, or stop up, temporarily or permanently, streets, roads, highways, footpaths, bridges, watercourses, sewers, and drains, within all or any of the parishes and places aforesaid, with which it may be necessary or expedient to interfere for the purposes of the intended works or any of them.

To purchase and take lands and other property by compulsion and agreement, and also leases or grants of land, and to acquire any estate, right, or easement, in or over lands, springs, streams, waters, and other hereditaments in the aforesaid parishes and places for the purposes of the intended works or of the Bill; and to vary or extinguish any rights or privileges connected with any such lands, springs, streams, waters, or hereditaments.

To supply water for domestic, sanitary, and trade purposes to and within the following or some of the following parishes and places:—Bradfield, Mistley, Mannington, Wix or Wicks, Ramsey with Parkeston, Dovercourt, St. Nicolas, Harwich, Great Oakley, Little Oakley, Beaumont-cum-Mose, Thorpe-le-Soken, Kirby-le-Soken, Great Holland, Frinton, and Walton-le-Soken, otherwise Walton-on-the-Naze, all in Tendring Hundred, in the County of Essex.

To manufacture and supply gas for public and

private lighting and other purposes within the parish of Walton-le-Soken and the town of Walton-on-the-Naze, and the district heretofore supplied or authorised to be supplied by the Walton-on-the-Naze Gas and Water Company, Limited.

To empower the Company to supply and require their customers to take water by meter, and to authorise the Company to provide and sell meters or let them on-hire.

To authorise and empower the Company to demand, take and recover rates, rents and charges for the supply of water, and for the hire of meters, and to confer, vary or extinguish exemptions from the payment of rates, rents and charges.

To authorise the transfer to and purchase or lease by the Company of the undertaking, works, mains, pipes, lands, waters, sources of water, gasholders' contracts, agreements, rights, and privileges at Walton-on-the-Naze, of or belonging to the Walton-on-the-Naze Gas and Water Company (Limited); and also of the waterworks undertaking at Harwich and Dovercourt belonging to Peter Schuyler Bruff, upon such terms and conditions, pecuniary and otherwise, as have been or may be agreed upon, or as may be determined by arbitration; and the Bill will confer upon the Company and the said Limited Company and Peter Schuyler Bruff respectively all necessary powers for effectuating such transfer, sale or lease, and vesting the said undertakings, with all the powers and authorities of the transferors or lessors in the Company, and enable the transferors or lessors or any of them to accept and hold shares or stock or other securities of the Company, and sanction, confirm, and give effect to any agreements made or to be made for any of the aforesaid objects.

To authorise the Company to enter into and carry into effect contracts and arrangements with the Walton-on-the-Naze Gas and Water Company (Limited) and the said Peter Schuyler Bruff, his heirs or assigns, and with any rural or urban sanitary authorities, railway, or other companies, surveyors of highways, bodies, and persons, for a supply of water in bulk or otherwise from the works of the Company, and to vary, suspend, or rescind any such contracts or arrangements, 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 the said limited Company and Peter Schuyler Bruff, and all such sanitary authorities, railway and other companies, surveyors, bodies and persons; and will enable all parties to any such contract or arrangement to apply for the purposes thereof any funds or moneys which they have raised or have power to raise under any Act of Parliament or otherwise.

To make special provision for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses, and waste of water, and for imposing penalties in respect of all or any such matters.

The Bill will or may vary or extinguish all rights and privileges which may interfere with the objects thereof, or any such contracts, agreements, or arrangements as aforesaid, and confer other rights and privileges, and it will 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 Waterworks Clauses Acts, 1847 and 1863; and it will alter, amend, enlarge, or repeal the

Walton-on-the-Naze Gas and Water Order, 1878, and the Act 59 Geo. III, cap. 118; and 14 and 15 Vic., cap. 42; and any other Act relating to the borough of Harwich.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing 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; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made or pass, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish at his residence.

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

Dated this 15th day of November, 1883.

Finney and Co., 33, Chancery-lane,
London, Solicitors;
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Metropolis Water.

(Alteration and Amendment of the Local and Personal Acts relating to the Supply of Water to the Metropolis and Adjacent Districts; Regulation and Adjustment of the Capital and Dividends of the Companies affording such Supply; Alteration of Rates, Rents, and Charges, and Provisions as to the Assessment thereof, and as to Supply of Water by Meter; and other Provisions; and Amendment of Acts.)

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

To alter, amend, control, and regulate, and, if need be, to repeal all or some of the powers and authorities now vested in and exercisable by the following Companies respectively, or some or one of them (which Companies are hereinafter referred to as the "Metropolitan Water Companies"), that is to say, the Governors and Company of the New River Company from Chadwell and Amwell to London, commonly called the New River Company, the Company of the Proprietors of the East London Waterworks, the Southwark and Vauxhall Water Company, the Company of Proprietors of the West Middlesex Waterworks, the Company of Proprietors of Lambeth Waterworks, the Governor and Company of Chelsea Waterworks, the Grand Junction Waterworks Company, and the Company of Proprietors of the Kent Waterworks.

To adjust, declare, and regulate the share and loan capital of the Metropolitan Water Companies, or some or one of them, and to declare and define the amount of such share and loan capital respectively entitled to dividend and interest, and to limit and prescribe the dividends and interest payable thereon respectively, and to regulate and control the application of the profits of the said Companies, or some or one of them, in or towards the payment of such dividends and interest, and to repeal and prohibit the increase out of such profits of previously

declared dividends, or the payment of back dividends, and to alter, regulate, and control the mode of keeping, rendering, and publishing the accounts of the said Companies, or some or one of them, and to make further provision with respect to the inspection, investigation, audit, and publication of such accounts, and with respect to the several other matters hereinbefore referred to.

To provide for and require the sale by auction or otherwise of any unissued capital of the Metropolitan Water Companies, or some or one of them, or of any capital which they may at any time be authorised to raise, or to make other provision with reference to the raising of money by the said Companies, or some or one of them, and the disposal and issue of any shares or stock which they are or may be authorised to create for that purpose.

To require and compel the Metropolitan Water Companies, or some or one of them, upon and subject to such terms and conditions, and under such restrictions and limitations (if any) as may be prescribed or provided for by the intended Act, to supply water by meter or other means of measurement to any premises where the owner or consumer may demand to be so supplied, and to charge for the water so supplied at such rate and according to such scale as may be prescribed or provided for as aforesaid, and to make provision with reference to the supply of meters and other appliances, whether by the Companies or by the owner or occupier of the premises supplied, or by the consumer of the water or otherwise, as may be prescribed or provided for as aforesaid, and with reference to the payment of the cost of such meters and appliances, and the charges to be made for the same.

To alter or to explain and define the mode of assessment of the rates, rents, and charges now leviable and recoverable by the Metropolitan Water Companies, or some or one of them, and, if thought fit, to alter and reduce such rates, rents, and charges, and to grant exemptions therefrom.

To authorise the appointment by the Board of Trade, or otherwise, of officers for all or some of the purposes of the intended Act, and to confer on those officers full powers to enforce the provisions thereof, and to provide for the payment of such officers by the Water Companies, or otherwise.

To provide for the settlement of disputes or differences arising under the intended Act, or in relation to the subject thereof, by arbitration or otherwise, and to authorise the making of bye-laws and regulations, and the imposition and recovery of penalties, or other means for securing and enforcing compliance with the provisions of the intended Act.

To alter, amend, and enlarge, and, where necessary or expedient, to repeal the powers and provisions, or some of the powers and provisions, of the several local and personal Acts following (that is to say):—43 Geo. III. cap. 98; 11 Geo. IV. and 1 Will. IV. cap. 44; 15 and 16 Vict. cap. 160; 17 and 18 Vict. caps. 39 and 72; 18 and 19 Vict. cap. 196; 20 and 21 Vict. cap. 42; 29 and 30 Vict. cap. 280; and 42 and 43 Vict. cap. 10, relating to the Governor and Company of the New River, brought from Chadwell and Amwell to London, commonly called the New River Company, and all other Acts relating to that Company; 47 Geo. III. Session 2, caps. 5 and 72; 48 Geo. III. cap. 8; 10 Geo. IV. cap. 117; 15 and 16 Vict. cap. 7; 16 and 17 Vict. cap. 166; 17 and 18 Vict. cap. 65; 18 and 19 Vict. cap. 196; 25 and 26 Vict. cap. 22; 30 and 31 Vict. caps. 148 and 149, relating to the Company of Proprietors of the East

London Waterworks, and all other Acts relating to that Company; 8 and 9 Vict. cap. 69; 15 and 16 Vict. cap. 158; 18 and 19 Vict. cap. 24; 27 and 28 Vict. cap. 8; 30 Vict. cap. 5; 35 and 36 Vict. cap. 3, relating to the Southwark and Vauxhall Water Company, and all other Acts relating to that Company; 46 Geo. III. cap. 119; 50 Geo. III. cap. 132; 53 Geo. III. cap. 36; 15 and 16 Vict. cap. 159; 23 and 24 Vict. cap. 1; 29 Vict. cap. 6; and 32 Vict. cap. 1, relating to the West Middlesex Water Company, and all other Acts relating to that Company; 11 and 12 Vict. cap. 7; 19 and 20 Vict. cap. 10; 32 Vict. cap. 4; and 34 and 35 Vict. cap. 83, relating to the Lambeth Waterworks Company and all other Acts relating to that Company; 49 George III. cap. 157; 15 and 16 Vict. cap. 156; 27 and 28 Vict. cap. 39; and 38 and 39 Vict. cap. 108, relating to the Governor and Company of the Chelsea Waterworks and all other Acts relating to that Company; 51 Geo. III. cap. 169; 56 Geo. III. cap. 4; 59 Geo. III. cap. 111; 7 Geo. IV. cap. 140; 5 and 6 William IV. cap. 95; 7 and 8 Vict. cap. 30; 15 and 16 Vict. cap. 157; 18 and 19 Vict. cap. 21; 19 and 20 Vict. cap. 116; 24 and 25 Vict. cap. 151; 31 Vict. cap. 5; 36 and 37 Vict. cap. 45; 41 and 42 Vict. cap. 134; and 42 and 43 Vict. cap. 6, relating to the Grand Junction Waterworks Company and all other Acts relating to that Company; 49 George III. cap. 189; 51 George III. cap. 145; 13 and 14 Vict. cap. 59; 25 and 26 Vict. cap. 44; 27 and 28 Vict. cap. 146; 31 and 32 Vict. cap. 119; and 40 and 41 Vict. cap. 217, relating to the Company of Proprietors of the Kent Waterworks, and all other Acts relating to that Company, and also of any other local and personal Acts which may be necessary for any of the purposes of the intended Act; and the intended Act will further alter and, if need be, repeal "The Waterworks Clauses Acts, 1847 and 1863," "The Metropolis Water Act, 1852," and "The Metropolis Water Act, 1871," or certain parts of those respective Acts, and especially the provisions of the said Act of 1871, with respect to the constant supply of water; and the intended Act will amend and enlarge the powers and provisions of "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Acts, 1856 and 1862."

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 12th day of November, 1882.

The Remembrancer, Guildhall, City, E.C.
Messrs. Sherwood and Co., 7, Great
George-street, Westminster, Parliamen-
tary Agents.

In Parliament.—Session 1884.

Porthdinlleyn Railway.

(Incorporation of Company; Power to Construct Railways from the Termination of the Cambrian Railways at Pwllheli to Porthdinlleyn; Compulsory Purchase of Lands; Powers to Levy Tolls and Rates; Working and other Arrangements with the Cambrian Railways Company; Amendment of Acts; and other Purposes.)

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

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the railway and other works hereinafter mentioned, or some part or parts thereof respectively, with all necessary approaches, apparatus, sidings, stations, works, and

conveniences connected therewith respectively (that is to say):—

A railway commencing in the parish of Aberirch, in the county of Carnarvon, by a junction with the Cambrian Railways, at a point 140 yards or thereabouts, measured along that railway in a north-easterly direction from the north-east corner of the Cambrian Railways Company's station at Pwllheli, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say), Aberirch, Denio, Pwllheli, Llanor, Penrhos, Llanfihangel-Bachellaeth, Ceidio, Boduan, Bodvean, Nevin, and Edeyrn, and terminating in the parish of Edeyrn, in the said county of Carnarvon, at or near a point 49 yards, measured in a north-easterly direction, from the north-east corner of the Life-boat House at Porthdinleyn Harbour.

To authorise the Company from time to time to make and maintain in connexion with the above-mentioned works, or any or either of them, all necessary and convenient stations, gates, approaches, transit-sheds, bonding, or other warehouses, sheds, quays, wharves, wharf walls, embankments, jetties, groynes, shipping-places, staiths, stairs, stages, tramways, sidings, junctions, machinery, cranes, drops, dolphins, moorings, buoys, beacons, and other works and conveniences.

To deviate laterally and vertically in the construction of the said intended works to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the intended Act.

To empower the Company to purchase and take, by compulsion or agreement, and to hold lands, houses, and buildings and easements, in the several parishes, townships, and places aforesaid, for the purposes of the intended railway and works, and to alter, vary, or extinguish all existing rights and privileges in any manner 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 any of them, and to confer, vary, or extinguish other rights and privileges.

To cross, divert, alter, interfere with, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, bridges, footpaths, ways and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, watercourses, drains, sewers, channels, conduits, cuts, embankments, telegraphs and telegraphic apparatus, gas works, water and other pipes, and other works of every description, within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them which it may be necessary to cross, divert, alter, interfere with, or stop up for the purposes of the said intended railway and works, or any or either of them, or other the purposes of the intended Act.

To enable the Company to demand and recover tolls, rates, dues, and other charges for or in respect of the use of the intended railway and works, and for the conveyance of traffic thereon, and to confer exemptions from the payment of tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Cambrian Railways Company to enter into and carry into effect and rescind agreements and arrangements for or with respect to the working, use, management and maintenance, and construction of the intended railway and works, or

any part thereof, the supply of rolling or working stock, plant, and machinery, the appointment and removal of officers and servants for the conduct and convenience of traffic on the intended railway, the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, collection, accommodation, conveyance, transmission, and delivery of traffic upon, coming from, or destined for, the respective undertakings of the Company and the Cambrian Railways Company, and the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the fixing, collection, payment, division, appropriation, apportionment, and distribution of the revenue arising from such traffic or other the profits of the respective undertakings of the Company and the Cambrian Company, the payment of any fixed or contingent rent, and to authorise and provide for the appointment of a joint Committee for carrying into effect every and any such agreements as aforesaid, and to confirm and give effect to any agreements which have been or may be entered into between the Company and the Cambrian Railways Company in reference to the matters aforesaid, or any of them.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay out of the capital or any of the funds of the Company from time to time interest or dividends on any shares or stock of the Company.

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

And the intended Act will incorporate with itself the provisions or some of the provisions of the following Acts, or some or one of them, namely, "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869."

To alter, amend, vary, extend, enlarge or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act (that is to say):—16 and 17 Vict., cap. 143; 27 and 28 Vict., cap. 262; and any other Act or Acts relating to or affecting the Cambrian Railways Company or their Undertaking; and 46 Geo. III., cap. 34, and any other Act or Acts relating to or affecting the Porthdinleyn Harbour Company.

And Notice is hereby further given that duplicate plans and sections describing the lines, situations, and levels of the intended railway and other works to be authorised by the intended Act, and the lands, houses, and other property in or through which they will be made and maintained, or which will or may be taken under the powers of the Bill, with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, an ordnance or published map showing the general course and direction of the intended railway, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November, 1883, be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon; and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish

or extra-parochial place in or through which the said railway and works are intended to be made or maintained, or within which any of the said lands, houses, or other property which will or may be taken under the powers of the Bill are situated, and a copy of this Notice will be deposited for public inspection, as regards parishes with the parish clerk of each such parish at his residence, and in the case of any extra-parochial or other place, with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

And Notice is hereby also given, that on or before the 21st day of December, 1883, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1883.

Evan Morris, Wrexham, Solicitor for the Bill.

Batten, Proffitt, and Scott, 32, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Treferig Valley Railway.

(New Railways; Compulsory Purchase of Lands, Tolls, and Charges; Further Capital and Money Powers; Sale or Lease of Undertaking; Running Powers over other Railways; Working and Traffic Agreements with other 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:—

To authorise the Treferig Valley Railway Company (in this notice called "the Company") to make and maintain in the parish of Llantrissant, in the county of Glamorgan, the railways next hereinafter described, or some of them, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:

A railway (No. 1) commencing by a junction with the Treferig Valley Railway near the termination thereof, at a point 60 yards or thereabouts, measured along that railway in a south-easterly direction, from opposite the centre of the coal screen adjoining the said Treferig Valley Railway, belonging to the Glyn Colliery Company, Limited, and terminating at a point 180 yards or thereabouts, measured in a south-easterly direction, from the south-east corner of Gelligron Farmhouse, in the occupation of Thomas Davies.

A railway (No. 2) commencing by a junction with railway No. 1, at the termination thereof before described and terminating at a point 120 yards or thereabouts, measured in a north-easterly direction, from the south-east corner of Trane Farmhouse, in the occupation of Jennett Cadwgan.

A railway (No. 3) commencing by a junction with Railway No. 2, at the termination thereof before described, and terminating by a junction with the Ely Valley Extension Railway of the Great Western Railway Company, at a point 20 yards or thereabouts, measured along the said Ely Valley Extension Railway in a westerly direction, from opposite the entrance to the booking-office of the Hendreforgan Station of the Great Western Railway Company.

A railway (No. 4) commencing by a junction with railway No. 2, at the termination thereof before described, and terminating by a junction with the said Ely Valley Extension Railway at Gilfach, at a point 44 yards or thereabouts,

measured along that railway in a northerly direction, from the mile post thereon denoting $1\frac{1}{4}$ miles from the Hendreforgan Junction.

A railway (No. 5) commencing by a junction with railway No. 4, at a point 22 yards or thereabouts, measured in a westerly direction, from the south-west corner of Gilfach-house at Gilfach, in the occupation of Robert Raeburn Hood, and terminating at a point 70 yards or thereabouts, measured in a north-westerly direction, from the north-west corner of Brynseion Independent Chapel at Gilfach.

A railway (No. 6) commencing by a junction with Railway No. 1, at the termination thereof before described, and terminating by a junction with a railway of the Great Western Railway Company, being Railway No. 3, described in and authorised by the Great Western Railway (Further Powers) Act, 1866, at Penrhiwfer, at a point 80 yards or thereabouts, measured along that railway in a north-westerly direction, from the mile post thereon denoting $6\frac{1}{4}$ miles from the junction of the Ely Valley Railway with the Great Western Railway at Llantrissant Station.

A railway (No. 7) commencing by a junction with Railway No. 6, at a point 275 yards or thereabouts, measured in a westerly direction, from the junction of the Cilely Colliery Branch Railway with the said Ely Valley Railway, and terminating at a point 93 yards or thereabouts, measured in a south-easterly direction, from the centre of the winding pit of the old Penrhiwfer or house-coal colliery at Penrhiwfer aforesaid, belonging to the Glamorgan Coal Company Limited.

To authorise the Company to deviate laterally from the lines of the intended railway and 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.

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all turnpike and other roads, streets, highways, bridges, railways, tramways, canals, rivers, streams, pipes, sewers, and drains within the aforesaid parish as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with for the purposes of the intended railways and works or of the Bill.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property, for the purposes of the intended railways and works, and of the Bill, and also easements and rights in or over or affecting lands and other property, and to vary or extinguish all rights and privileges connected with the lands, houses, and property so purchased or taken.

To enable the Company to demand, take, and recover tolls, rates, fares, and charges upon or in respect of the intended railways and works, and also upon or in respect of the railways and portions of railways, stations, and works to be run over and used by the Company as hereinafter mentioned; to alter existing tolls, rates, fares, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, fares, and charges.

To alter, define, and regulate the capital and borrowing powers of the Company, and to authorise the Company to apply to the purposes of the Bill any of their existing or authorised capital or funds, and for those purposes and the general purposes of their undertaking to raise additional capital by the creation of new ordinary or preference shares or stock, and by borrowing.

on mortgage, or by the creation and issue of debenture stock.

The Bill will empower the Company and any companies or persons working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run and work over and use, with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of traffic of every description, and upon such terms and conditions, and payment of such tolls, rates, rents, or other consideration as may be agreed upon or settled by arbitration, or prescribed by the Bill, the following railways and portions of railways, or some part or parts thereof respectively, that is to say:—

1. So much of the Railway No. 3, authorised by the Great Western Railway (Further Powers) Act, 1866, as lies between the junction therewith of Railway No. 6 sought to be authorised, and the termination of the said Railway No. 3 as defined by section 4 of the said Great Western Railway (Further Powers) Act, 1866.
2. The Ely and Clydach Valley Railway.
3. So much of the Ely Valley Extension Railway as lies between the junction therewith of Railway No. 3 sought to be authorised, and the termination of the said Ely Valley Extension Railway as defined in section 22 of the Ely Valley Extension Railway Act, 1863.

Together with the use of all terminal and other stations, roads, platforms, points, signals, water-engines, water supplies, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, buildings, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways respectively.

To authorise the Company to sell and transfer or lease their existing and proposed railways and undertaking, or some part or parts thereof, to the Taff Vale Railway Company, upon and subject to such terms (pecuniary or otherwise) and conditions as have been or may be agreed between the Companies or as may be prescribed by the Bill, and to confer upon the Taff Vale Railway Company and the Company all necessary and proper powers for the purpose of effecting such sale, transfer, or lease; and the Bill will empower the Taff Vale Railway Company to exercise all or some of the powers, rights, and privileges of the Company with reference to the compulsory purchase of lands and houses, the construction of works, the levying of tolls, rates, fares, and charges, the raising of money by shares or on mortgage or by debenture stock, and with reference to the undertakings of any other companies or parties, or otherwise; and for the purposes of such sale, transfer, or lease, the Bill will authorise the Taff Vale Railway Company to apply their funds and revenues, and to create additional stock or share capital, and to raise further money by new ordinary or preference shares, and by borrowing, and empower that Company and the Company respectively to enter into and carry into effect agreements for any of the aforesaid purposes, and confirm, sanction, and give effect to any agreement which has been or may be entered into, and in the event of a sale or transfer the Bill may provide for the winding up, distribution of the assets, and dissolution of the Company.

The Bill will authorise the Company on the one hand, the Great Western Railway Company and the Taff Vale Railway Company, or either of

these Companies, on the other hand, to enter into and carry into effect, vary, and rescind agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or any portion or portions thereof, the supply of engines, rolling stock, and plant, and of officers and servants for the conduct and conveyance of the traffic thereon, the payments and allowances to be made and allowed and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, transmission, and delivery of traffic from, to, and over the undertakings of the contracting Companies, and the fixing, collection, division, and appropriation of the tolls and revenue arising from that traffic.

The Bill will vary or extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and so far as may be requisite for any of the purposes thereof it will amend, extend, enlarge, or repeal some of the provisions of the Trefefig Valley Railway Act, 1879, and of the following local and personal Acts, viz.: 5 and 6 Wm. IV, cap. 107, and of any other Acts relating to the Great Western Railway Company, 6 and 7 Wm. IV, cap. 82, and of any other Acts relating to the Taff Vale Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff, and on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of the parish of Llantrissant, 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, 1883.

*Walter H. Morgan and Rhys, Pontypridd.
Ingledeu, Ince and Vachel, Cardiff, Solicitors.*

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

In Parliament.—Session 1884.

Upwell, Outwell, and Wisbech Railway.

(Abandonment of Undertaking; Release of Deposit Fund; Dissolution of Company; Amendment or Repeal of Act.)

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

To authorise and require the Upwell, Outwell, and Wisbech Railway Company (hereinafter called "the Company") to abandon and relinquish the construction of the railway and works connected therewith, authorised by "The Upwell,

“Outwell, and Wisbech Railway Act, 1873,” and to release the company from all liabilities, penalties and obligations for the non-completion thereof within the period limited by the said Act. To declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto. And to provide for the release and payment out of Court of the deposit fund mentioned in the said Act, being the moneys now in the Chancery Division of the High Court of Justice, as security for the completion of the said railway.

To provide for the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for carrying such objects into effect.

To amend or repeal wholly or in part “The Upwell, Outwell, and Wisbech Railway Act, 1873.”

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 1st day of November, 1883.

<p><i>Hensman and Nicholson, 25, College Hill, London; Welchman and Carrick, Wis- bech, Holmes, Anton and Greig, 18, Abingdon- street, Westminster, Parliamentary Agents.</i></p>	}	<p>Solicitors for the Bill.</p>
---	---	---

In Parliament.—Session 1884.

Metropolitan Board of Works (Thames Crossings). (Subway under River Thames; Works connected therewith; Agreements with London and St. Katherine Docks Company; Steam Ferries and incidental Works; Alteration of Battersea Bridge; Removal of existing Bridge; General and incidental Powers; Compulsory Purchase of Land and Houses; Interference with River Thames and Navigation; Bye-laws; Underpinning of Buildings; Altering Section 92 and other Provisions of Lands Clauses Act; Entering on Lands; Sale of Lands; Provisions as to Expenses of Making and Maintaining Works; Levying of Rates; Amending Provisions of existing Acts as to Expenses connected with Bridges; Amendment of Acts.)

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:—

Subway under River Thames.

To enable the Board to provide a new means of communication across the River Thames, near the Hermitage entrance to the London Docks of the London and St. Katherine Docks Company, comprising the works hereinafter described, viz:—

1.—A road (distinguished as “road A” on the plans hereinafter mentioned) commencing on the northern side of the River Thames, in the parish of St. John Wapping, and county of Middlesex, at a point in the road known as Upper East Smithfield, at or near the gateway forming the entrance to the London Docks, continued thence in part upon and in other part near to the side of Nightingale-lane, to and passing under the River Thames by means of a tunnel or subway hereinafter

described, and terminating in the parish of Bermondsey and county of Surrey, at or near the intersection of Abbey-street (formerly Neckinger-road) and Dockhead (formerly Parker’s-row).

- 2.—A road (distinguished as “road B” on the plans hereinafter mentioned) wholly in the said parish of Bermondsey, commencing by a junction with the road lastly hereinbefore described, in the street known as Dockhead, at or near the western side of the Convent of our Lady of Mercy, and terminating near the Dockhead Distillery by a junction with Tanner (formerly Fashion-street), near its junction with New-street.
- 3.—The widening of New-street, Bermondsey, in the parish of St. John Horsleydown, commencing at its junction with Tanner-street aforesaid, and terminating at its junction with Fair-street.
- 4.—A tunnel or subway (for carriage and general traffic) by means of which the said first-mentioned road will be carried across the river, commencing at the junction of Burr-street with Nightingale-lane, in the parish of St. Botolph Without, Aldgate, in the county of Middlesex, and terminating at the street known as Dockhead, in the parish of Bermondsey, at a point on the western side of the said convent.
- 5.—A tunnel or subway (for foot traffic) in connection with the tunnel or subway lastly described, having its commencement and termination at or near the points of commencement and termination of the said tunnel or subway before described.
- 6.—A roadway on the northern side of the river (distinguished as “road C” on the plans hereinafter mentioned), commencing in the said parish of St. Botolph Without, Aldgate, in Lower East Smithfield at its junction with Nightingale-lane, at the south-eastern corner of the Red Lion Brewery, continued thence northward to and over the tunnel or subway firstly hereinbefore described at its commencement, and thence to and terminating in the parish of St. John, Wapping, in the county of Middlesex, by a junction with Upper East Smithfield at or near its junction with Dock-street.
- 7.—A roadway (distinguished on the said plans as “road D”) commencing in the said parish of St. Botolph Without, Aldgate, by a junction with the road (C) lastly hereinbefore described, at or near the northern corner of the said Red Lion Brewery, and terminating in the said parish of St. Botolph Without, Aldgate, or of St. John, Wapping, by a junction with Upper East Smithfield at or near the said entrance to the London Docks.

The roads and tunnels or subways above described will be situate in the parishes of St. Botolph Without, Aldgate, and St. John Wapping, in the county of Middlesex, and of Bermondsey, and St. John, Horsleydown, in the county of Surrey.

In connection with the said roads, tunnels, and subways, to enable the Board to construct and maintain all such lifts, machinery, approaches, platforms, and incidental works as may be necessary or convenient, and to provide, by means of horses, mechanical, or other power, aids for traffic on the inclines of the said roads, tunnels, or subways.

To enable the Board and the London and St. Katherine Docks Company to enter into and carry into effect any agreement or agreements with reference to the construction of the said

roads, tunnels, or subways and works, and the taking or use of property for the purposes thereof.

Steam Ferries.

To authorise the Board to establish, maintain, work, and regulate a ferry or ferries across the River Thames by means of vessels or boats propelled by steam or otherwise between the points hereinafter mentioned, and such other points as they deem proper, and to place and maintain chains across the river for controlling and guiding such vessels or boats.

To enable the Board to maintain and work a ferry across the River Thames at Woolwich, and for that purpose to provide and place, with all necessary approaches, landing stages, works, and conveniences connected therewith, a pontoon on the northern side of the river, in the parish of Woolwich and county of Kent, immediately to the westward of the North Woolwich Railway Station, and on the south side of the river at the end of Nile-street, in the same parish.

Also a ferry between the Isle of Dogs and Greenwich, and a pontoon situate on the Middlesex side at the end of Ferry-street, in the parish of All Saints, Poplar, and on the Kent side at the end of Horseferry-road, in the parish of Greenwich.

To enable the Board to widen Nile-street, in the said parish of Woolwich, from its junction with High-street to the River Thames.

Battersea Bridge.

To enable the Board to alter the situation of the new Battersea Bridge authorised by "The Metropolitan Bridges Act, 1881," partly in the parish of St. Mary, Battersea, in the county of Surrey, and partly in the parish of St. Luke, Chelsea, in the County of Middlesex, and of the approach thereto on the southern side of the river, as shown on the deposited plans referred to in the said Act, and to enable the Board to acquire by compulsion or agreement for the purpose of such alteration certain lands, buildings, and premises abutting on or near to Battersea Bridge-road, in the said parish of St. Mary, Battersea.

To make a new road, wholly in the same parish, commencing in the Battersea Bridge-road, at its junction with Little Europa-place, continued along the present line of the said place to a point in line with and thence to and along Cottage-place, and terminating at the northernmost end of Cottage-place where it joins "the Folly," and to stop up the Folly or part of it.

To widen Battersea Bridge-road, in the same parish, on the western side thereof, from the termination of the new Battersea Bridge to Bridge-road West.

To enable the Board, for the purpose of constructing new Battersea Bridge as intended to be altered, to take down and remove the old Battersea Bridge without providing any substitute for such bridge, and to repeal, alter, or amend any provisions of the said Metropolitan Bridges Act, 1881.

Miscellaneous.

To enable the Board, for the purposes of any of the works authorised by the intended Act, to alter and interfere with the bed and foreshore of the River Thames, and to place and maintain temporarily and permanently dams, piles, staging, pontoons, chains, and other works in the channel and waterway thereof, for the purpose of constructing or repairing the works authorised by this Act affecting the said river, and, if necessary, to dredge and deepen the same; to cross, divert, stop-up, and interfere with, and to make junctions

and communications with and to widen and alter the lines or levels of any existing streets, roads, passages, and places (public or private), and to appropriate the soil and site of any which may be stopped up; also to cross, divert, stop up, or remove sewers, drains, gas and other mains, pipes, tubes, wires, culverts, steps, areas, telegraph, electric and other apparatus; to deviate from the lines and levels of the intended works, and to execute and do all such works, matters, and things as may be deemed expedient for the purposes of the Bill.

To enable the Board, on the one hand, and the owners or persons interested in any land or property abutting on the said roadways, tunnels, or subways, or sewers and other works, on the other hand, to enter into and carry into effect agreements as to vesting in such owners or other persons of any land, including any portion of any existing street or thoroughfare which the Board may deem not to be required for the carriage or footways of the new roads, in consideration of either a money payment or of the conveyance to the Board of other land or property, and generally on such terms and conditions as may be agreed upon between them.

To enable the Board to make and enforce by penalties and otherwise bye-laws and regulations with reference to the various subject matters of the intended Act, including, amongst other things, bye-laws and regulations for the control and regulation of the said tunnels, subways, lifts, and ferries, and of persons, vehicles, and animals resorting to or using the same, for the management and direction of traffic, as to the manner in which vessels navigating the Thames shall pass the site of any of the works authorised by the Act, either during the construction thereof or subsequently, and for the prevention of dredging or anchoring at and near the site of the said tunnel, subways, and ferries, or the works and conveniences of or connected therewith, and for the prevention of any injury thereto.

To enable the Board to purchase, by compulsion or agreement, all such lands, houses, and other property as may be required for the purposes of or in connection with the said works and ferries aforesaid, or the approaches thereto, or as will be included within the limits to be defined upon the deposited plans, and also to acquire and exercise easements or rights in, through, under, or over any such lands, houses, and other property, or in and over the River Thames and the banks, bed, soil, and foreshore thereof, whether for permanent or temporary work or purposes, and to use temporarily any land or property required for any work, without being compelled to purchase the same, and to vary and extinguish any such easements and rights, and any rights of ferry, and all such other rights, easements, and privileges as may be necessary in the attainment of any of the objects of the Bill.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, quay-walls, or buildings which may be rendered insecure or affected by any of the intended works, and that whether or not such houses, quay-walls, and buildings, or any part thereof, may be required to be taken for the purposes thereof.

To provide for throwing open to the public without payment of any compensation in respect of acquiring the soil thereof, any road or place the site of which may wholly or in part be required for the purposes of any new road or street to be authorised by the intended Act, or as an approach to any ferry.

To enable the Board to purchase so much only of any property as may be required for the pur-

poses of the intended Act, and to exempt the Board from the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845," and, if deemed expedient, from the provisions of the said Act with respect to the sale of superfluous lands.

To enable the Board and their officers to enter, survey, and value at any time lands and buildings shown on the deposited plans, and to make provision for ascertaining separately the value of the premises required by them and the amount of compensation for loss or damage awarded in respect thereof.

To enable the Board to sell, convey, lease, exchange, and otherwise dispose of any lands, houses, and property, or any easement, right, or privilege in, under, through, or over the same, which may be acquired or vested in them under the powers, and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials.

To prohibit the breaking up or interference with any of the new works hereinbefore mentioned, or the approaches thereto, for laying down any gas, water, or other main or pipe, or other work, except with the consent of the Board, and subject to such terms and conditions as to payment and otherwise as the Board may determine.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Board, and to vary the provisions of "The Lands Clauses Act, 1845," relating thereto.

To authorise the Board to delegate to a Committee or Committees any of the powers to be conferred upon them by the intended Act.

To provide for the maintenance, repair, and lighting of the streets or roads, approaches, and other works above mentioned, or some of them, and to charge the same upon the rates leviable within the parishes or districts in which they are respectively situate.

To make provision as to the costs and expenses of and incidental to making and maintaining the works to be authorised by the intended Act, and to enable the Board to defray the same as part of their expenses in carrying into execution the purposes of "The Metropolitan Management Act, 1855," and the Acts amending the same, and to apply for the purposes aforesaid moneys raised by means of Metropolitan Consolidated Stock, and to make provisions for the demanding and levying of rates, and for the collection and recovery thereof.

To explain or alter or amend some of the provisions of "The Metropolitan Bridges Act, 1881," and "The Metropolitan Board of Works (Bridges, &c.) Act, 1883," with regard to the cost and expenses of and incidental to the construction, alteration, maintenance, and repair of bridges over the River Thames, and the passing of the said Acts whether already paid, or hereafter to be paid, and to provide for charging the same in manner indicated in Sections 28 and 29 of "The Metropolitan Toll Bridges Act, 1877," and also to provide for the application of all monies received by the Board under the said Acts of 1881 and 1883, in connection with any bridge or bridge works (whether by way of rent or purchase money for lands let or sold, or on sale of old materials or otherwise), in manner indicated in Section 22 of the said Act of 1877.

To incorporate with the Bill, so far as may be deemed necessary, and with such exceptions, variations, and modifications as the Board may think fit, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845," and to make applicable

to the provisions of the intended Act the provisions of the last-mentioned Act with respect to the temporary occupation of land, and especially to alter and vary (if thought expedient) the provisions of "The Lands Clauses Consolidation Act, 1845," relating to the settlement of questions of disputed compensation, and to vary and extinguish all rights, easements, and privileges which would or might impede or interfere with the execution of any of the objects of the Bill, and to confer, vary, or extinguish other rights, easements, and privileges.

The Bill will or may amend and enlarge the powers and provisions of "The Metropolitan Management Act, 1855," and the Acts amending the same, "North and South Woolwich Subway Act, 1874," "The Metropolitan Toll Bridges Act, 1877," "The Metropolitan Bridges Act, 1881," and any other local Acts relating to the Board.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green, E.C., and with the Clerk of the Peace for the county of Surrey, at his office, at the Sessions House, Newington, S.E., and with the Clerk of the Peace for the county of Kent, at his office at Maidstone.

And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes hereinafter mentioned, together with a copy of this Notice, will be deposited as follows:—

So far as relates to the parish of St. John, Wapping, with the Clerk to the Board of Works for the Limehouse district, at his office in White Horse-street, Commercial-road, E.; so far as relates to the parish of St. Botolph without Aldgate, with the Clerk to the Board of Works for the Whitechapel district, at his office, 15, Great Alie-street, Whitechapel, E.; so far as relates to the parish of Bermondsey, with the Vestry Clerk of that parish, at his office, at the Town Hall, Spa-road, Bermondsey; so far as relates to the parish of St. John, Horsleydown, with the Clerk to the Board of Works for the St. Olaves district, at his office, 86, Queen Elizabeth-street, S.E.; so far as relates to the parish of Woolwich, with the Vestry Clerk of that parish at his office at the Town Hall, Woolwich; so far as relates to the parish of All Saints, Poplar, with the Clerk to the Board of Works for the Poplar district, at his office, 117, High-street, Poplar; so far as relates to the parish of Greenwich, with the Clerk to the Board of Works for the Greenwich district, at his office, 141, Greenwich-road, S.E.; so far as relates to the parish of St. Mary, Battersea with the Clerk to the Board of Works for the Wandsworth district, at his office, Battersea Rise, Wandsworth, so far as relates to the parish of Chelsea, with the Vestry Clerk of that parish, at his office at the Vestry Hall, King's-road, Chelsea, S.W.

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 14th day of November, 1883.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

In Parliament.—Session 1884.

Skipton and North Eastern Junction Railway.

(Revival and Extension of Powers for the Compulsory Purchase of Lands for the Railway authorised by the Skipton and Kettlewell Railway Act, 1880, and Extension of Time for Construction of that Railway, and Change of Name; Alteration of Levels; New Railway to Aysgarth; Compulsory Purchase of Lands; Tolls; Further Capital; Working and Traffic Agreements and Arrangements with North Eastern Railway Company; Confirmation of Agreements; Alteration of Name of Company; Increase of number of Directors; Incorporation and Amendment of Acts, and other purposes.)

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

To revive and extend the powers granted by the Skipton and Kettlewell Railway Act, 1880 (hereinafter referred to as "the Act of 1880"), for the compulsory purchase of lands and houses and to extend the time granted by that Act for the completion of the railway thereby authorised, which railway is hereinafter referred to as the authorised line.

To change the name of the Company and the name of the railway, and to declare that the name of the Company shall be "The Skipton and North Eastern Junction Railway Company," and that the name of the railway shall be the "Skipton and North Eastern Junction Railway."

To provide that the extended period for the completion of the authorised line shall apply to the provisions contained in Sections 26 and 27 of the Act of 1880, and to amend those provisions accordingly.

To empower the Company to make and maintain the railway following, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith:—

A railway commencing in the township of Threshfield, in the parish of Linton, in the West Riding of the county of York, at a point distant 148 yards or thereabouts, measured in a straight line in a north-easterly direction, from the eastern corner of a house known as Lowfield, in the north-east corner of a field belonging or reputed to belong to the Reverend Thomas Whitaker Nowell, and in the occupation of William Eastwood, and terminating by a junction with the North Eastern Railway (Leyburn and Haves Extension) at a point distant $8\frac{1}{2}$ chains or thereabouts, measured in a straight line in a westerly direction, from the south-western corner of the Aysgarth Station building on that railway, which said intended railway will pass from, in, through, or into the following parishes, townships, or places, or some of them, that is to say, Threshfield, Linton, Burnsall, Conistone, Kilnsey, Conistone-with-Kilnsey, Kettlewell, Starbotton, Kettlewell-with-Starbotton, Arncliffe, Buckden, Cray, and Hubberholme, all in the West Riding of the county of York, and Kidstones (otherwise Kidstones Bank), Bishopdale, Thoraby, Newbiggin, West-Burton, Burton-cum-Walden, Aysgarth, Wensleydale, Carperby,

and Carperby-cum-Thoresby, all in the North Riding of the county of York.

To authorise an alteration of the authorised levels of the authorised line in the townships and parishes of Skipton, Stirton-with-Thorby, Flasby, Flasby-with-Winterburn, Gargrave, Rillstone, Hetton, Burnsall, Cracoe, Linton, and Threshfield, all in the West Riding of the county of York, between the points distant from the commencement of the authorised line 7 furlongs, and 1 mile 1 furlong and 2 chains, 1 mile 5 furlongs 8 chains, and 1 mile 7 furlongs 8 chains, 4 miles, and 4 miles 2 furlongs, 4 miles 4 furlongs and 4 chains, and 5 miles 2 furlongs and 3 chains, 5 miles 5 furlongs and 3 chains, and 6 miles and 1 chain, 6 miles 1 furlong and 8 chains, and 6 miles 3 furlongs and 4 chains, 8 miles 4 furlongs, and 8 miles 7 furlongs, 9 miles 4 chains, and 9 miles 1 furlong and 5 chains, and so far as may be necessary to alter the roads and works connected therewith and consequential upon such alteration of levels.

To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for the purposes of the intended railway and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and buildings so to be purchased and taken, or which would in any manner impede or interfere with the objects of the Bill, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, canals, rivers, and streams within or adjoining to the before mentioned parishes, townships, and other places which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the Bill.

To empower the Company to demand and recover tolls, rates, and charges for and in respect of the use of the intended railways and works; to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the Bill 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 the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To enable the Company on the one hand, and the North Eastern Railway Company 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 authorised line and of the intended new 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 authorised line and on the intended railways and works, 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 agree-

ment which may have been or may before the passing of the Bill be entered into between the Company and the North Eastern Railway Company, with reference to the matters aforesaid or any of them.

To increase the number of directors of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer upon the Company all such other rights and privileges as may be necessary for the purposes of the Bill.

So far as may be necessary for the objects and purposes aforesaid, it is intended if need be to alter, amend, extend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 17 and 18 Vic., cap. 211, and all other Acts relating to or affecting the North Eastern Railway Company, and 42 and 43 Vic., cap. 201, and any other Act or Acts relating to or affecting the Company.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans and sections describing the line and levels of the proposed new railway and works, and of the proposed alterations of levels, with a book 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 North Riding of the county of York, at his office at Northallerton, and with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, and that a copy of the said plans, sections, and book of reference, or so much thereof as relates to each parish in or through which the intended railway and works, or alteration of levels, will be made, together with a copy of this notice as published in the London Gazette, will on or before the said 30th day of November be deposited with the parish clerk of each such parish, at his residence, and as regards any extra parochial place (if any), with the parish clerk of some adjoining parish, 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 14th day of November, 1883.

G. Ernest Wright, Skipton, Solicitor for the Bill;

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Rhondda and Bristol Channel Railway.
(Incorporation of Company; Power to Make Railways in Counties of Glamorgan and Monmouth; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Payment of Interest out of Capital; Working and Traffic Agreements; Running Powers and Traffic Facilities over other Railways; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to confer upon the Company so to be incorporated (hereinafter called "the Company") all usual and necessary powers for making and maintaining the railways next hereinafter described, or some or one of them, or some part or parts thereof, with all proper stations, approaches, sidings, works, and conveniences connected therewith respectively, that is to say:—

(1) A railway (No. 1) commencing in the parish of Eglwysilan by a junction with the Pontypridd Caerphilly and Newport Rail-

way, at or near the point where that railway is carried over a road known as the Cemetery-road, Glyntaff, passing thence from, in, through, or into the parishes and places of Eglwysilan, Llantwit Fardre, Pentyrch, Glyntaff, Whitechurch, Llandaff, Llanishen St. Johns, or St. John's, Cardiff, the borough of Cardiff, and Roath, all in the county of Glamorgan, and terminating in the said parish of Llandaff by a junction with the Rhymney Railway, at a point 25 yards or thereabouts northward of the bridge carrying that railway over the occupation road, numbered 212 on the 25-inch ordnance map.

(2) A railway (No. 2) commencing in the parish of Llandaff by a junction with the intended Railway No. 1 hereinbefore described, at a point in and near the eastern boundary of the wood numbered 173 on the 25-inch ordnance map, thence passing from, in, through, or into the parishes and places of Llandaff, St. John's, otherwise St. John's, Cardiff, the borough of Cardiff, Llanishen, and Llanedeyrn, and Roath, all in the county of Glamorgan, and terminating in the parish of Roath by a junction with the Great Western Railway (South Wales Section) 380 yards or thereabouts, measured in a south-westerly direction along that railway, from the centre of the bridge or viaduct carrying the said railway over the river Rhymney.

(3) A railway (No. 3) commencing in the parish of St. Bride, in the county of Monmouth, by a junction with the Great Western Railway (South Wales Section) at a point 190 yards or thereabouts, measured in a south-westerly direction along that railway, from the distance post thereon denoting 161 $\frac{1}{4}$ miles from London, thence passing from, in, through, or into the parishes and places of St. Bride Bassaleg, the borough of Newport and St. Woollos, otherwise Newport St. Woollos, all in the county of Monmouth, and terminating in the said parish of St. Woollos in a field known as the "Three Acres," belonging to Lord Tredegar, and in the occupation of Richard Richards, which field is numbered 654 on the tithe map of the parish of St. Woollos.

(4) A railway (No. 4) commencing in the parish of Eglwysilan by a junction with the intended Railway No. 1 before described, in the field numbered 2,568 on the 25-inch ordnance map, at a point distant 27 yards or thereabouts, measured in a south-easterly direction, from the north-eastern angle of the field numbered 2,567 on the said ordnance map, thence passing from, in, through, or into the parishes or places of Eglwysilan, Llantwit Fardre, and Pentyrch, or some of them, all in the county of Glamorgan, and terminating in the said parish of Eglwysilan by a junction with the Taff Vale Railway at a point 143 yards or thereabouts, measured along that railway in a northerly direction, from the door of the booking office on the eastern platform at the Walnut-Tree Bridge Station.

(5) A railway (No. 5) commencing in the parish of Eglwysilan by a junction with the Pontypridd Caerphilly and Newport Railway, at a point 153 yards or thereabouts, measured in an easterly direction along that railway, from the eastern abutment wall of the bridge carrying the said railway over the river Taff, thence passing from, in, through, or into the parishes

and places of Eglwysilan, Llantwit Fardre, Llantrissant, Llanwonno, Pontypridd, Hafod, Hopkinstown, Gyfeillion, Trehafod, Eirw, and Pwllgwaun, or some of them, all in the county of Glamorgan, and terminating in the said parish of Llanwonno, by a junction with the Taff Vale Railway, at a point 390 yards or thereabouts, measured in an easterly direction along that railway, from the eastern end of the Hafod Station building.

(6) A railway (No. 6) commencing in the parish of Llantrissant by a junction with the intended Railway No. 5 before described in the field numbered 268 on the 25-inch ordnance map, at a point 36 yards or thereabouts, measured in a westerly direction, from the south-east corner of that field, thence passing from, in, through, or into the parishes and places of Llantrissant, Llanwonno, Ystrad-y-fodwg, Gyfeillion, Hafod, Tonteg, Trehafod, Eirw, Cymmer, Dinas, Tony-pandy, Llwynpia, Pentre, Ton-Pentre, Ton, and Porth, or some of them, all in the county of Glamorgan, and terminating in the said parish of Llantrissant, at a point on the north side of the public road leading from Pontypridd to Treherbert, nearly opposite Maes-y-gerddinnen-house, and distant 150 yards or thereabouts, measured in a south-westerly direction, from the centre of the bridge carrying the Dinas Colliery sidings over the Rhondda river.

(7) A railway (No. 7) commencing in the parish of Llantrissant at the termination of the intended Railway No. 6 before described, thence passing from, in, through, or into the parishes and places of Llantrissant, Ystrad-y-fodwg, Llantwit Fardre, Llanwonno, Porth, Cymmer, Panddy, Tony-pandy, Llwynpia, Tonteg, Dinas, Pentre, Gyfeillion, Hafod, Trehafod, Ton-Pentre, Eirw, and Ton, or some of them, all in the county of Glamorgan, and terminating in the said parish of Ystrad-y-fodwg, at a point distant 20 yards or thereabouts, measured in a northerly direction, from the north-west corner of the Gelli Colliery office.

(8) A railway (No. 8) commencing in the parish of Ystrad-y-fodwg at the termination of the intended Railway No. 7 before described, passing thence from, in, through, or into the parishes and places of Ton, Tony-pandy, Pentre, Ton-Pentre, Treorky, and Cwm-parc, in the county of Glamorgan, and terminating in the said parish of Ystrad-y-fodwg, near Cwm-parc, in the field numbered 579 on the 25-inch ordnance map, at a point distant 20 yards or thereabouts southward of the Cwm-parc Railway, and 180 yards or thereabouts westward of the weighing-machine house at Ystrad-fechan.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz. :—

To deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To cross, stop up, alter or divert, temporarily or permanently, all such roads, streets, footpaths, towing-paths, railways, tramways, canals, navigations, rivers, sewers, drains, watercourses, and other works, and to alter or remove any telephone and telegraph wires, posts, tubes, or

apparatus, and gas and water pipes, as may be necessary or convenient in constructing and maintaining the intended railways and works, and to appropriate and use the site and soil of any streets, roads, or footpaths diverted within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same.

To purchase and take by compulsion or agreement lands, houses, and hereditaments, and to acquire rights and easements in and over lands, for the purposes of the intended railways and works, and, notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take compulsorily a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways and works, and also upon or in respect of the portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned; to alter existing tolls, rates, and charges; and to confer exemptions from the payment of tolls, rates, and charges respectively.

To authorise the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time during the construction of the intended railways interest or dividends on any shares or stocks of the Company.

To empower the Company and any company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof, by agreement or otherwise, on such terms and conditions, and on payment of such tolls or rates as may be agreed on or settled by arbitration, or defined by the Bill, to run over, work, and use, with engines, carriages, and wagons, officers and servants, whether in charge of engines and trains or for any other purpose, and for the purposes of traffic of every description, the portions of railways and stations following, that is to say :—

(a) So much of the Rhymney Railway as is situated southward of the junction therewith of the intended Railway No. 1, including the stations, sidings, and shipping appliances at Cardiff.

(b) So much of the Great Western Railway as is situated between the junction therewith of the intended Railway No. 2, hereinafter described, and the river Usk at or near Newport.

(c) So much of the railways of the Taff Vale Penarth Harbour Dock and Railway and Penarth Extension Railway Companies as are situated southward of the termination of the intended Railway No. 4.

(d) So much of the Taff Vale Railway and branches as is situated northward and north-westward of the termination of the intended Railway No. 5, hereinafter described.

(e) So much of the Pontypridd Caerphilly and Newport Railway as is situated between the commencement of the intended Railway No. 1 and the commencement of the intended Railway No. 5, hereinafter described.

(f) The railways, sidings, and shipping machinery and apparatus, at and near Cardiff, be-

longing to the Marquess of Bute, and his trustees.

(g) The railways of the Alexandra (Newport and South Wales) Docks and Railway Company;

together with all terminal and other stations, roads, platforms, points, signals, water supplies, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses sidings, junctions, machinery, telegraphs, telephones, signals, works, and conveniences of or connected with the said several portions of railways and the stations of or connected therewith respectively.

To authorise the Company on the one hand, and the Taff Vale Railway Company, the Rhymney Railway Company, the Great Western Railway Company, the Pontypridd Caerphilly and Newport Railway Company, the Marquess of Bute and his trustees, the Brecon and Merthyr Tydfil Junction Railway Company, and the Alexandra (Newport and South Wales) Docks and Railway Company, or any one or more of those Companies and parties, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the working, use, management, and maintenance of the intended railways and works, or any part or parts thereof; the supply and maintenance of engines, rolling or working stock, and plant, and of officers and servants for the conduct and conveyance of traffic on the intended railways; the construction of sidings, tramways, accommodation works, buildings, and conveniences, and the maintenance and repair thereof; the management, regulation, interchange, transmission, and delivery of traffic; the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, revenue, and profits arising from the railways and works, or some portion or portions of the railways and works of the contracting Companies; the payments, allowances, drawbacks, or rebates to be paid, made, or allowed by any of the contracting Companies, to the other or others of them; and the Bill may sanction and confirm any such contracts or agreements as have been or may previous to the passing thereof be entered into between the Company and any one or more of the before-mentioned Companies.

The Bill will or may require and compel the Taff Vale, Rhymney, Great Western, Brecon and Merthyr Tydfil Junction, and Pontypridd Caerphilly and Newport Railway Companies, and each of them, upon such terms and conditions as may be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic of whatever description, 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 railways of the Company, or any of them, or any part or parts thereof respectively, wherever the last-mentioned railways, or any part or parts thereof, form the shortest, or part of the shortest route, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and to provide full and proper facilities for the traffic of the Company, and (if need be) to alter and vary the tolls which the Companies aforesaid are now respectively authorised to receive and take upon their respective railways, or the railways under their management or control, and to confer, vary, or extinguish exemptions therefrom.

The Bill will vary or extinguish all rights

and privileges which may interfere with its objects, and confer other rights and privileges, and it will incorporate, with such modifications as may be deemed expedient, 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 Act, 1845; and the Railways Clauses Act, 1863; and it will alter, amend, enlarge, or repeal some of the provisions of the local and personal Acts following, viz.: 22 and 23 Vict., cap. 68, and of any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway; 6 and 7 Will. IV, cap. 82, and 36 and 37 Vict., cap. 158, and of any other Acts relating to the Taff Vale Railway; 5 and 6 Will. IV, cap. 107, and of any other Acts relating to the Great Western Railway; 20 and 21 Vict., cap. 140, and of any other Acts relating to the Rhymney Railway; the Pontypridd, Caerphilly, and Newport Railway Acts, 1878, 1880, and 1882, and of any other Acts relating to the Pontypridd Caerphilly and Newport Railway; the Bute Dock Acts, 1865, 1866, 1874, and 1882; and the Alexandra (Newport) Dock Act, 1865, and of any other Acts relating to the Alexandra (Newport and South Wales) Docks and Railway Company.

And notice is hereby given, that on or before the 30th day of November instant duplicate plans and sections, showing the lines and levels of the intended railways and works, and the land to be taken for the purposes thereof, with a book of reference to such plans, 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 with the Clerk of the Peace for the County of Monmouth, at his office at Usk; 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 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 in the case of any extra-parochial place, with the clerk of the immediately adjoining parish, at his residence.

And 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 13th day of November, 1883.

Cobb and Tudor, Brecon, Solicitors for the Bill.

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

In Parliament—Session 1884.

Lower Thames Steam Ferries.

(Power to Corporation of London to establish Free Ferries across the River Thames below London Bridge, and to apply the Income of the Bridge House Estates to that purpose; Acquisition of Lands; Purchase of Undertaking of the Thames Steam Ferry Company (Limited); Construction of Piers and Works; Widening and Improvement of Little Tower-hill; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that the Mayor, and Commonalty, and Citizens of the City of London (hereinafter called "the Corporation") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill, and to pass

an Act for the following, or some of the following, among other purposes, namely:—

To enable the Corporation to apply the rents, revenues, and incomes of the lands and property known as the Bridge House Estates, by borrowing money on the security thereof or otherwise towards the establishment, maintenance, leasing, and subsidising one or more free ferries for the convenience of the public wishing to cross the River Thames below London Bridge, and at the points hereinafter more particularly described.

To enable the Corporation to acquire, lease, or purchase, by compulsion or agreement, any lands, landing-places, jetties, stairs, quays, approaches, or other works or buildings on the River Thames, or the banks or shores thereof, or adjoining or near thereto, in the counties of Middlesex and Surrey, and to purchase by compulsion or agreement the works, landing-stage, property, and undertaking of the Thames Steam Ferry Company (Limited), and to authorise the Corporation and any other public body, company, person, or persons, or any or either of them, to enter into and carry into effect any arrangements and agreements for the licensing, erecting, and providing of landing and other places, and as to the establishment and maintenance of ferries, and as to the purchase, lease, or use thereof by the Corporation upon such payments or advances either in gross or annual sums, or by way of loan, or for such other considerations as may be authorised by the Bill.

To enable the Corporation to build, purchase, hire, work, use, and let steam and other vessels of every and any description, and otherwise to provide for carrying passengers, animals, vehicles, and goods across the said River Thames to and from the counties of Middlesex and Surrey.

To enable the Corporation to use the quays, stairs, or landing-places, on any public docks or piers on the River Thames upon such terms and conditions as may be prescribed in the Bill.

To provide for the good government and police of the ferries and landing-places, for the regulation and licensing of porters, for the making of bye-laws, rules, and regulations, and imposing penalties, and for laying down moorings and other works and conveniences for the use of vessels thereat.

And, with a view to future legislation, to enable the Corporation to obtain information and to keep a register of the traffic passing over the before-mentioned ferries, and as far as practicable to ascertain the destination of such traffic.

To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts relating to the Master, Wardens, and Commonalty of Watermen and Lighterman of the River Thames, viz.: 8 and 9 Vic., cap. 78; the Watermen's and Lightermen's Amendment Act, 1859, and all other Acts, charters, grants, bye-laws, rules, and regulations relating to the Watermen's Company.

To repeal, alter, or enlarge all or any of the powers and provisions of the Acts relating to the Conservators of the River Thames, viz.: The Thames Conservancy Act, 1857; the Thames Conservancy Act, 1864; the Thames Navigation Act, 1866; the Thames Conservancy Act, 1867; the Thames Navigation Act, 1870; the Thames Conservancy Act, 1878; the Thames Navigation Act, 1883, and all other Acts relating to the Conservators of the River Thames; the Blackfriars Bridge Act, 1863; the Southwark Bridge Transfer Act, 1865; and the Blackfriars and Southwark Bridges Act, 1867; and any other Acts affecting the objects of the said Bill.

To authorise the Corporation and the Commissioners of Metropolitan Police from time to time to enter into and vary agreements and arrange-

ments with respect to the appointment, regulation, payment, maintenance and dismissal of constables, superintendents, and other officers, to keep the peace and preserve order, and generally to exercise police authority at the piers or landing-places and approaches thereto, and to enable the Corporation to establish, make, and maintain at the points hereinafter more particularly described:—

1. A ferry, with all necessary works, approaches, and conveniences connected therewith, from Iron-gate-stairs, Little Tower-hill, in the extra-parochial places or precincts of Tower Within and St. Katherine, or one of them, in the county of Middlesex, to Horsleydown Old-stairs, near Horsleydown-lane, in the parish of St. John, Horsleydown, in the county of Surrey.

2. To make and maintain a pier, jetty, or landing-place in connection with such before-mentioned ferry in the said extra-parochial place or precinct of Tower Within and the bed and shore of the River Thames, commencing at a point 15 feet or thereabouts westward of the said Iron-gate-stairs, and extending in a southerly direction into the River Thames for a distance of 150 feet, or thereabouts.

3. To make and maintain a pier, jetty, or landing-place in connection with such last-mentioned ferry, in the said parish of St. John, Horsleydown, and the bed and shore of the River Thames, commencing at a point 25 feet or thereabouts westward of the said Horsleydown Old-stairs, and extending in a northerly direction into the River Thames for a distance of 150 feet, or thereabouts.

To authorise the Corporation to widen and improve the southern end of Little Tower-hill, from the Tower Gateway there to the River Wall, which widening and improvement will be situate in the said extra-parochial place or precinct of Tower Within.

To authorise the Corporation to lay chains, or other mechanical appliances, across and in the bed of the River Thames from shore to shore for the purpose of working such ferries or either of them.

To authorise the purchase, lease, and extinguishment of all or any rights of ferry, or other public or private rights upon or across the River Thames which would in any way interfere with the proposed undertaking.

To deviate laterally from the lines of the intended works respectively to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels of the said works respectively shown on the sections hereinafter mentioned.

To cross, divert, alter, and stop up, either temporarily or permanently, any roads, streets, highways, thoroughfares, courts, alleys, bridges, sewers, drains; streams, watercourses, pipes, stairs, quays, piers, slips, and landing places within the limits of, or which would interfere with, the proposed works.

To enable the Corporation to acquire or purchase by compulsion or agreement any lands landing-places, jetties, stairs, piers, quays, easements, or approaches, or other works or buildings in or upon the River Thames, or the banks or shores thereof, or adjoining or near thereto, in the counties of Middlesex or Surrey, or either of them, necessary for the proposed undertaking.

To vary and extinguish any rights and privileges connected 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 vary and extinguish other rights and privileges which

may interfere with any of the objects of the intended Bill.

To incorporate with and extend, and apply to the purposes of the Bill, all or some of the powers and provisions of the following Acts, or some of them, that is to say, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Harbours, Docks, and Piers Clauses Act, 1847; the Commissioners Clauses Act, 1847; the General Pier and Harbours Act, 1861; the General Pier and Harbours Act Amendment Act, 1861; the Harbours and Passing Tolls, &c., Act, 1861; the Harbours Transfer Act, 1862; the Public Works and Fisheries Act (Amendment Act), 1863; the Harbours Loan Act, 1866; and all Acts amending or affecting the same or any of them, or which may be deemed applicable to any of the objects and purposes of the Bill.

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 day of November next, be deposited with the Clerk of the Peace for the county of Surrey, at his office, at the Sessions House, Newington; 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 plans, sections, and book of reference as relates to each parish, extra-parochial or other place, in which or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, with a copy of this notice, will be deposited, as follows:

As regards the extra-parochial places or precincts of Tower Within, and St. Katherine, with the Clerk of the Board of Works for the district of Whitechapel, at his office, 15, Great Alie-street, Whitechapel, and as regards the parish of St. John's, Horsleydown, with the Clerk of the Board of Works for the District of St. Olave, at his offices, 86, Queen Elizabeth-street, Southwark.

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, 1883.

The Remembrancer, Guildhall, E.C.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster.

In Parliament.—Session 1883-4.

Aldershot and Farnborough Tramway Extension.

NOTICE is hereby given, that application is intended to be made by the undersigned to the Board of Trade for a Provisional Order authorising the construction and maintenance of the several road tramways hereinafter described, to be worked by animal or mechanical power, or some or one of such road tramways, all in the parishes of Farnborough and Aldershot, in the county of Southampton, with all necessary and proper rails, plates, sleepers, sidings, works, and conveniences.

Tramway No. 1 will consist of a main line of tramway, commencing in the parish of Farnborough, in the county of Southampton, by a junction with the existing line of the Aldershot and Farnborough Tramways, at a point on the west side of the Farnham-road nearly opposite the Queen's Hotel, then crossing over to and running southwardly along the waste on the east side of the said road, and terminating at a point in the said road 6 chains or thereabouts

north of the bridge crossing the Basingstoke Canal, in the parish of Aldershot, in the county of Southampton.

Tramway No. 2 will consist of a main line of tramway wholly in the parish of Aldershot, in the county of Southampton, commencing by a junction with Tramway No. 1 at its termination as aforesaid, then running southwardly along the Farnham-road on the waste at the east side thereof, over the bridge across the Basingstoke Canal (which bridge it is proposed to widen) as far as the road leading to the Prince Consort's Library, then crossing the said Farnham-road to and running along the waste on the west side of the same road until opposite the Avenue-road, then turning eastwardly and running along the said Avenue-road on the south side thereof up to, and terminating opposite, the Metropolitan Police Station.

Tramway No. 3 will consist of a main line of tramway wholly in the parish of Aldershot, in the county of Southampton, commencing by a junction with Tramway No. 2 at its termination as aforesaid, then running southwardly along Grosvenor-road (formerly Bank-street) as far as Burchett-street (formerly Arthur-street), then running along Burchett-street and Station-road, and terminating at the gates of the Station yard of the London and South-Western Railway Company at Aldershot.

The said tramways will be laid as single lines, except between the following points, where double lines will be laid for passing places, viz. :—

Tramway No. 1, between the termination thereof and a point 55 yards north of the same.

Tramway No. 2, between the termination thereof and a point 55 yards north of the same.

Tramway No. 3 will be laid on the west side of Grosvenor-road, and on the south side of Arthur-street, Burchett-street, and Station-road, and close to the footpath in those streets, and there will be a less space than 9 feet 6 inches between the nearest rail of the said tramway and the outside edge of the footpaths of such roads respectively.

The said tramway will be laid throughout of the ordinary railway gauge and with rails of such a character as to enable railway trucks to run over them.

Also to authorise the promoter to purchase by agreement, or take on lease, lands, buildings, or hereditaments, rights or easements, and to erect offices, stables, buildings, and workshops, and to sell or lease the same when so acquired.

To enable the promoter 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, vary, or extinguish other rights or privileges.

And notice is hereby given, that duplicate plans and sections of the proposed road tramways and works, or book of reference to such plans, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county, at the Office of the Board of Trade, Whitehall, the Private Bill Office of the House of Commons, the Clerk of the Parliaments at the House of Lords; and that a copy of so much of the said plans and sections and book of reference as relates to each of the parishes in or through which the proposed tram-

ways will be made or pass, and also a copy of this advertisement, will on or before the said 30th day of November, be deposited for public inspection as follows (that is to say):—For the parish of Aldershot, with the Clerk of that parish, at his office at Aldershot aforesaid; and also with the Clerk to the Hartley Wintney Sanitary Authority, at Odiham, in the county of Hants; and with the Clerk to the Aldershot Local Board, at Aldershot, aforesaid.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1883, be obtained at the office of the undersigned Edward Morley Chubb, 11, Pancras-lane, London, E.C., on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and at the office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of the undersigned Edward Morley Chubb, 11, Pancras-lane, London, E.C., and will there be supplied to all persons applying for them 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 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 of January next ensuing, and copies of the objections must, at the same time, be sent to the undersigned, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the promoter or his agents.

Dated this 15th day of November, 1883.

Edward M. Chubb, Solicitor for the Promoter, 11, Pancras-lane, London, E.C.

In Parliament.—Session 1884.

Metropolitan Board of Works (Various Powers).

(Further Powers to Metropolitan Board of Works to make New Streets from Kentish Town Road to Great College Street at Bankside Southwark, and at Poplar: Extension of Time for Purchase of Land under "Metropolitan Street Improvements Act, 1877;" Compulsory Purchase of Lands; Purchase of Sot's Hole, Plumstead; Purchase of Fir Plantations on Hampstead Heath; Bye-laws; Underpinning of Buildings; Entering on Lands; Altering Section 92 and other Provisions of "Lands Clauses Act, 1845;" Further Powers as to Hackney Commons; Vesting Commons absolutely in the Board; Further Powers as to New Street from Southwark Bridge-road to Mint-street; Amending "South Eastern Railway (New Lines and Widening) Act, 1882;" Levying of Rates; Altering "Metropolis Management and Building Acts Amendment Act, 1878;" Extinction of Rights.)

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:—

Extension of Time.

To extend the powers of the Board under "The Metropolitan Street Improvements Act, 1877," for the compulsory purchase of lands for such of the improvements thereby authorised as have not been completed, or some of them.

New Streets, &c.

To enable the Board to make and maintain, with all necessary approaches and works, the streets and works hereinafter mentioned, viz. :—

A new street in continuation of Clarence-road, commencing in the Kentish Town-road at the junction therewith of Clarence-road, and terminating at the junction of Great College-street and King's-road, wholly in the parish of Saint Pancras, in the county of Middlesex.

A new street connecting Cotton-street with Preston's-road, all in the parish of All Saints', Poplar, in the county of Middlesex, commencing in Cotton-street at its junction with Wells-street, and terminating in Preston's-road at its junction with Bedford-street.

A new street forming an extension of Great Guildford-street to Bankside, all in the Liberty of the Clink, in the parish of St. Saviour, Southwark, in the county of Surrey, commencing in Great Guildford-street at its junction with Sumner-street, and terminating in Bankside at or near White Hind Alley.

To empower and require the St. Saviour's District Board of Works to contribute one-half of the cost of the intended new street from Great Guildford-street to Bankside, Southwark, hereinbefore described, and to provide all necessary machinery to secure the payment of such contribution out of rates leviable by the said Board within the said district or money borrowed on the security thereof.

To empower and require the Poplar District Board of Works to contribute one-half of the cost of the intended new street in the parish of All Saints, Poplar, hereinbefore described, and to provide all necessary machinery to secure the payment of such contributions out of rates leviable by the said Board within the said district or money borrowed on the security thereof.

To enable the Board on the one hand, and the owners or persons interested in any land or property abutting on the said new streets, on the other hand, to enter into and carry into effect agreements as to the vesting in such owners, or other persons, of any land, including any portion of any existing streets or thoroughfares which the Board may deem not to be required for the carriage or footways of the new streets, in consideration either of a money payment or of the conveyance to the Board of other land or property, and generally on such terms and conditions as may be agreed upon between them.

In connection with the proposed new streets, 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 streets, 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, sewers, drains, tubes, wires and pipes, and remove electric and telephonic wires and apparatus within the limits shown 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 new streets.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and that, whether or not such houses and buildings, or any part thereof, may be required to be taken for the purposes thereof.

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 streets, 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, houses, or other property for any of the purposes of the Bill, whether for permanent or temporary work or purposes, and to use temporarily any land or property required for any work without being compelled to purchase the same, and to vary and extinguish any such easements, and rights and privileges as may be necessary in the attainment of any of the objects of the Bill.

Elm Street, Acquisition of Land.

To purchase and acquire by compulsion or agreement, and to use in connection with the Gray's Inn-road Improvement, authorised by "The Metropolitan Streets Improvement Act, 1877," a certain piece of land with the buildings and premises therein, situate in Elm-street, Fleur-de-Lis-court, and Mount Pleasant, in the parish of St. Andrew, Holborn, in the county of Middlesex, as the same are defined on the plans hereinafter mentioned.

Sot's Hole, Plumstead.

To enable the Board to purchase, by compulsion or agreement, a piece of waste land known as Sot's Hole, situate in the parish of Plumstead and county of Kent, at the western end of Plumstead Common, and abutting on the Plumstead Common-road near its junction with St. Margaret's-road.

To extend and make applicable to the said piece of land when acquired by the Board, all their existing powers and rights, bye-laws, regulations, and authorities, with reference to Plumstead Common, under the "Plumstead Common Act, 1878," and otherwise, so far as they may be applicable, and to add the said piece of land to Plumstead Common.

Hampstead Heath Fir Plantations.

To enable the Board to purchase and acquire, by compulsion or agreement, two small fir plantations situate on Hampstead Heath, in the parish of St. John, Hampstead, and county of Middlesex, one being about 20 yards to the westward of the North End School, and the other about 130 yards to the westward of the same school, and to provide for the addition of the same to Hampstead Heath, and for the extension and application thereto of all existing rights, powers, bye-laws, regulations, and authorities of the Board with regard to Hampstead Heath.

Hackney Commons.

To confer upon the Board further powers over and with respect to London Fields, Hackney Downs, Well-street Common, otherwise Hackney Common, North Mill Field, South Mill Field, Stoke Newington Common, and Clapton Common, and the other lands comprised in the term Hackney Commons, in the "Metropolitan Commons Supplemental Act, 1872," 35 and 36 Vic., chap. 43, and the schedule thereto, and in the "Metropolitan Board of Works (Hackney Commons) Act, 1881," and the agreement set forth in the schedule thereto, and other pieces of land connected with or adjoining the same commons, which commons and lands are situate in the parish of Hackney, in the county of Middlesex, and are estimated to comprise 162 acres or thereabouts.

And for the purposes of the intended Act and of the said Acts and scheme to define and declare and if thought fit to extend the boundaries of Hackney Commons.

To vest in and transfer to the Board the fee simple and inheritance of and in Hackney Commons, and every part thereof, so far as the same may not be already absolutely vested in the Board, and to enable the Board to hold the said

Commons discharged from all estates, interests, rights, titles, charges, and incumbrances, whatsoever in, to, over, or affecting the same, or any part thereof, or to absolutely extinguish all such of the same estates, interests, rights, titles, charges, and incumbrances as shall not already be or become vested in the Board by virtue of the said Acts or the intended Act.

To enable the Board to make compensation to all persons entitled to any estate, interest, or right of a profitable or beneficial nature in, over, or affecting Hackney Commons, which may be transferred to the Board or extinguished under or by virtue of the intended Act, and to provide for the settlement of the amount of such compensation in default of agreement, or any other questions in dispute, by arbitration or otherwise in such manner as the Bill shall define.

And the Bill may provide for the appointment of a Standing Arbitrator by one of Her Majesty's principal Secretaries of State or otherwise, to whom such questions as aforesaid or some of them shall be referred, and by whom they shall be settled.

To enable the Board to grant in, over, or affecting Hackney Commons, or any part thereof, any right or easement which in the opinion of the Board may be not inconsistent with the preservation of the Commons, and to provide, if need be, that any such right or easement may be conferred upon or granted to any person in discharge, wholly or in part, of any claim to compensation in respect of estates, rights, titles, or interests in, over, or affecting Hackney Commons, and to enable the Board to form, or to authorise the formation of roads, paths, and footways across the said commons, and to provide for the maintenance of such roadways, either by the Board, or by the Vestry or District Board within whose district they will be situate.

To authorise the Board to work any mines, quarries, brick earth, gravel, sand, material, or other minerals in, upon, or under any part of Hackney Commons, subject to such provisions for securing the maintenance and preservation of the said Commons as may be defined in the Bill.

To make provisions with regard to any action or cause of action against the Board now pending or existing in respect of any alleged estate, right, title, or interest of any person in, over, or affecting Hackney Commons or any part thereof, or alleged damage in respect of any injury thereto, or interference therewith, and to provide for the discontinuance or extinguishment of any such action or cause of action.

To authorise the Board to exchange for other lands any parts of the said Commons which they may deem it desirable so to deal with, and to confirm or to provide for the confirmation of any such exchanges which may have already been made or agreed to be made, and to provide that any lands taken or to be taken by the Board in exchange, shall form part of Hackney Commons, and be subject to all the powers, authorities, bye-laws, and regulations affecting the same.

Generally to confer on the Board all such further powers with regard to the maintenance, regulation, preservation and control of Hackney Commons, and every part thereof, as may be deemed requisite, in order that the same may be preserved as an open space for public use in accordance with the provisions of the said Acts and the intended Act, including powers to lay out roads.

Miscellaneous.

To purchase so much of any property as the Board may require for the purposes of the Bill, or for the purposes of "The Metropolitan Street Improvements Act, 1877," without being subject

to the liability imposed by the 92nd section of the "Lands Clauses Consolidation Act, 1845," and to sell, lease, exchange, or appropriate for building or other purposes any land to be acquired under the intended Act, and not required for the purposes thereof, and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

To provide for the throwing open to the public without payment of any compensation in respect of acquiring the soil thereof, any road or place, the site of which may wholly or in part be required for the purposes of any new road or street to be authorised by the intended Act.

To enable the Board and their officers to enter, survey, and value at any time lands and buildings shown on the deposited plans, and to make provision for ascertaining separately the value of the premises required by them, and the amount of compensation for loss or damage awarded in respect thereof.

To charge upon the several vestries and District Boards the maintenance, repair, and lighting of the proposed new streets, roads, and sewers and works in or under the same in their respective parishes or districts, and to charge the same upon the rates leviable within those parishes and districts respectively.

To repeal or alter Section 33 of "The Metropolitan Street Improvements Act, 1877," so far as relates to the new street from Southwark Bridge-road across Queen-street and Duke-street to Mint-street and Blackman-street, authorised by the said Act of 1877, and also to repeal or modify Section 9 of "the South Eastern Railway (New Lines and Widening) Act, 1882," and to define and fix the respective positions of Railways No. 1 and No. 2 authorised by that Act, and of the said new street, or to require the South Eastern Railway Company to define the position of their intended railway so far as it will affect the said street, or the Bill may provide that the relative positions of the said new railway and street, and the provision to be made by the Board and the said Company respectively, for persons of the labouring class displaced by the works, and any other question in dispute between the Board and the said Company, shall be defined by arbitration, or otherwise as may be defined in the Bill, and may authorise one of Her Majesty's Principal Secretaries of State to define the accommodation to be provided for such persons by the Board and the said Company respectively, and to secure the provision of such accommodation.

To repeal, alter, or modify some of the provisions of the Metropolitan (Little Coram Street, Bloomsbury, Wells Street, Poplar, and Great Peter Street, Westminster) Improvement Provisional Orders Confirmation Act, 1879, so far as it relates to the Metropolitan (Wells Street, Poplar) Improvement Scheme, 1879, confirmed by that Act, and of that scheme, so as to enable the Board to utilise some of the land therein referred to for the purpose of the intended new street in the parish of All Saints', Poplar, hereinbefore described, and to relieve the Board from certain of the restrictions and conditions contained in the said Act and Scheme as to the provision of dwellings for persons of the working class.

To enable the Board to defray expenses incurred by them in reference to the intended Act and the Hackney and other Commons as part of their general expenses, or in such other manner as the Bill may define.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Board,

and to vary the provisions of the "Lands Clauses Act, 1845," relating thereto.

To authorise the Board to delegate to a Committee, or Committees, any of the powers to be conferred upon them by the intended Act.

To make provision as to the costs and expenses of making and maintaining the works intended to be authorised, and to enable the Board to defray the same as part of their expenses in carrying into execution the purposes of the "Metropolis Management Act, 1855," and the Acts amending the same, and to apply for the purposes aforesaid moneys raised by means of Metropolitan Consolidated Stock, and to make provisions for the demanding and levying of rates, and for the collection and recovery thereof.

To incorporate Section 107 of the Metropolis Management Amendment Act, 1862, with Part II. of the Metropolis Management and Building Acts Amendment Act, 1878, and to make the provisions of the said section applicable to the purposes of the said part of the said Act of 1878.

To incorporate with the Bill, and to make applicable to the purposes thereof, with or without modification, all or some of the 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 any of 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 such several objects.

To amend and enlarge, or to repeal, if and so far as may be deemed necessary for any of the purposes of the Bill, some of the powers and provisions of the "Metropolis Management Act, 1855," and the Acts amending the same, "The Metropolitan Street Improvements Act, 1877," the "South Eastern Railway (New Lines and Widening) Act, 1882," and the Acts above mentioned or referred to, and any other Local Acts relating to the Board.

Plans and sections describing the situation, lines, and levels of the proposed new streets and works, and plans showing the lands and houses to be taken compulsorily under the powers of the Bill, including plans of Hackney Commons as intended to be defined in 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, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of the Notice will be deposited as follows, that is to say:—

So far as relates to the parish of St. Pancras, with the vestry clerk of that parish, at his office at the Vestry Hall, Kings-road, N.W., so far as relates to the parish of St. Andrew, Holborn, with the clerk to the Board of Works for the Holborn district, at his office at the Town Hall, Gray's Inn-road, Holborn, so far as relates to the parish of Plumstead, with the clerk to the Board of Works for the Plumstead district at his office at Old Charlton, so far as relates to the parish of

St. John, Hampstead, with the vestry clerk of that parish, at his office at the Vestry Hall, Haverstock Hill, Hampstead, so far as relates to the parish of Hackney, with the clerk to the Board of Works for the Hackney District, at his office at the Town Hall, Hackney, so far as relates to the parish of All Saints, Poplar, with the Clerk to the Board of Works for the Poplar District, at his office, 117, High Street, Poplar, and so far as relates to the parish of Saint Saviour's, Southwark, with the Clerk to the Saint Saviour's District Board of Works, at his office, 3, Emerson Street, Bankside, S.E.

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 14th day of November, 1883.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

In Parliament.—Session 1884.

Carshalton Sutton and Wimbledon Railway. (Incorporation of Company; Construction of Railways between Carshalton, Sutton, and Raynes Park, in the County of Surrey; Compulsory Purchase of Lands; Powers to Levy Tolls and Rates; Powers to Limited Owners; Powers to the London and South Western Railway Company to Run Over the Proposed Railways; Powers to Run Over and Use Portions of the Railways and Works of the London and South Western, and the London Brighton and South Coast, the Tooting Merton and Wimbledon Branch of the London and South Western and London Brighton and South Coast, the Wimbledon and West Metropolitan Junction, and the Kingston and London Railway Companies; Compulsory Traffic Facilities over the Railways of the London and South Western, London Brighton and South Coast, Metropolitan District, Wimbledon and West Metropolitan Junction, and Kingston and London Railway Companies; Arrangements for Working and Traffic and other Agreements with the five last-named Companies; and with respect to Use, Management, &c., of Railways; 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 (hereinafter called "the Bill") for the following purposes, or some or one of them, that is to say:—

To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, signals, bridges, roads, approaches, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing in the parish of Merton, by a junction with the Epsom and Leatherhead Branch of the London and South Western Railway, at a point opposite the first railway gate lodge, north of West Barnes Farm, and terminating in the parish of Carshalton, at a point in the plot of land numbered 114 on the ordnance map of the parish of Carshalton (scale $\frac{1}{2500}$) which point is also situated in a fence, cutting off

from the said plot a small field abutting on the northern side of the road between Carshalton and Sutton, and 66 yards or thereabouts east of the easternmost fence of a building road, running northwards out of the said Carshalton and Sutton road, which building road is 120 yards or thereabouts east of a road known as Carshalton-grove.

Railway No. 2, commencing in the parish of Carshalton, by a junction with the proposed Railway No. 1, at its point of termination, as hereinbefore described, and terminating in the parish of Sutton, at a point 33 yards or thereabouts north of a point on the outside rail of the up line of the Leatherhead line of the London Brighton and South Coast Railway, at Sutton Station, which point is 60 yards or thereabouts east of the centre of the bridge carrying the Sutton and Brighton road over the said Leatherhead line.

The intended railways and works will pass from, in, through, or into, or be situate within the parishes, townships, or extra-parochial and other places following, or some of them, that is to say:—Merton, Morden, Carshalton, and Sutton, all in the county of Surrey.

To authorise the Company to deviate laterally from the lines of the intended railways and 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.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended railways and works, or any of them, or of the Bill, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To empower the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, and to acquire easements over lands for the purposes of or in connection with the intended railways and works, and of the Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To empower the Company to purchase so much only of any property as they may require for the purposes of the Bill without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To enable the Company, or the directors of the Company, out of moneys to be raised by the Company, under the powers of the Bill, to pay interest or dividends up to such day as may be prescribed by the Bill to the shareholders of the Company on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

To enable and authorise any tenant for life of, or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by, or would

derive facilities or accommodation from the construction or working of the intended railways, or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions, as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

To empower the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, stations, and works of the railway companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To authorise the Company and the London and South Western Railway Company to run over and use, with their engines and carriages, the proposed railways, or some of them, or some parts thereof respectively, and all stations, works, signals, and conveniences connected therewith.

To authorise the Company on the one hand, and the London and South Western Railway Company on the other hand, to agree as to the payment of such sums, charges, tolls, rates, rent, rebates, or other considerations, and as to the conditions to be observed for the aforesaid running powers, or to make such other provision as to payment by the London and South Western Railway Company of such sums, charges, tolls, rates, rent, rebates, or other considerations, or as to the conditions to be observed in respect of such running over and user as in the Bill may be provided.

To authorise the Company to afford all requisite facilities for the aforesaid running powers, and to enable the Company and the London and South Western Railway Company and all other persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways, stations, and works so run over and used, or any part or parts thereof, under the powers of the Bill.

To authorise 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, to run over and use, with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of all kinds, and upon payment of such tolls and rates, as may be agreed upon, or as may be settled by arbitration or prescribed by the Bill, the railways or parts or portions of railways following, that is to say:—

So much of the railways of the London and South Western Railway Company, and so much of any of the railways of the London Brighton

and South Coast Railway Company respectively, as lie between the commencement of the proposed Railway No. 1 and the Wimbledon Station of the London and South Western Railway Company, and the Wimbledon Station of that Company and the London Brighton and South Coast Railway Company, and the Wimbledon Station of the London Brighton and South Coast Railway Company.

So much of the railways of the London and South Western Railway Company and so much of the Tooting Merton and Wimbledon Branch of the London and South Western Railway and the London Brighton and South Coast Railway Companies as lie between the aforesaid Wimbledon Stations and the junction of the authorised railways of the Wimbledon and West Metropolitan Junction Railway Company, with the said Tooting Wimbledon and Merton Branch.

The whole of the authorised railways of the Wimbledon and West Metropolitan Junction Railway Company authorised by the Wimbledon and West Metropolitan Junction Railway Act, 1882.

So much of the authorised railways of the Kingston and London Railway Company as lie between the point of termination of the Railway No. 2, authorised by the Wimbledon and West Metropolitan Junction Railway Act, 1882, and the point at which the said Kingston and London authorised railways will cross the Upper Richmond-road, in the parish of Wandsworth, together with those stations and all other stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways and stations on payment of such tolls, rates, rent, or other considerations, and on such charges, sums, and conditions as may be agreed on, or as shall be prescribed or provided by the Bill, and to require and compel the London and South Western Railway Company, the London Brighton and South Coast Railway Company, the Wimbledon and West Metropolitan Junction Railway Company, the Kingston and London Railway Company, and the Metropolitan District Railway Company to afford all requisite facilities for that purpose.

To require and compel the London and South Western Railway Company, the London Brighton and South Coast Railway Company, the Metropolitan District Railway Company, the Wimbledon and West Metropolitan Junction Railway Company, and the Kingston and London Railway Company, or any one or more of those Companies, upon such terms and conditions as shall be agreed upon or settled by arbitration, or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from the whole or any part of their railways or undertakings, or from the railways or undertakings of which they are or may be lessees, or which may be under their management or control, and at the stations, warehouses, and booking offices thereof respectively, and to afford all necessary facilities for passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Regulation of Railways Act, 1873) coming from or destined for the proposed railways, or any of them, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be for any of the purposes of the Bill) to alter and vary the tolls, rates, and

charges which the Companies aforesaid may be authorised to take and receive upon their railways or undertakings.

To enable the Company on the one hand, and the London and South Western Railway Company, the London Brighton and South Coast Railway Company, the Metropolitan District Railway Company, the Wimbledon and West Metropolitan Junction Railway Company, and the Kingston and London 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 use, working, management, construction, and maintenance by the said Companies, or any or either of them, of the 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 said intended railways, or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply, to make provision by compulsion or agreement for the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the said Companies, or some of them, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for, or on account of any of the aforesaid matters, and to confirm, and, if thought fit, to vary any contract or agreement which may have been, or which previous to the passing of the Bill may be entered into relating to any of the aforesaid matters.

To vary or 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.

And it is intended to incorporate with the Bill the 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, so far as may be requisite or desirable for any of the purposes of the Bill, and to amend, vary, extend, enlarge, alter, or repeal the provisions, or some of the provisions, of the several local and personal Acts following, that is to say: the 4 and 5 Will. IV, cap. 88, of the London and South Western Railway Company; the 9 and 10 Vict., cap. 283, of the London Brighton and South Coast Railway Company; the Tooting Merton and Wimbledon Railway (South Western and Brighton) Act, 1865; the Kingston and London Railway Act, 1881; the Metropolitan District Railways Act, 1864; the Wimbledon and West Metropolitan Junction Railway Act, 1882; and any other Act or Acts relating to or affecting the London and South Western Railway Company, the London Brighton and South Coast Railway Company, the Tooting Merton and Wimbledon Branch of the London and South Western and of the London Brighton and South Coast Railway Companies, the Kingston and London Railway Company, the Metropolitan District Railway Company, and the Wimbledon and West Metropolitan Junction Railway Company respectively.

And notice is hereby further given, that on

or before the 30th day of November, 1883, duplicate plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken for the purposes of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an ordinance map with the lines of the proposed railways and works 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 Surrey, at his office at the Sessions House, Newington Causeway, in that county, and that on or before the same day copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said railways or works are intended to be made, and lands 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.

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, 1883.

Dated this 14th day of November, 1883.

Parkers, 17, Bedford-row, London, W.C.,
Solicitors for the Bill.

Tahouráins and *Hargreaves*, 1, Victoria-street, Westminster, S.W.,
Parliamentary Agents for the Bill.

In Parliament—Session 1884.

Thames Bridge Communications.

(Incorporation of Company; Power to make Opening Bridges across the Thames at the Tower, Stepney, and Greenwich, with Approaches thereto; Compulsory Purchase of Lands; Extinguishment of Ferry and other Rights over River Thames; Tolls; Sale or Leases of Undertaking or Tolls; Agreements with and Powers to Corporation of London, Metropolitan Board of Works, London and Saint Katherine Docks Company, Commercial Dock Company, Tower Subway Company, and Millwall Dock Company; Power to dispose of Surplus Lands; Power to Corporation, Commissioners of Sewers, or Metropolitan Board of Works, or Police or other Authorities, to make Bye-laws and Regulations as to Traffic over Bridges and Roads within the City of London and the Metropolitan Area; 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 for leave to bring in a Bill (in this notice called "the Bill") for all or some of the following objects, powers, and purposes (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 bridges and other works hereinafter described, or some or one of them, or some part or parts thereof respectively (that is to say):—

No. 1, Tower Bridge.

(a.) An opening bridge over the River Thames, with roadways and approaches thereto, in this notice called the Tower Bridge, commencing in the district of the Tower, otherwise the Precinct of the Tower Without, in the county of Middlesex, at a point

on the west side of Little Tower-hill 72 yards or thereabouts, measured in a southwardly direction, from the north-west corner of St. Katherine Dock House, and terminating in the parish of St. John, Horsleydown, in the county of Surrey, at a point in the north side of Freeschool-street 13 yards or thereabouts, measured in a north-westwardly direction, from the junction of that side with Cross-street.

- (b.) A subway in the bed or foreshore of the River Thames, in connection with the said Tower Bridge, commencing in the parish of St. Botolph Without Aldgate, the district of the Tower, otherwise the Precinct of the Tower Without, and the Precinct of St. Katherine, or one of them, in the county of Middlesex, at a point 110 yards or thereabouts, measured across the River Thames at right angles to that river, from the top of the stairs known as Irongate Stairs, and terminating in the parish of St. John, Horsleydown, in the county of Surrey, at a point 95 yards or thereabouts, measured across the River Thames at right angles to that river, from the centre or thereabouts of the northern boundary of the wharf known as Hartley's Wharf; which intended bridge and approaches and subway will be situate in, or pass from, in, through, or into the following parishes, extra-parochial, and other places, or some or one of them, that is to say:—St. Botolph Without Aldgate, the district of the Tower, otherwise St. Peter ad Vincula, Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower, Old Tower Without, St. Katherine near the Tower, and the Precinct of St. Katherine, in the county of Middlesex, St. John, Horsleydown, in the county of Surrey, and the bed and foreshore of the River Thames.

No. 2, Stepney Bridge.

- (c.) An opening bridge over the River Thames, with roadways and approaches thereto (in this notice called the Stepney Bridge), commencing in the hamlet of Ratcliff, in the county of Middlesex, in Rose lane, at a point on the south side of that lane 9 yards or thereabouts, measured in an eastwardly direction, from the junction of that side with the east side of London-street, and terminating in the parish of St. Mary's, Rotherhithe, in the county of Surrey, in Rotherhithe-street, at a point in the east side of that street 60 yards or thereabouts, measured in a north-eastwardly direction, from the north-west corner of the "Half Moon and Bull's Head" public house.

- (d.) A new street or second approach, on the Surrey side, to the said Stepney Bridge, wholly situate in the said parish of St. Mary's, Rotherhithe, commencing by a junction with the southward approach to the said Stepney Bridge at a point on the north side of Rotherhithe street 100 yards or thereabouts, measured in a southwardly direction, from the south-west corner of Caen Wharf premises, and terminating in Rotherhithe street at a point 80 yards or thereabouts westward from the centre of the Lift Bridge over the Lavender Lock.

- (e.) A subway in the bed or foreshore of the River Thames, in connection with the said Stepney Bridge, commencing in the hamlet of Ratcliff, in the county of Middlesex, at a point 92 yards or thereabouts, measured across the River Thames at right angles to that river, from the centre or thereabouts

of Crown Mill Wharf, and terminating in the parish of St. Mary's, Rotherhithe, in the county of Surrey, at a point 93 yards or thereabouts, measured across the River Thames at right angles to that river, from the centre or thereabouts of Caen Wharf, which intended bridge and approaches, and new street or second approach and subway, will be situate in, or pass from, in, through, or into, the following parishes and extra-parochial or other places following, or some or one of them, that is to say: the hamlet of Ratcliff, in the county of Middlesex, and the parish of St. Mary's, Rotherhithe, in the county of Surrey, and the bed and foreshore of the River Thames.

No. 3, Greenwich Bridge.

- (f.) An opening bridge over the River Thames, with roadways and approaches thereto (in this notice called the Greenwich Bridge), commencing in the parish of All Saints, Poplar, in the county of Middlesex in East Ferry-road, at a point on the east side of that road 105 yards or thereabouts, measured in a northwardly direction, from the south-west corner of the "Lord Nelson" public house, and terminating in the parish of Greenwich, in the county of Kent, in Bridge-street, at or near the junction of that street with Church-street.

- (g.) A subway in the bed or foreshore of the River Thames, in connection with the said Greenwich Bridge, commencing in the said parish of All Saints, Poplar, at a point 115 yards or thereabouts, measured across the River Thames at right angles to that river, from the centre or thereabouts of Messrs. Edwards and Simes' Wharf, and terminating in the said parish of Greenwich at a point 157 yards or thereabouts, measured across the River Thames at right angles to that river, from the entrance into Baker's Yard from Billingsgate-street, which intended bridge and approaches and subway will be situate in, or pass from, in, through, or into the following parishes and extra-parochial or other places following, or some or one of them, that is to say: All Saints, Poplar, in the county of Middlesex, and Greenwich, in the county of Kent, and the bed and foreshore of the River Thames.

All necessary and proper swing bridges, draw-bridges, opening bridges, lift bridges, columns, girders, over and across the openings of the bridges, hydraulic and other machines, and mechanical appliances in or upon the three bridges hereinbefore described, or some or one of them, for admitting the passage of ships and vessels through the said bridges, or some or one of them, together with all necessary and proper piers, cofferdams, rollers, mooring blocks or posts, walls, fences, drains, culverts, arches, footpaths, toll-houses, toll-gates, stairs, plying places, landing places, platforms, and other buildings, works, and conveniences connected with the said bridges, roadways, and approaches respectively.

To make all requisite provisions for the passage of ships and vessels through the bridges when opened.

And to authorise the Company to exercise the powers or some of the powers following, viz.:

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, divert, or otherwise interfere with, either temporarily or permanently,

streets, roads, highways, footpaths, ways and approaches, streams, watercourses, drains, sewers, pipes, telegraph and telephonic wires, posts, and apparatus, within the parishes and places aforesaid, or any of them, which it may be necessary or convenient to cross, stop up, alter, divert, or interfere with for the purposes of any of the intended works or of the Bill, and also for the purposes aforesaid to interfere with the bed and foreshore of the River Thames.

To purchase, by compulsion or by agreement, for the purposes of the intended works and other purposes of the Bill, lands, houses, and hereditaments and easements in or over any lands, houses, and hereditaments, or in or over the foreshore, bed, bank, and soil of the River Thames; and the Bill will vary or extinguish any rights or privileges connected with such lands, houses, hereditaments, foreshore, bed, bank, and soil, which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

To enable the Company to purchase so much of any house or other building or manufactory or other property to be purchased or taken under the powers of or for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of the "Lands Clauses Consolidation Act, 1845."

To extinguish or vary all or any rights of ferry or other public or private rights across, in, or affecting the River Thames, which it may be considered necessary or advisable to extinguish or vary for any of the purposes of the Bill.

To levy, tolls, rates, and duties in respect of the use of the said bridges, approaches, new street, roadways, subways, and other works; to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To sell and convey, demise and lease, let, 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 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 corporate body, person or persons, upon and subject to such terms and conditions as may be authorised or prescribed by the Bill.

To authorise the Company on the one hand, and the Mayor, Aldermen, and Commonalty of the city of London (hereinafter called "the Corporation"), the Metropolitan Board of Works (hereinafter called "the Metropolitan Board"), the vestry of any parish, or the district board of works of any district in which the intended works or any of them will be situate, the London and St. Katherine Docks Company, the Commercial Dock Company, the Tower Subway Company, the Millwall Dock Company, or any of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, management, and maintenance of the proposed works, or any of them, and to subscribe and contribute funds towards the making and maintaining of the said works, or any of them, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividends, annual or other payments on shares or

stock, and the principal and interest of any loan of the Company, and for all or any of the purposes aforesaid to apply their respective funds and revenues, and to raise further moneys by shares and on mortgage, or bond or otherwise, and, if thought fit, to appoint directors of the Company.

To authorise and empower the Corporation, or the Commissioners of Sewers of the city of London, or the Metropolitan Board, 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 bridges, roadways, approaches, subways, and other works, and to enforce the observance of such bye-laws, rules, and regulations, and impose and recover penalties for the breach or non-observance thereof.

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 Victoria, chapter 131 (local and personal), and all other Acts relating to or affecting the Corporation; 18 and 19 Victoria, chapter 120 (public), and all other Acts relating to or affecting the Metropolitan Board of Works and the local management of the metropolis; 11 and 12 Victoria, chapter 163 (local and personal), and all other Acts relating to or affecting the Commissioners of Sewers of the city of London; 27 and 28 Victoria, chapter 178 (local and personal), and all other Acts relating to or affecting the London and St. Katherine Docks Company; 27 and 28 Victoria, chapter 31 (local and personal), and all other Acts relating to or affecting the Commercial Dock Company; and 31 and 32 Victoria, chapter 8 (local and personal), and all other Acts relating to the Tower Subway Company, 27 and 28 Victoria, chapter 255 (local and personal), and all other Acts relating to or affecting the Millwall Dock Company.

And the Bill will vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and will 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," "The Lands Clauses (Umpire) Act, 1883," "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Railways Clauses Consolidation Act, 1845."

Duplicate plans and sections, describing the lines, situation, and levels of the intended bridges, approaches, subways, 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, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, houses, and property, and also a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the clerk of the peace for the county of Surrey at his office at the Sessions House, Newington Causeway, in that county; and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and with the clerk of the peace for the Liberty of Her Majesty's Tower of London, at his office at the Court House, Wellclose-square, in the Liberty of the Tower, in the county of Middlesex; and with the clerk of the peace for

the county of Kent, at his office at Maidstone; 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 of the parishes or extra-parochial or other 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 parish of St. John, Horsleydown, with the clerk of the District Board of Works for the St. Olave's District, at his office at No. 86, Queen Elizabeth-street, St. John's, Southwark; for the parish of St. Mary's, Rotherhithe, with the vestry clerk of that parish at his office at No. 82, Paradise-street, Rotherhithe; for the hamlet of Ratcliff, with the clerk to the Board of Works for the Limehouse District, at his office at No. 43, Whitehorse-street, Commercial-road East; for the parish of All Saints', Poplar, with the clerk of the District Board of Works for the Poplar district, at his office at 117, High-street, Poplar; and for the parish of Greenwich, with the clerk of the Board of Works for the Greenwich district, at his office at 141, Greenwich-road, Greenwich; 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 at No. 15, Great Alie-street, Whitechapel.

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, 1883.

Stevens, Bawtree, and Stevens, 9, St. Mildred's-court, Poultry, Solicitors for the Bill.

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

In Parliament—Session 1884.

Croydon and Kingston Junction Railway. (Incorporation of Company; Construction of Railway between New Malden and Merton, in the County of Surrey; Compulsory Purchase of Lands; Tolls; Running Powers and Facilities over Railways of London and South Western and London, Brighton, and South Coast Railway Companies; Running Powers to those Companies over intended Railway; Working and other Agreements with those Companies; 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 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, or some part or parts thereof, that is to say:—

A railway, commencing in the parish of Kingston-upon-Thames, in the county of Surrey, by a junction with the New Kingston Branch Railway of the London and South-Western Railway Company (hereinafter referred to as "the South-Western Company"), at or near the north-eastern end of the up line platform of their Combe and Malden station, and terminating in the parish of Merton, in the county of Surrey, by a junction with the Wimbledon and Croydon Branch Railway,

belonging to the London, Brighton, and South Coast Railway Company (hereinafter referred to as "the Brighton Company") at or near the north-western end of the platform of their Morden station.

To authorise the Company to deviate laterally from the lines of the intended railway to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections, to be deposited as hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, foot-paths, navigations, rivers, bridges, wharves, quays, landing-places, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes and telegraphic and electric apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes aforesaid for the purposes of the intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or in any manner interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railway and works connected therewith, or any part or parts thereof respectively, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company, and any Company or persons for the time being working or using the railway of the Company or any part or parts thereof respectively, 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 waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the South Western Company and the Brighton Company, or one of them, or some part or parts thereof respectively, together with all stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery works, and conveniences of or connected with those railways, or one of them.

To empower the South Western Company and the Brighton Company, or either of them, and any Company or persons for the time being working or using the railways of those Companies, or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, waggons and

trucks, and their officers and servants, for the purpose of traffic of every description, the intended railway or any part or parts thereof, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with that railway, or the part or parts to be run over, upon such terms and conditions, pecuniary and otherwise, and on the payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and those Companies respectively.

To empower the Company on the one hand, and the South Western Company and the Brighton Company, or either of them, 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, undertakings, 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 undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any or either of them or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the others or other of them, the employment of officers and servants, and the appointment of joint committees for carrying into effect any object or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require and compel the South Western Company and the Brighton Company, and each of those Companies, upon such terms and conditions as shall be agreed upon or as 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 Regulation of Railways Act, 1873), to or from or over the whole or any part of the railways belonging to them respectively, whether separately or jointly with any others or other of them, or under their respective management or control, to and from the railway of the Company, or any part or parts thereof respectively, 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 Companies aforesaid are now respectively authorised to receive and take upon their respective railways aforesaid, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

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

And the intended Act will incorporate with itself the provisions, or some of the provisions, of the following Acts, or some or one of them, namely:—"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses

Acts, 1863 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Regulation of Railways Act, 1868;" and "The Regulation of Railways Act, 1873."

So far as it may be necessary for all or any of the purposes of the intended Act, it is intended if need be, to alter, extend, amend, or repeal all or some of the powers and provisions of the following Acts, viz.: 4 and 5 William 4, cap. 88, and every other Act or Acts relating to or affecting the South Western Company; and 9 and 10 Vic., cap. 283, and any other Act or Acts relating to or affecting the Brighton Company.

And notice is hereby also given, that plans and sections showing the lines, situations, and levels of the said intended railway 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington Causeway, 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 works are intended to be made or will be situate, with 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.

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

Dated this 14th day of November, 1883.

Edmund Dean, 49, Queen Victoria-street, E.C., and Croydon, Solicitor for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster; Parliamentary Agents.

In Parliament.—Session 1884.

Hendon Railway.

(Incorporation of Company; Railway from Hampstead to Hendon; Running Powers over Railway of Metropolitan Railway Company; Agreements with that Company; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to empower the Company to construct and maintain the railway hereinafter described, with all necessary and convenient stations, sidings, approaches, roads, works, and conveniences connected therewith, all in the county of Middlesex, that is to say:—

A railway commencing in the parish of St. John, Hampstead, by a junction with the Kingsbury Extension of the Metropolitan Railway, at or near the bridge by which West-end-lane is carried over the said Kingsbury Extension at the West Hampstead Station of the Metropolitan Railway Company, and terminating in the parish of Hendon, at or near and on the south-west side of the junction of Blind-lane with Finchley-lane.

Which said intended railway will pass from, through, and into and be situate wholly in the

said parishes of St. John, Hampstead, and Hendon, in the county of Middlesex.

To confer upon the Company all necessary powers for making and maintaining the said railway and works, and to authorize the Company to purchase and take lands and buildings by compulsion or agreement in and near the parishes and places aforesaid for the purposes of the said intended railway and works, and to purchase and acquire so much of any property as may be required for the purposes, or in exercise of the powers of the intended Act, without becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic and telephonic tubes, wires, and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended railway and works, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To authorize the Company, and any other company or companies running over, working, or using the intended railway, to run over and use with their engines, carriages, and servants, and for purposes of their traffic of every description, so much of the railways of the Metropolitan Railway Company as lies between the junction therewith of the railway proposed to be authorized by the intended Act and the West Hampstead Station of the Metropolitan Railway Company, and to use the said West Hampstead Station, and the roads, signals, water, watering-places, engines-sheds, offices, warehouses, sidings, junctions, works, and conveniences connected with the said portion of railway and station, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions, as shall be mutually agreed upon; or, failing such agreement, as shall be settled by arbitration or otherwise provided for by the intended Act.

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

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

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

And, so far as may be necessary for the purposes aforesaid, to alter, vary, amend, and extend or repeal some of the provisions of the local and personal Acts following, that is to say, 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company.

Duplicate plans and sections, showing the line and levels of the proposed railway, and the plans also showing the lands intended to be taken under the compulsory powers of purchase to be conferred by the intended Act, with a book of reference to the plans and an ordnance map showing the general course of the intended railway, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. John, Hampstead, will be deposited with the vestry clerk of that parish, at his office at the Vestry Hall in that parish, and a copy of so much thereof as relates to the parish of Hendon will be deposited with the parish clerk of that parish, at his residence. Each such deposit will be made on or before the 30th day of November, 1883, and will be accompanied by a copy of this notice.

Printed copies of the intended Act will, on or before the 21st day of December, 1883, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1883.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C., Solicitors for the Bill.
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

London Hospital.

(Power to Governors to purchase and accept and hold Lands; Confirmation of Leases; Power to grant Leases; Power to accept Money and raise Money on Mortgage or otherwise; Investment of Hospital Funds; Power to alter Constitution of Committees; Setting out of Lands for Squares, &c.; Power to receive Paying Patients; Extinguishment of Rights; and Amendment of Acts and Charter.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Governors of the London Hospital, in the county of Middlesex (hereinafter called "the Governors"), for leave to bring in a Bill and to pass an Act for effecting all or some of the following, among other purposes (that is to say):—

To enable the Governors to purchase and accept grants, assignments, or conveyances, or releases of, and to take and hold lands, tenements, and hereditaments, and rent or charges thereon for the purposes of the said Hospital, notwithstanding anything in the Mortmain Acts or elsewhere to the contrary, and for vesting in the Governors the lands which have been already purchased, conveyed, or devised, or which may hereafter be purchased, conveyed, or devised for the purposes of the said Hospital, and to enable the Governors to erect all necessary buildings and conveniences for the purposes of the said Hospital, and to grant leases of and sell or exchange any part of the lands, buildings, and hereditaments for the time being vested or

to be vested in them, on such terms and conditions, and for such purposes as may be deemed necessary or expedient, and to accept surrenders of and to confirm existing leases, whether void or voidable or not, and to authorize the Governors to enter into and carry into effect any contracts or agreements for any such sales and leases, and thereafter to grant leases pursuant thereto, and the Bill will confirm all existing leases granted prior to the passing of the intended Act.

To vest in the Governors and to enable them to receive, accept, and collect any sums of money or other personal property which has already been or may hereafter be bequeathed, contributed, or subscribed towards or in aid of the Hospital and establishment, or for promoting the objects and purposes thereof.

To authorize the Governors to raise money by mortgage or bond, or in such manner as may be prescribed by the proposed Act, and to authorize application of any of their moneys, or any money that may hereafter come into their hands, and the interest and income and accumulations thereof towards the objects of the intended Bill, and in defraying all such costs and expenses as may be incident to the application for and the obtaining of the proposed Act.

To authorize the investment of moneys belonging to the Hospital in the purchase or upon mortgages of freehold, copyhold, or leasehold land and hereditaments, or in the purchase or on security of debentures, bonds, or mortgages, or debenture stock of municipal corporations, railway, or other companies incorporated for public purposes, or in or upon any colonial or Indian Government securities, and the stocks or debentures of railways in India or the Colonies guaranteed by the respective Governments, and upon other securities and investments, which ordinary trustees are or may for the time being be authorized by law to invest trust moneys.

To vary, if need be, the existing trust powers and privileges of the Governors and Trustees of the Hospital, and all other persons connected therewith, and the property, funds, and effects thereof, and the funds endowments, and foundations connected therewith, and to empower the Governors to prescribe the fees to be paid by the students, and to receive such fees, and to apply the same in and towards the current expenses of the institution, and to remit any such fees in any particular case, and generally to enable the Governors to enter into, execute, and do and accept respectively all conveyances, assurances, and acts necessary or proper for carrying into effect any of the provisions or objects of the intended Bill.

To alter the constitution of any of the Committees of the Hospital, and to provide for the appointment thereto of any of the medical and surgical staff, or other officials or persons.

To authorize the Governors to set out, allot, and appropriate all or any part or parts of any lands from time to time belonging to them, for the purpose of streets, roads, ways, squares, courts, or the like, and to stop up and extinguish all rights of way in and over any existing streets, roads, squares, passages, and highways, and to set apart any portion of such lands to such other purposes as the Governors may deem requisite, and as may be provided for by the Bill.

To enable the Governors to receive into the Hospital paying patients, and to make, alter, and rescind bye-laws for regulating the admission of the same, and to make charges to other patients, and for the expenditure by the Governors of money for the accommodation of such patients.

And it is proposed to vary or extinguish all

existing rights and privileges which might or would prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges, and to repeal, alter, or amend the several Acts of Parliament known as the Mortmain Acts, so far as may be necessary for effecting the objects of the intended Act.

To alter and amend the Charter granted to the London Hospital, and dated the 9th day of December, 1758, and to alter, repeal, and amend any of the provisions of the Charitable Trusts Acts, and any other Acts which may interfere with any of the objects of the intended Bill.

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

Dated this 15th day of November, 1883.

Archibald Hanbury, 62, New Broad-street, London, E.C.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, S.W.

In Parliament.—Session 1884.

South Stockton Local Board.

(Acquisition by the Local Board of share in the Water Undertaking of the Stockton and Middlesbrough Corporations Water Board; Representation of Local Board on the Water Board and altering constitution and mode of electing representatives thereon; Altering charges for Water within Local Board's district; Contribution by Local Board to the common fund; Powers to Local Board to borrow further money, and to Local Board, Water Board, and Corporations of Stockton and Middlesbrough to apply moneys; Alteration of special Acts and Agreement; Payment of costs, and other provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the South Stockton Local Board (hereinafter called "the Local Board"), for leave to bring in a Bill to empower the Local Board to acquire and to transfer to or vest in them one-twelfth share of and in the Waterworks undertaking of the Stockton and Middlesbrough Corporations Water Board (hereinafter called "the Joint Board") constituted by the Stockton and Middlesbrough Corporations Waterworks Act, 1876, or to transfer to or otherwise vest in the Local Board one-sixth of the share or interest of the Stockton Corporation in the said undertaking, and to provide for the application or appropriation of the consideration to be paid by the Local Board in respect of the acquisition of the said share in the said Undertaking, and to make all necessary provision for carrying into effect an Agreement in that behalf bearing date the 21st day of March, 1876, and made between the Mayor, Aldermen, and Burgesses of the borough of Stockton (hereinafter called "the Stockton Corporation") of the first part, the Mayor, Aldermen, and Burgesses of the borough of Middlesbrough (hereinafter called "the Middlesbrough Corporation") of the second part, and the Local Board of the third part, or to make further or other provision for enabling the Local Board to acquire a share or interest in the said Undertaking.

To alter the constitution of the Joint Board, and the representation and mode of electing the representatives of the Stockton and Middlesbrough Corporations or one of them thereon, and to provide for the representation of the Local Board thereon.

To provide that from and after the acquisition of the said share or interest by the Local Board the water rates or rents and other charges to be

demand and taken by the Joint Board within the district for the time being of the Local Board, shall not exceed those charged by the Joint Board as reconstituted by the intended Bill from time to time within the boroughs for the time being of Stockton and Middlesbrough.

To provide for the payment of the contribution to be made by the Local Board from time to time to the common fund provided by Section 39 of the said Act for defraying the expenses of the Joint Board (as so reconstituted) in executing the provisions of that Act, and of any other Act or Order for the time being conferring powers on that Board or the two Corporations in relation thereto.

To empower the Local Board, for the purposes aforesaid, from time to time to apply any moneys or revenue in their hands or under their control, or which they have power to borrow, and to borrow further moneys on mortgage or by the issue of debentures, debenture stock, or annuity certificates under and subject to the provisions of the intended Bill, or of the Local Loans Act, 1875, or partly in any one of such ways, and partly in any other of such ways, charged on the security of their district fund and General District Rates, and on the revenue of the Waterworks undertaking, or of their share and interest therein.

To alter, amend, and extend the provisions of the "Stockton and Middlesbrough Corporations Waterworks Act, 1876," and of the "Stockton and Middlesbrough Order, 1880," confirmed by the "Local Government Boards Provisional Orders Confirmation (Bethesda, &c.) Act, 1880," and to vary the provisions of the said agreement so far as may be necessary or expedient for effecting the purposes of the intended Bill.

To make all necessary provision for the payment or contribution by the Local Board, the Joint Board, and the two Corporations or some or one of them, of or towards the costs, charges, and expenses of promoting and obtaining the intended Bill, and the said Act and Order, and of any other Bill or Order promoted by those bodies or any or either of them, out of any monies in their respective hands or which they are or may be empowered to borrow, and generally to confer all such further or other powers and to make all such further or other provisions as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

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 13th day of November, 1883.

Durnford and Co., Parliamentary Agents,
38, Parliament-street, Westminster,
S.W.

In Parliament.—Session 1884.

Sutton Bridge Dock.

(Extension of Time for Construction of Works authorized by the Sutton Bridge Dock Act, 1875; the Sutton Bridge Dock Act, 1876; and the Sutton Bridge Dock Act, 1880; Creation of Additional Capital and Borrowing Powers; Subscription by Great Northern Railway Company; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Sutton Bridge Dock Company (hereinafter called "the Company") for a Bill (hereinafter called "the Bill") for the following purposes, or some of them, that is to say:—

To extend the time limited by the Sutton

Bridge Dock Act, 1875, the Sutton Bridge Dock Act, 1876, and the Sutton Bridge Dock Act, 1880, for the completion of the works authorized by those Acts, and to extend the time limited for the compulsory purchase of lands under those Acts.

To empower the Company for all or any of the purposes of the Bill, and for other the general purposes of the Company, and their undertaking, to increase their capital and to raise further sums of money by the creation and issue of new shares, or stock, with or without a guaranteed or preference dividend, and with or without priority over the existing mortgages, preference shares, and the other ordinary shares of the Company, and with or without other rights and privileges attached thereto, and by borrowing and by the creation and issue of additional debenture stock, and with or without priority for all such additional debenture stock as aforesaid, and the securities for additional loans over all, or any, existing mortgages, securities, debenture stock or other charges upon the undertaking of the Company, or wholly or partly by one or more of such means as may be prescribed by the Bill, and to empower the Company to cancel and convert any shares in their authorized capital from time to time, issued or unissued, or which may from time to time be surrendered, or which the Company may be entitled to redeem, and to issue all or any of such unissued shares, and to reissue all or any of such shares as may be so surrendered, or as may be redeemed by the Company, or any of them, either as ordinary or preference shares or stock, or as debentures or debenture stock, and to attach thereto and to any of their existing and authorized shares, mortgages, debentures, or debenture stock, such preferences or priorities, differential or otherwise, over each other and over any of the other shares, debentures, debenture stock, or other securities of the Company as may be deemed expedient or agreed.

To authorize the Great Northern Railway Company to subscribe and contribute money towards the making of the authorized works of the Company, and to take and hold shares, stock, debentures, and debenture stock 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 for the principal or interest of any loan, and, for such purposes, to apply their corporate funds, and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preferential, or both, and by borrowing, and by the creation of debenture stock, or by any of such means.

To authorize the Great Northern Railway Company to sell, dispose of, surrender, and transfer to the Company, or any other Company, person, or persons; all or any of the shares, or stock, or mortgages in the Company, held by the Great Northern Railway Company, and to accept in lieu thereof, or in payment therefor, shares, debentures, or debenture stock, or other securities of the Company, in such amounts, and of such description, or descriptions, as may be deemed expedient.

To vary or extinguish any rights and privileges in any way interfering with the objects of the Bill or inconsistent therewith, and to confer all powers, rights, and privileges necessary or expedient for effecting the objects of the Bill or in relation thereto.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes aforesaid, the several local and personal Acts of Parliament following, or some of them, namely, the Sutton Bridge Dock Act, 1875; the Sutton Bridge Dock Act,

1876; the Sutton Bridge Dock Act, 1880; the Sutton Bridge Dock Act, 1882; and the 9 and 10 Victoria, cap. 71; and the Great Northern Railway (Further Powers) Act, 1878; and all other Acts relating to or affecting the Great Northern Railway Company; and all other Acts that may relate to or be affected by the Bill.

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, 1883.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, S.W.

In Parliament.—Session 1884.

Neath Harbour.

(Diversion of Cwrt Sart Pill and Purchase of Land; Extension of Time for Completion of Authorized Works; Additional Borrowing Powers, with Classification of Priorities and Powers for Debenture Stock, and Investments therein; Alteration and Regulation of Tolls, Rates, and Duties; Agreements with Railways and other Companies; Port of Neath, including Briton Ferry, to form a Separate and Principal Port; Revision of Constitution; Number, Qualification, and Rotation of Commissioners; Provisions for Election of Commissioners to Represent Various Interests, and Qualification of their Electors; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Neath Harbour Commissioners (hereinafter called "the Commissioners") for leave to bring in a Bill for the following or some of the following purposes;—

To divert the south-western portion of Cwrt Sart Pill, in the parish of Briton Ferry, in the county of Glamorgan, such diversion commencing about 12 chains north-eastward of the place where the Pill now joins or falls into the River Neath, and terminating at or near the point where the New Cut, now in course of construction by the Commissioners, joins or falls into the same river.

To purchase land compulsorily or by agreement, and any estate, interest, or easement in or over land, for the purpose of such diversion of Cwrt Sart Pill, and to cross, stop up, alter, or divert any highways, footpaths, or water-courses, and to extinguish all rights and privileges which would impede or interfere with the diversion of the Pill.

To extend the time limited by the Neath Harbour Acts, 1874 and 1880 respectively, for the construction and completion of the docks, railways, and works authorized by the said Act of 1874.

To authorize the Commissioners, for the purposes of the Bill, to apply their funds, rates, and revenues, and any moneys they have power to raise, and for those purposes, and for the general purposes of their undertaking, to raise further moneys by borrowing on mortgages, bond, or debenture stock, on the security of their undertaking and revenue, and to consolidate or classify and define the priorities, incidents, privileges, and position of the mortgages and bonds issued and to be issued under the authority of the Neath Harbour Acts, 1843, 1874, and 1878, and the mortgage bonds or debenture stock to be issued under the authority of the Neath Harbour Act, 1880, and of the Bill, and to alter the provisions in the said Acts with regard to the setting aside and application of the sinking funds thereby provided to be set apart out of the revenues of the undertaking, and to declare or prescribe the rates of interest to which the said mortgages, bonds, or debenture stock shall respec-

tively be entitled, and to authorize the Commissioners to convert all or some portion of their existing and future mortgages and bonds into debenture stock.

To authorize trustees, executors, and other persons with limited powers to lend money to the Commissioners, and to invest in, accept, and hold mortgages, debenture stock, and bonds of the Commissioners, and to grant discharges and acquittances for the same, and to make provision for the granting, creation, and issue of such mortgages, debenture stock, and bonds, and the payment of the interest thereon.

To alter and regulate and, if necessary, increase the tolls, rates, and dues now authorized to be demanded, levied, and recovered by the Commissioners on ships and goods, and for ballast, and to demand, levy, and recover new or additional tolls, rates, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to alter in some respects the Neath Harbour Act, 1874, and the schedules thereto so far as they relate to tolls, rates, and duties.

To enable the Commissioners on the one hand and any railway, canal, or other companies having access to the harbour or junctions with, or access to the railways or tramways of the Commissioners, from time to time to enter into and carry into effect contracts and arrangements for or with respect to the interchange, accommodation, conveyance, and delivery of traffic to and from the harbour, the fixing, collecting, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, and the rents, payments, and allowances, rebates, and drawbacks, to be paid, made, or allowed by either of the contracting parties to the other or others of them for or on account of any of the matters to which the respective contract or arrangement relates, the leasing to such railway companies of land, quay space, or wharfage, and railway or other accommodation at or near the harbour and works of the Commissioners; and of railway standing room, sidings, machinery, and other conveniences, and the appropriation and application of funds for the purpose of such contracts or arrangements.

To separate and detach the Port of Neath, including Briton Ferry, from the Port of Swansea for all purposes of or connected with customs, inland revenue, and the Merchant Shipping Acts, and to make and constitute the Port of Neath, including Briton Ferry, into a separate and distinct principal port for the aforesaid and all other purposes whatsoever, directly subject to the Board of Trade and the Commissioners of Customs only, and to provide accommodation for officers of customs, and to confer upon the Commissioners all usual and necessary jurisdiction, powers, and authorities with reference to such new principal port, and also to constitute the Commissioners the Port Sanitary Authority, with the powers conferred on port sanitary authorities by the Public Health Act, 1875.

To alter the provisions of the Neath Harbour Act, 1874, with reference to the constitution of the Commissioners, to provide for the reduction of the number of Commissioners, and of the number of the several classes of Commissioners under their existing Acts, and to provide for the future appointment or election of such limited number, and to confer powers for the election of Commissioners to represent ship owners and freighters and the mortgagees and bondholders of the Commissioners, and to provide for the alteration of the qualification of Commissioners to be elected after the passing of the intended Bill, and

for the qualification of electors of any such Commissioners, and for the scale of voting at elections, and for the election and rotation or retirement of Commissioners, and for the filling up of vacancies.

To regulate the holding of meetings of the Commissioners, the election and duties of chairman, vice-chairman, committees, and officers, and the transaction of business.

The Bill will alter, amend, enlarge, or repeal some of the provisions of the Neath Harbour Acts, 1843, 1874, 1878, and 1880, and it will incorporate, with or without modification, all or some of the provisions of the Lands Clauses Consolidation Act, 1845; the Commissioners Clauses Act, 1847; the Harbours, Docks, and Piers Clauses Act, 1847; the Railway Clauses Acts, 1845 and 1863; and the Companies Clauses Acts, 1845, 1863, and 1869; and the Bill will vary or extinguish all rights and privileges which may interfere with any of its objects, and confer other rights and privileges.

And notice is hereby given, that on or before the 30th day of this present month of November, a plan and sections showing the situation, lines, and levels of the intended diversion of Cwrt Sart Pill and the lands to be taken for the purposes thereof, together 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 Glamorgan, at his office at Cardiff, and with the clerk of the parish of Briton Ferry, at his residence.

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

Dated this 5th day of November, 1883.

Newman, Streiton, and Hilliard, 75, Cornhill, London, Solicitors for the Bill;
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Swansea Harbour.

(Extension of Piers at Entrance to Harbour; New Pier at the Mumbles, and Railway in connection therewith; Power to levy Tolls, &c., for use of New Pier and Railway; Power to Borrow further Money, &c.; Power to agree with London and North-Western Railway Company as to use of Pier and Railway, and Power to that Company to subscribe.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Swansea Harbour Trustees (hereinafter called "the Trustees"), for an Act for the following purposes, or some of them, that is to say:—

To lengthen and extend the Piers authorised to be constructed by and described in Section 5 of the Swansea Harbour Act, 1874, and distinguished in the said section by the letters B and C respectively, 2,000 feet or thereabouts seaward from their present termination, which said extensions or lengthenings will be situate wholly in the parish of Swansea, and the bed or soil of Swansea Bay, in the county of Glamorgan.

To construct a Pier at the Mumbles, in the parish of Oystermouth, in the county of Glamorgan, commencing at or near low water mark on the foreshore of Swansea Bay, at a point 370 yards or thereabouts north-west of the Lighthouse at Mumbles Head, and terminating in the bed or soil of Swansea Bay, at a point 500 yards or thereabouts, measured in a seaward and north-easterly direction, from the commencement thereof.

A railway wholly in the said parish of Oyster-

mouth and county of Glamorgan, commencing at a point 30 yards or thereabouts north-west of the Mumbles Life Boat House, and terminating at or near a point on the seaward end of the said Pier.

To authorise and empower the Trustees from time to time to excavate, deepen, dredge and improve so much and such parts of Swansea Bay as may be necessary or expedient for securing convenient access by ships and vessels to the said Pier.

To enable the Trustees to purchase by compulsion or agreement, foreshore and lands, and lauds forming the bed and shores of Swansea Bay for the purposes of the intended Act; and to vary or extinguish all rights and privileges in any manner connected with the said foreshore and lands so purchased or taken, or which would in any manner interfere with the objects of the intended Act.

To take by compulsion or by agreement, for the purposes of the said railway, a portion estimated to contain 2 acres or thereabouts of a certain common or commonable lands known as Mumbles Hill, in the said parish of Oystermouth.

To authorise the Trustees to levy tolls, rates and charges upon or in respect of all persons and passengers, and upon all ships, vessels, boats, and barges using or frequenting the intended new Pier at the Mumbles, and on all passengers, minerals, goods, and merchandize landed on or embarked from the said Pier, or carried on the said railway.

To enable the Trustees to apply any funds belonging to them or under their control to the purposes of the intended Act, or any of them; and to borrow on mortgage or otherwise further sums of money for the said purposes, or any of them, or for the general purposes of their undertaking.

To authorise the Trustees and the London and North-Western Railway Company respectively from time to time to enter into agreements and arrangements with respect to the construction, use, working, management, and maintenance of the intended new pier, railway, and works, or any portion thereof, and the division and apportionment of tolls and other matters and things appertaining to the construction or use of the said pier, railway, and works, or any portion thereof.

To authorise the London and North-Western Railway Company to subscribe or contribute towards the cost of constructing the said new pier, railway, and works, or any part or parts thereof respectively.

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; the Swansea Harbour Act, 1876; the Swansea Harbour Act, 1880; and the Swansea Harbour Act, 1883; the Act 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company.

On or before the 30th day of November, 1883, a map, plans, and sections, showing the direction line and levels of the railway, and plans and sections of the extensions of the existing piers, and of the new pier at the Mumbles, 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

Glamorgan, at his office at Cardiff; and on or before the same day a copy of so much of the said Plans, Sections, and Book of Reference, together with a copy of this Notice, will be deposited with the Parish Clerk of the parish of the town and franchise of Swansea, at his place of abode; and so much of the said Plans, Sections, and Book of Reference as relates to the parish of Oystermouth, together with a copy of this Notice, will be deposited with the Parish Clerk of that parish.

And on or before the 21st day of December, 1883, 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 16th day of November, 1883.

Francis James, Harbour Offices, Swansea,
Solicitor for the Bill.

Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1884.

London, Brighton, and South Coast Railway
(Various Powers).

(New Railways at New Cross and Lewes; Alterations of Roads at Lewes; Transfer to Brighton Company of Powers of Oxted and Groombridge Railway Act, 1881; Dissolution of Oxted and Groombridge Railway Company; Extension of Time for Compulsory Purchase of Lands in relation to Oxted and Groombridge Railway; Power to South Eastern Railway Company to become Joint Owners of Oxted and Groombridge Railway; Extension of Powers relating to Oxted and Groombridge Railway; Stopping up of Footpaths at Streatham; Further Powers to Newhaven Harbour Company over Land and Creek at Newhaven; Extension of Time for Sale of Superfluous Lands; Settlement of Differences between the Company and other Companies; Application and Investment of Funds; Amendment of Acts.)

A PPLICATION 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:—

To enable the Brighton Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them, or such part or parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

Railway at New Cross, Surrey.

(1) A Railway wholly in the parish of Saint Paul, Deptford, in the county of Surrey, commencing at a point in the station yard of the Brighton Company at New Cross by a junction with one of the Company's sidings there, about 266 yards north of the centre of the bridge which carries the New Cross Road over the main line of the Brighton Company, and about 15 yards west of the western boundary wall of the East London Railway, and terminating by a junction with the East London Railway on the eastern side of the Brighton Company's Railway, at or near the bridge which carries the East London Railway over an occupation road at Cold Blow Farm.

Improvements of Railway at Lewes.

(2) Certain Railways at Lewes, that is to say:—
Railway No. 1.—A Railway commencing in the parish of St. Michael, Lewes, in the

County of Sussex, by a junction with the London and Lewes Line of the Brighton Company at or near the point where that line emerges from the southern end of the tunnel at Lewes, and terminating in the parish of St. John the Baptist, Southover, by a junction with the Lewes and Hastings Line of the Company, at or near the bridge which carries that line over the River Ouse at Southerham.

Railway No. 2.—A Railway commencing in the parish of St. John the Baptist, Southover, in the County of Sussex, by a junction with the Brighton and Lewes Line of the Brighton Company at a point about 70 yards west of the centre of the bridge which carries Ham-lane over that line near the Mount, and terminating in the parish of All Saints, Lewes, by a junction with the Lewes, Uckfield, and Tunbridge Wells Line of the Brighton Company, at or near the bridge which carries that line over High-street, Lewes.

Railway No. 3.—A railway commencing in the parish of St. John the Baptist, Southover, in the county of Sussex, by a junction with the proposed Railway No. 2 (lastly described) at the occupation road leading from Ham-lane to Leighside, at a point about 127 yards northward of the junction of the said road with Ham-lane, passing through the parish of All Saints, Lewes, and terminating in the said parish of St. John the Baptist, Southover, by a junction with the Lewes and Hastings line of the Brighton Company at a point measured along that line about 2 furlongs north of the centre of the bridge which carries the said Lewes and Hastings line over the river Ouse at Southerham.

To alter, divert, or stop up so much of Station Road, in the said parish of St. John the Baptist, Southover, at Lewes, as is situate between Priory-street and the northern end of the bridge carrying Station Road over the London and Lewes line of the Brighton Company; and also to stop up part of Ham-lane, in the said parish of St. John the Baptist, Southover, shown on the plans hereinafter mentioned.

Stopping up of Footpaths at Streatham.

To stop up and extinguish all rights of way over part of the footpath leading from Coventry Park, Streatham, into the Streatham High Road, which footpath now crosses the Brighton Company's Peckham and Sutton Railway on the level, in the parish of Streatham, in the county of Surrey, about 140 yards east of the said High Road—namely, so much of the footpath as is situate between its junction with the said High Road near the milestone denoting $6\frac{1}{2}$ miles from the Royal Exchange and the southern or south-eastern side of the said Railway, and to substitute for the portion of footpath so stopped up a footpath into the said High Road along the southern or south-eastern side of the said Railway; and the Bill may provide that the new or substituted portion of new footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the portion of footpath for which it is substituted.

To stop up and extinguish all rights of way over so much of the footpath in the same parish, which is known as Potter's-lane, and so marked on the Ordnance Map (scale $\frac{1}{4000}$), as crosses on the level the Brighton Company's Railway 100 yards or thereabouts north of the crossing of the Croydon and Balham Line, by the Peckham and Sutton Line, and as lies within the boundaries of the Brighton Company's property.

To vest in the Brighton Company the usual

powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to cross, stop up, alter or divert roads, streets, highways, and sewers and pipes, to deviate from the lines of the Railways, and works hereinbefore mentioned, 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 authorise the Brighton Company to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the said Railways and other works, or for any of the other purposes of the Bill.

To enable the Brighton Company to purchase so much of any house or other building, or manufactory, 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."

To empower the Brighton Company to levy tolls, rates, and charges in respect of the intended Railways and works, and to exercise other rights and privileges.

To confer further powers on the Newhaven Harbour Company and the Brighton Company, or one of them, over and with respect to Mill Creek shown on the plans deposited in relation to the Newhaven Harbour Improvement Act, 1878, and referred to in the said Act, and to transfer to, and vest in the said two Companies, or one of them, all such estates, rights, and interests, if any, in, to, or affecting the said Creek as may not be already vested in them, and to provide for the closing of the said creek, and for the repeal or modification of Sections 12, 13, and 14, and any other provisions of the Newhaven Harbour Improvement Act, 1878, relating to the said creek, and to make any provisions which may be needful as between the Newhaven Harbour Company and the Company with regard to the provision of funds for and in connection with the purposes aforesaid.

To transfer to the Brighton Company all or certain of the powers conferred on the Oxted and Groombridge Railway Company (who are hereinafter referred to as the "Oxted Company"), by the Oxted and Groombridge Railway Act, 1881 (hereinafter called "the Oxted Act of 1881"), for the construction and maintenance of the Railways and Undertaking authorised by that Act, together with their rights, privileges, powers, obligations, authorities, duties, and liabilities, with respect to the issue of capital by shares, the creation of debenture stock, the borrowing of money, the taking of land compulsorily and by agreement, the execution of works, and the levying of tolls and charges, together with the benefit and obligations of all or any contracts and arrangements, with reference to any of the matters aforesaid, which may have been entered into by or on behalf of the Oxted Company.

To authorise the payment to the Oxted Company by the Brighton Company (in manner to be provided in the Bill) of certain costs, charges, and expenses incurred by the Oxted Company in relation to the said Act and subsequent applications to Parliament by the Oxted Company; and for the repayment to the Oxted Company of the sum of money deposited as mentioned in the 35th section of the Oxted Act of 1881, with interest thereon; and for winding up their affairs and the dissolution of the same

Company, and for the release of the Company and the shareholders therein from all further calls and liabilities.

The Bill may provide for the transfer of the powers of the Oxted Company, either to the Brighton Company alone, or to the Brighton Company and the South Eastern Railway Company jointly, upon such terms and conditions as may be agreed upon between the said two Companies, or as may be defined in the intended Act, and for vesting the control and management of the said Railway when constructed in a Joint Committee of the two Companies, or may provide for the vesting of such control and management in the Joint Committee of the two Companies constituted under the London, Brighton, and South Coast Railway (Croydon, Oxted, and East Grinstead Railways) Act, 1878.

The Bill may also authorise the South Eastern Railway Company jointly with the Brighton Company, or the Brighton Company alone, to exercise the powers of the Oxted Company, with respect to the issue of capital by shares, the creation of debenture stock, and of borrowing money under the said Act of 1881, or may authorise each Company separately to exercise such powers to the extent of one moiety thereof.

To extend the time limited by the said Oxted Act of 1881 for the purchase of lands and property compulsorily or by agreement, and the execution of the works required for the purposes of the railways and undertaking by that Act authorised.

The Bill may authorise the South Eastern Railway Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill in connection with the Oxted and Groombridge Railway.

To extend the time limited by Section 25 of the London, Brighton, and South Coast Railway (Various Powers) Act, 1882, for the sale and disposal of certain lands therein referred to as not being required for the purposes of the undertakings for which they were respectively acquired, and to confer further powers upon the Brighton Company with reference to the sale and disposal of such lands.

To amend and extend the provisions of Section 12 of the South Eastern Railway (Increase of Capital) Act, 1850, so as to make them applicable to all questions in dispute between the Company and the South Eastern Railway Company as to the matters mentioned in that section, whether the same affect the safety of the public or not, and to enable the Board of Trade to decide any such questions in dispute between them, and any other questions relating to the use or working of any lines of railway, stations, booking offices, sheds, warehouses, carriage docks, or other conveniences for conducting the public traffic, jointly used or worked, or which may be jointly used or worked by the Company and the South Eastern Railway Company, and to extend and apply the same provisions and powers to the decision of any similar questions between the Brighton Company, on the one hand, and the London and South Western and London, Chatham and Dover Railway Companies, or either of them, on the other hand.

To authorise the Brighton Company for any of the purposes of the Bill to apply their existing funds, and any moneys which they have still power to raise, and to authorise the temporary investment of moneys of the 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 Acts 1845, 1863, and 1869," the "Lands Clauses Acts 1845, 1860, and 1869," the "Railways Clauses Acts 1845 and 1863;" and it may extend, amend, vary, and enlarge the powers and provisions of the Act 9 and 10 Vict. cap. 283, and any other Acts relating to the Brighton Company; the Oxted and Groombridge Railway Act 1881 (44 & 45 Vic., cap. 189); the 28 and 29 Vic., cap. 51, and any other Act or Acts relating to the East London Railway Company, the 6 Wm. 4, cap. 75, and any other Act or Acts relating to the South Eastern Railway Company; the 41 and 42 Vic., cap. 71, and any other Act or Acts relating to the Newhaven Harbour Company.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed Railways and other 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, 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 Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk of the Peace for the county of Sussex, 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 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, excepting that in the case of the parish of Saint Paul, Deptford, the said plans and other documents will be deposited with the Clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, Greenwich, S.E.; and in the case of the parish of Streatham, with the Clerk of the Board of Works for the Wandsworth District, at his office at Battesea-rise, Wandsworth, 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 15th day of November, 1883.

Norton, Rose, Norton & Co., 6, Victoria-street, S.W., Solicitors for the Bill.

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

In Parliament.—Session 1884.

Charnwood Forest Railway.

(Power to raise Additional Capital; Special Provisions as to Preference Capital and Borrowing Powers of Company; Consolidation or Classification of Share and Loan Capital; Definition of Priorities; Amendment of Acts)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Charnwood Forest Railway Company (hereinafter called "the Company") for leave to bring in a Bill to enable the Company to

exercise the powers and effect the objects following, or some of them, viz. :—

To authorize the Company to raise further moneys by the creation and issue of new shares or stock, and by borrowing on mortgage, and by the creation and issue of debenture stock, and to attach to such mortgages, debenture stock, and new shares or stock, such priority of interest or dividend, and other special privileges as may be provided for by the Bill.

To alter or vary the rights, privileges, priorities, rates of interest, or dividend, or terms and conditions to which the holders of any preference shares or stock or loan capital in the Company are entitled or are subject, or to cancel all or any such shares or stock, and create and issue, in substitution for the same, other shares or stock, in one or more classes, with the same or other rights, priorities, and privileges, and with the same or other rates of interest or dividend, and upon and subject to the same or other terms and conditions.

To consolidate or re-arrange, classify, define, and regulate the capital and borrowing powers of the Company, and the rights, privileges, and priorities, as between themselves, of the share, stock, and debenture holders of the Company, or any classes thereof respectively, and to convert into debenture stock the existing mortgages and debentures, and also any mortgages and debentures which may be granted or issued under the powers of the Bill.

The Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges, and, so far as may be necessary for the purposes thereof, it will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and it will alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of the Charnwood Forest Railway Acts, 1874, 1876, 1878, and 1881.

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 12th day of November, 1883.

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

In Parliament.—Session 1884.

Cromwell Road Bridge.

(Construction of Bridge over the West London Extension Railway, the London and South Western Railway, the Metropolitan District Railway, the London Brighton and South Coast Railway, the London and North Western Railway, and the Great Western Railway, in the County of Middlesex, and approaches thereto; Agreements with the Railway Companies; Stopping up and Discontinuance of existing Roads and Footpaths; Compulsory Purchase of Land; Powers to Metropolitan Board of Works, Board of Works for the Fulham District, and Vestry of Saint Mary Abbott, Kensington.)

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:—

To authorise the making and maintaining by the Undertakers to be named in the Bill (hereinafter referred to as the Undertakers) of the bridge, roads, approaches, and works next hereinafter described, with all proper abutments, piers, retaining walls, fences, drains, culverts, footpaths, and other works and conveniences connected therewith (that is to say):—

A Bridge for the passage of horses, carriages, carts, and passengers over the railways and sidings of the West London Extension Railway Company, the London and South Western Railway Company, the Metropolitan District Railway Company, the London, Brighton and South Coast Railway Company, the London and North Western Railway Company, and the Great Western Railway Company (hereinafter collectively referred to as the Railway Companies), or some or one of them, to be situate in the parishes of Saint Mary Abbott, Kensington, and Fulham, or one of them, commencing on the eastern side of the said railways and sidings, at a point 5 chains or thereabouts, measured in a south-westerly direction, from the junction of Cromwell-road West with Warwick-road, and about $2\frac{1}{2}$ chains measured in a north-westerly direction from the south-western corner of Fenelon-road, and terminating on the western side of the said railways and sidings at a point 3 chains or thereabouts, measured in a south-westerly direction, from the said point of commencement.

An approach road wholly in the parish of St. Mary Abbott, Kensington, commencing on the western side of Warwick-road, opposite the junction of Cromwell-road West with Warwick-road, and terminating at the hereinbefore described point of commencement of the Bridge.

A road situate in the parishes of St. Mary Abbott, Kensington, and Fulham, or one of them, commencing on the eastern side of North End-road, about 40 links northward from the north-western angle of the "Three Kings" public-house adjoining the West Kensington Station, and terminating at the hereinbefore described point of termination of the Bridge.

To make junctions and communications in connection with the proposed Bridge, roads, approaches and works with any existing roads or streets which may be joined to, intersected, or interfered with by, or be contiguous to, the line of the proposed Bridge, roads, approaches, and works, and to alter the line and levels of any existing streets, roads, or ways, public or private, to any extent which may be defined upon the plans to be deposited as hereinafter mentioned, or by the Bill; and to stop up, alter, or divert, either temporarily or permanently, and appropriate all or any part of any roads, streets, courts, gardens, passages, and places which may be shown upon the plans hereinafter mentioned or defined in the Bill.

To authorise the deviation in the construction of the said Bridge, roads, approaches and works from the lines and levels thereof, as shown upon the deposited plans and sections hereinafter mentioned, and to incorporate with the Bill such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all roads, streets, highways, railways, sewers, drains, pipes, tubes, telegraphic electric and other apparatus, within or adjoining to the before mentioned parishes, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the Bill, and particularly to stop up and discontinue for public traffic the roads or streets known as Ashley-terrace and Shaftesbury-road for a distance of 81 yards and 56 yards respectively, or thereabouts, northwards from their junction with Fenelon-road, and to vest in the Undertakers the

site and soil of the said roads or streets so to be stopped up, and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed Bridge, roads, approaches and works.

To authorise the Undertakers to purchase or acquire, by compulsion or agreement, and to hold and use permanently and temporarily lands, houses, and buildings and easements therein, in the parishes aforesaid, for the purposes of the intended undertaking, and to exempt the Undertakers from the provisions of the 92nd Section of the Lands Clauses Consolidation Act, 1845, as regards any house, building, or manufactory to be purchased or taken under the powers of the Bill, and to incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

To sell, lease, or appropriate for building or other purposes any land to be acquired under the powers of the Bill, and not required for the purposes thereof, and to do all such works, and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

The Bill may authorise the Metropolitan Board of Works to execute and maintain the proposed Bridge, roads, approaches, and works, and to exercise the powers proposed to be granted to the Undertakers, and either independently and instead of the Undertakers or jointly with the Undertakers, in such proportions, and upon such conditions, and with such restrictions, as the Bill shall define, or may be agreed upon between the Undertakers and the Metropolitan Board of Works.

To authorise the Undertakers and the Railway Companies, or any one or more of them, to enter into and carry into effect agreements and arrangements with reference to the construction and maintenance of the proposed Bridge, roads, and works, the purchase of, or payment of rent, for the lands, houses, easements, rights, and other property required for the purposes of the intended Bridge, roads, and works, and to sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with reference to those matters or any of them.

The Bill may empower the Metropolitan Board of Works, the Vestry of the Parish of St. Mary Abbott, Kensington, and the Board of Works for the Fulham District (hereinafter collectively referred to as the Public Bodies), or any one or more of them, and the Undertakers to enter into and to carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the proposed Bridge, roads, approaches, and works, or any of them; or any part or parts thereof, the acquisition and appropriation of lands and property for the purposes thereof, contribution of funds, and incidental matters, and may sanction and confirm any contracts, agreements, or arrangements which now are, or which, prior to the passing of the Bill, may be entered into touching the matters aforesaid, and to authorise or provide for the vesting in the public bodies, or any one or more of them, upon such terms and conditions, and subject to such restrictions, as may be agreed upon or prescribed by the Bill of the proposed Bridge, roads, approaches, and works, or any part or parts thereof, and any lands or other property purchased or acquired under the powers of the Bill, and for the maintenance of the proposed Bridge, roads, approaches and works by the public bodies, or any one or more of them, and the Bill may also enable the public bodies or any one or more of them out of any funds which may be at their disposal, to contribute towards the construction and

maintenance of the proposed Bridge, roads, approaches, and works, and may authorise the public bodies, or any one or more of them, for all or any of the purposes of the Bill to raise further moneys by levying of rates, or on mortgage or bond, or otherwise.

To vary or extinguish all rights and privileges connected with the lands, houses, and buildings to be purchased or taken for the purposes of the Bill, or which would in any manner interfere with the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

The Bill will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions or some of the provisions of the Acts of Parliament following that is to say, the Metropolis Management Act, 1855, and any other Act or Acts amending the same, or relating to the public bodies or any one or more of them; 22 and 23 Vic., cap. 134, and all other Acts relating to the West London Extension Railway Company; 4 and 5 William IV., cap. 88, and all other Acts relating to the London and South Western Railway Company; 27 and 28 Vic., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; and 5 and 6 William IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

And notice is hereby further given that duplicate plans and sections of the proposed Bridge, roads, approaches, and works 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 that county, and that a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes from, in, through, or into which the proposed Bridge, roads, approaches, and works will be made or pass, and also a copy of this Notice as published in the London Gazette will, on or before the said 30th day of November, be deposited for public inspection, as follows—that is to say, In the case of the parish of St. Mary Abbott, Kensington, with the Vestry Clerk of that parish at the Vestry Hall, High-street, Kensington, and in the case of the parish of Fulham with the Clerk to the Board of Works for the Fulham district at his office in Broadway, Hammersmith.

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

Dated this 15th day of November, 1883.

Bircham and Co., 46, Parliament Street, Westminster, S.W.

In Parliament—Session 1884.

Pegwell Bay Reclamation.

(Revival and Extension of Time for Purchase of Land and Extension of Time for Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that the Pegwell Bay Reclamation Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to revive and extend the time limited by the Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1873, the

Pegwell Bay Reclamation and Sandwich Haven Improvement (Amendment) Act, 1876, and the Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1878, for the compulsory purchase of lands, and also to extend the time limited, by those Acts for the completion of the works thereby authorised.

The Bill will vary and extinguish all rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and it will alter, amend, or vary the provisions of the Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1873, the Pegwell Bay Reclamation and Sandwich Haven Improvement (Amendment) Act, 1876, the Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1878, and the Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1880.

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

Dated this 12th day of November, 1883.

Newman, Stretton, and Hilliard, 75, Cornhill, London, Solicitors;

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

In Parliament.—Session 1884.

Epping Forest.

(Power to make Register of Commoners; to alter and define the Duties, Salaries, and Remuneration of Reeves, and other Officers; Election of same; Maintenance, &c., of Roads, and Amendment of the Public Health Acts; Sale and Exchange of Lands; Conveyance of Lands to Local Authorities for Preservation as Open Spaces; Vesting of Parts of the Forest; 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 and Commonalty and Citizens of the City of London, acting as the Conservators of Epping Forest (hereinafter called the Conservators), for leave to bring in a Bill and to pass an Act for some of the following, among other purposes, namely:—

To authorise the Conservators to make and keep an annual register for the use of the Reeves, and for other purposes.

To alter and better define the duties and powers of the Reeves and other officers and servants employed in the Forest, and to consolidate such duties as may be deemed expedient, and to provide for the abolition of the office of any of such officers, and if need be to assign to them names consistent with their duties and to make better provision for the election and appointment of such officers and servants, and to repeal or vary any existing rights with reference to the nomination or election of any such officers and servants by vestries or other public bodies or persons, and, if need be, to abolish any office connected with the Forest.

To make such provision as Parliament shall deem fit for the formation, maintenance, and lighting of roads fronting, adjoining, or abutting on any part of the said Forest, and to exempt the Conservators from any apportionment, rate, or contribution towards the formation, maintenance, and lighting of such roads.

To ratify and confirm an agreement of exchange of certain portions of the Forest in the parish of Theydon Bois, in the county of Essex, for certain enclosed land formerly part of the said Forest, known as Oakhill enclosure, in the said parish of Theydon Bois.

To vest in the Conservators certain plots of

forest land ordered by the Arbitrator appointed under the Epping Forest Act, 1878, to be conveyed to the Conservators, where the owners cannot be found or refuse to convey.

To authorise the Conservators to hand over and convey to the local boards and vestries of the several forest parishes—viz., Epping, Theydon Bois, Loughton, Waltham, Holy Cross (including Waltham Abbey and Sewardstone), Chingford, Chigwell, Woodford, Walthamstow, Leyton (including Low Leyton), Wanstead, Little Ilford, and West Ham, all in the county of Essex, or any or either of them, upon such terms and conditions as may be agreed upon, any outlying and detached portions of the Forest or lands belonging to them, and to enable such local boards and vestries, and any or either of them, to accept conveyances of such lands, and, if need be, to raise and apply moneys for the purchase thereof, and for the maintenance and preservation of such lands as open spaces.

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

And, so far as may be necessary, for all or any of the objects and purposes of the intended Act, to repeal, alter, and enlarge, and, if need be, to revive and extend all or some of the powers and provisions of the Epping Forest Act, 1878; the Epping Forest Act, 1880; the Public Health Acts, 1848 and 1875; and any other Acts, Charters, or Grants relating to the said Forest, or which would interfere with the carrying into effect of the objects and purposes of the intended Act.

In the event of the Bill being brought in on petition, printed copies thereof 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, 1893.

The Remembrancer, Guildhall, City, E.C.
Wyatt, Hoskins, and Hooker, 28, Parliament-street, S.W.

In Parliament.—Session 1894.

Plymouth, Devonport, and South Western Junction, and Devon and Cornwall Central Railways.

(Transfer to and Vesting in Plymouth, Devonport, and South Western Junction Railway Company of Undertakings, Powers, and Obligations of Devon and Cornwall Central Railway Company; Abandonment of Railways authorised by the Devon and Cornwall Central Railway Act, 1882; Release of Parliamentary Deposit in respect of that Act; Dissolution of Devon and Cornwall Central Railway Company; Power to Plymouth, Devonport, and South Western Junction Railway Company to Apply Funds; 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 transfer to and vest or to provide for the transfer to and vesting in the Plymouth, Devonport, and South Western Junction Railway Company (hereinafter called "the Company") of the undertaking railways, works, lands, and property of the Devon and Cornwall Central Railway Company (hereinafter called "the Devon Company"), and all the powers, rights, privileges, duties, and obligations conferred and imposed upon the Devon Company by the Devon and Cornwall Central Railway Act, 1882 (hereinafter called "the Act of 1882"), whether with

respect to their own undertaking or the undertakings of other Companies, so that the Company may be enabled to act in all respects with reference to the undertaking, rights, powers, and obligations so transferred and vested, and the construction of works, the purchase of lands, the levying of tolls, rates, and charges, the raising of moneys and otherwise, as fully and effectually to all intents and purposes as if the powers contained in the Act of 1882 had been originally conferred upon the Company instead of the Devon Company, and to confer upon the Company such further and other powers as may be necessary with reference to the undertaking so transferred and vested for the construction, maintenance, and use of works, the levying of tolls, rates, and charges in respect thereof, and otherwise.

2. To authorise and require the abandonment and relinquishment of the following railways and portion of railway authorised by the Act of 1882, that is to say:—

The railways therein described as Railways Nos. 1 and 2 respectively, and so much of the railway therein described as Railway No. 3 as is situate between the commencement thereof, in the parish of Lamerton, in the county of Devon, and the junction therewith of the Railway No. 6 of the Company authorised by the Plymouth, Devonport, and South-Western Junction Railway Act, 1883 (hereinafter called "the Act of 1883"), in the parish of Calstock, in the county of Cornwall, and to release the Company and the Devon Company from all liabilities, penalties, and obligations for the non-completion of the said railways and portion of railway, and to declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Devon Company with reference thereto, and to provide for the payment out of court of the stocks, funds, and moneys deposited in respect of the Act of 1882, and now in the Chancery Division of the High Court of Justice in England as security for the completion of the railway thereby authorised.

3. To provide for the substitution of shares, stock, or debenture stock of the Company for or in lieu of shares, stock, mortgages, bonds, or debenture stock of the Devon Company.

4. To provide, if need be, for the winding up of the affairs, the payment of the debts, the division of the assets, and the dissolution of the Devon Company.

5. To authorise the Company to apply to the purposes of the Bill any capital or funds now belonging to them, or which they have power to raise.

6. 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 Act of 1882, and the Act of 1883, and all other Acts, if any, relating to the Company and the Devon Company, or which may be affected by the objects of the Bill.

7. To confer upon the Company and the Devon Company all 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.

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

Dated this 13th day of November, 1883.

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Stockton Carrs Railway.

(Power to make a new Railway in the parish of Thornaby, in the North Riding of the County of York; Power to take Lands and Houses compulsorily, and to take part only of any property; Tolls; Working and other Agreements with North Eastern Railway Company, and other provisions.)

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

1. To empower John Fowler, Edward Mandall, and William Breckon, their heirs and assigns (hereinafter called "the Promoters,") to make and maintain the railway hereinafter described, with all necessary junctions, approaches, sidings, works, and conveniences connected therewith (that is to say):—

A railway to be wholly situate in the township and parish of Thornaby, in the North Riding of the county of York, commencing at a point 36 yards or thereabouts, measured in an easterly direction from the mineral office of the North Eastern Railway Company, situate near to the South Stockton Railway Station, by a junction with the Murray siding of the North Eastern Railway, passing thence in a north-westerly direction, and terminating in a field known as the "Stockton Carrs," belonging to the Promoters, and occupied by William Wilson, at a point 32 yards or thereabouts, measured in a northerly direction, from the northern side of Nile-street at its junction with the eastern side of Britannia-street.

2. To empower the Promoters, so far as may be deemed necessary or expedient for the purposes of the Bill, to purchase and take by compulsion or agreement lands, houses, and other property, and to take part only of any property without being required to take the whole, and to vary or extinguish any existing rights and privileges connected therewith; and to deviate laterally and vertically from the line and levels of the intended railway and works as shown on the deposited plans and sections, and to cross, raise, lower, alter, stop up, divert, or interfere with, whether temporarily or permanently, such turnpike and other roads and streets (private and public), railways, railway sidings, tramways, footpaths, passages, waters, sewers, drains, gas and water pipes, and other pipes, and telegraphic, telephonic, and electric apparatus, as may be found necessary for the purpose of making and maintaining the said intended railway and junction, and the approaches, works, and conveniences connected therewith respectively.

3. To empower the Promoters to levy tolls, rates, and duties upon or in respect of the said intended railway, and to confer exemptions from the payment of such several tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

4. To empower the Promoters on the one hand, and the North Eastern Railway Company on the other hand, to enter into and carry into effect,

vary and rescind, agreements and arrangements for or with respect to the working, use, construction, management, and maintenance by that Company of the intended railway and works, the supply and maintenance of rolling stock, plant, engines and machinery, and of officers and servants for the conduct of the traffic thereon, and the payments to be made, and the conditions to be performed with respect to such use, working, construction, management, and maintenance; the interchange, accommodation, collection, transmission, delivery, and conveyance of traffic upon, or coming from, or destined for, the respective undertakings of the contracting parties, and the division and appropriation of the revenue arising from that traffic, and to confirm and give effect to any agreement or arrangement which may during the progress of the intended Bill be entered into in relation to any of the matters aforesaid.

5. Duplicate plans and sections showing the line and levels of the intended railway, and the land, houses, and other property, in or through which the same will be made, or which may be required for the purposes thereof, together with a book of reference to those plans, and an ordinance or other published map with the line of railway delineated thereon, so as to show the general course and direction of the railway, 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 at Northallerton, and on or before the same day 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 Thornaby at his residence.

6. 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 the 15th day of November, 1883.

Mat B. Dodds, Stockton-on-Tees, Solicitor.
Durnford and Co., 38, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Hoddesdon Waterworks.

Provisional Order.

(Waterworks; Supply to the Hamlet or District of Hoddesdon, in the county of Hertford; Levying of Water Rates.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1883, for a Provisional Order under the "Gas and Water Facilities Act, 1870," to be confirmed in the ensuing session, to authorize and empower the Hoddesdon Waterworks Company Limited (hereinafter called "the Company") to construct and maintain waterworks and to supply water in and to the hamlet or district of Hoddesdon, in the county of Hertford.

The intended Order will confer upon the Company powers to make and maintain the works with all necessary conveniences and appliances connected therewith respectively, that is to say:—

1. A well and pumping station, to be situated in certain lands belonging to the Most Honourable the Marquess of Salisbury, called Middle Field and part of Manor Farm, in the county of Hertford, and in the occupation of Mary Ann Clark.

2. A service reservoir, in a field called West Field, situate on the west side of the road leading from Hoddesdon to Hertford, belonging to the Most Honourable the Marquess of Salisbury, and being part of the said Manor

Farm, in the county of Hertford, and in the occupation of the said Mary Ann Clark.

3. A main pipe or conduit commencing at the well or pumping station first before described, and terminating at the service reservoir secondly before described.
4. A main pipe commencing in the said main pipe or conduit thirdly above described, where same crosses the road leading from Hoddesdon to Ware, and terminating at Spital Brook, at the point where the road from Hoddesdon to Broxbourne crosses the brook or stream there. All the said works being in the hamlet or district of Hoddesdon, in the parish of Broxbourne, and in the parish of Great Amwell, or one of them, in the county of Hertford.

Together with tanks, pipes, and other works and conveniences.

The Order will also confer upon the Company all necessary powers for the purposes aforesaid to hold and purchase by agreement lands and houses, water, and other hereditaments and easements, to supply water to the hamlet or district of Hoddesdon, to levy rates and charges in respect thereof, and to lay pipes under, and to cross, break up, and alter public and private roads, streets, foot-paths, bridges, streams, sewers, and pipes.

The order will also authorize agreements as to the supply of water between the Company and any local authority or other public body or company.

The order will incorporate, with or without variation, the requisite provisions of The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Water Works Clauses Acts, 1847 and 1868, and such part of the Railways Clauses Consolidation Act, 1845, as relates to the temporary occupation of lands and such other matters as may be deemed expedient, and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

The Order will also confer upon the Company the powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon water companies.

A copy of this advertisement, and also a plan and section of the proposed works, will, on or before the 30th day of November, 1883, be deposited with the Clerk of the Peace for the county of Hertford, at his office, at St. Albans, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order can, after the 23rd day of December next, be obtained at the offices of the undersigned on payment of one shilling for each copy.

All persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the application for the said Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of such objections must at the same time be also sent to the undersigned, Solicitors or Parliamentary Agents for the Company.

After the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the offices of the undersigned, at a charge of one shilling for each copy.

Dated this 12th day of November, 1883.

Spence, Hawks, and Phillips, Solicitors,
Hertford.

Bell, Steward, and Steward, 49, Lincoln's-inn-fields, London, Parliamentary Agents.

In Parliament—Session 1884.

Croydon, Norwood, Dulwich, and London Railway.

Incorporation of Company; Construction of Railways between Dulwich, Norwood, and Croydon, in the county of Surrey; New Street and Stopping up of Streets at Croydon; Stopping up of Street at Lower Norwood; Compulsory Purchase of Lands, &c., and of part only of Houses, &c.; Under-pinning; Tolls; Running Powers and Facilities over Railways of London, Brighton, and South Coast and London, Chatham, and Dover Railway Companies, and by those Companies over intended Railways; Working and other Agreements with those Companies; Agreements with Corporation of Croydon relating to and subscription by them towards New Street at Croydon; 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:—

To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railways, street, and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, that is to say:—

1. Railway No. 1, commencing in the parish of St. Giles, Camberwell, in the county of Surrey, by a junction with the main line of the London, Chatham, and Dover Railway Company (hereinafter called "the Chatham Company") at or near the south-eastern end of the up-line platform of their Dulwich Station, and terminating in the parish of St. Mary, Lambeth, in the county of Surrey, at a point in a field numbered 581 on the published ordnance map (on a scale of $\frac{1}{25000}$) of that parish, belonging to the Ecclesiastical Commissioners, and occupied by Robert Green, which point is distant 268 yards or thereabouts, measured in a southerly direction from the south-east corner of the National School, Elder-road, Lower Norwood, and 161 yards or thereabouts, measured in a north-easterly direction from the north-east corner of Park Tavern, Elder-road, Lower Norwood.

2. Railway No. 2, commencing in the parish of St. Mary, Lambeth, in the county of Surrey, by a junction with the intended Railway No. 1, at the termination thereof, and terminating in the parish of Croydon, in the county of Surrey, at or near a point at the eastern side of the theatre in Priddy's-yard, Crown Hill, in the borough and parish of Croydon, about 30 yards or thereabouts, measured in a northerly direction along the eastern side from the front of that theatre.

3. Railway No. 3, commencing in the borough and parish of Croydon, by a junction with the intended Railway No. 2, at the termination thereof, and terminating by a junction with the railway running from New Croydon to South Croydon belonging to the London, Brighton, and South Coast Railway Company (in this Notice called "the Brighton Company"), opposite the eastern end of Woodstock-road, at a point about 19 yards or thereabouts, measured in a southerly direction along that railway, from a point on that railway opposite the northern angle of the retaining wall, on the western side of that railway.

4. Railway No. 4, commencing in the borough and parish of Croydon by a junction with the intended Railway No. 3, at or near the eastern side of Park-lane, opposite the centre of Katherine-street, and terminating by a junction with the branch railway belonging to the Brighton Com-

pany, leading from the New Croydon Station to a disused station in Katherine-street, formerly known as Central Croydon Station, at a point at or near where the bridge carrying the foot-path leading from Park-lane to Addiscombe crosses the said branch railway.

5. Railway No. 5, wholly in the parish of St. Mary, Lambeth, in the county of Surrey, commencing by a junction with the West End and Crystal Palace Railway, belonging to the Brighton Company, at a point at or near the south-eastern extremity of the viaduct carrying that railway over Pilgrim Hill, Lower Norwood and 70 yards or thereabouts from the centre of Pilgrim Hill, where that viaduct crosses Pilgrim Hill, measured in a south-easterly direction along that viaduct, and terminating by a junction with Railway No. 2, at a point on the east side of Elder-road aforesaid, 56 yards or thereabouts measured in a southerly direction along that road from a point on the east side of that road, opposite the south-east corner of Park Tavern in that road.

6. Railway No. 6, wholly in the parish of St. Mary, Lambeth, in the county of Surrey, commencing by a junction with the West End and Crystal Palace Railway, belonging to the Brighton Company, at a point 158 yards or thereabouts, measured in a westerly direction along that railway from the centre of the bridge conveying that railway over Salter's Hill, and terminating by a junction with the intended Railways Nos. 1 and 2, at the termination and commencement thereof respectively.

Which said intended railways and works will be made or pass from, through, or into the several parishes, and other places following, or some of them, that is to say: St. Giles, Camberwell; St. Mary, Lambeth; and Croydon, all in the county of Surrey.

7. A new street wholly situate in the borough and parish of Croydon, in the county of Surrey, commencing at the junction of North End, George-street, and High-street, and terminating at the junction of Surrey-street with Church-street.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections, to be deposited as hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, foot-paths, navigations, rivers, bridges, wharves, quays, landing places, subways, pneumatic tubes, streams, water-courses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

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, street, and works, and of the Bill, and notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take by compulsion or agreement a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase

the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorise and provide for the underpinning, or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by the exercise of the powers of the Bill, and which houses or buildings may not be required to be taken for the purposes thereof.

To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works connected therewith, or any part or parts thereof respectively, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company to stop up, divert, or discontinue as public highways, and to extinguish all rights of way over and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads and streets, that is to say:—

The road known as Dagmar-road, near the South Metropolitan Cemetery at Lower Norwood, in the parish of St. Mary, Lambeth, from the northern end of that road to the junction thereof with the road known as Hamilton-grove; the street or lane known as Bell-hill, in the borough and parish of Croydon, for the whole length thereof; the street forming a continuation of Church-street, and known as Crown-hill, in the borough and parish of Croydon, for the whole length thereof.

To empower the Company, and any Company or persons for the time being working or using the railways of the Company or any of them, or any part or parts thereof respectively, 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 waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the Brighton Company and the Chatham Company, or some of them, or some part or parts thereof respectively, together with all stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery works, and conveniences of or connected with the said railways, or some of them.

To empower the Brighton Company and the Chatham Company, or either of them, and any Company or persons for the time being working or using the railways of those Companies, or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, for the purpose of traffic of every description, the intended railways or any part or parts thereof, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railways, or the

part or parts to be run over, upon such terms and conditions, pecuniary and otherwise, and on the payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company, and the Brighton Company, or the Chatham Company, as the case may be.

To empower the Company on the one hand, and the Brighton Company and the Chatham Company, or one of them, 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, undertakings, 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 undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any or either of them or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the others or other of them, the employment of officers and servants, and the appointment of joint committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require and compel the Brighton Company and the Chatham Company, and each of those Companies, upon such terms and conditions as shall be agreed upon or as 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 Regulation of Railways Act, 1873), to or from or over the whole or any part of the railways belonging to them respectively, whether separately or jointly with any others or other of them, or under their respective management or control, to and from the railways of the Company or any of them, or any part or parts thereof respectively, 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 Companies aforesaid are now respectively authorised to receive and take upon their respective railways aforesaid, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Croydon (in this Notice referred to as "the Corporation") on the other hand, to enter into and carry into effect contracts and arrangements with respect to the construction or maintenance of the intended new street in Croydon, or any part thereof, the acquisition and appropriation of land and property, the contribution of funds, and any incidental matters relating thereto.

To authorise the Corporation to subscribe and contribute funds towards the making and maintaining of the said intended new street or any part or parts thereof, and for such purpose to empower them to apply existing rates, dues, and other revenue, and to raise further money from

time to time by rates, or by borrowing on mortgage, or bond, debenture stock or otherwise.

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

And the intended Act will incorporate with itself the provisions, or some of the provisions, of the following Acts, or some or one of them, namely:—"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Regulation of Railways Act, 1868;" and "The Regulation of Railways Act, 1873."

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 local and personal Act of 16th and 17th Vic., c. 132, and all other Acts relating to or in any way affecting the Chatham Company, and of the local and personal Act 9th and 10th Vic., c. 283, and all other Acts relating to or in any way affecting the Brighton Company.

And notice is hereby also given, that plans and sections showing the lines, situations, and levels of the said intended railways, street, 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington Causeway, 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 works are intended to be made or will be situate, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows: In the case of the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his Office at the Vestry Hall, Kennington-road, in that parish; in the case of the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at his Office at the Vestry Hall, Camberwell, in that parish; and in the case of the parish of Croydon with the Parish Clerk of that parish, at his residence.

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

Dated this 14th day of November, 1883.

Frederic Clift, LL.D., 111, Cheapside, E.C.;
Edmund Dean, 49, Queen Victoria-street,
E.C., and Croydon;

Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster;

Parliamentary Agents.

Board of Trade.—Session, 1884.

Newmarket Waterworks.

Provisional Order.

(Substitution of New Works for part of Works authorised by Newmarket Water Order, 1883; Acquisition of Lands; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade pursuant to the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Act, 1870 (Amendment) Act, 1873, for a Pro-

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

To empower the Newmarket Waterworks Company, Limited, their successors and assigns (hereinafter called "the Undertakers") in substitution for the following works authorised by Section 10 of the Newmarket Water Order, 1883, or some of them, or some part or parts thereof respectively, that is to say:—

- (a) The well and pumping station in the parish of Wood Ditton.
- (b) The reservoir on Warren Hill in the parish of Cheveley.
- (c) The aqueduct, conduit, or line of pipes No. 1.
- (d) So much of the aqueduct, conduit, and line of pipes No. 2 as will be rendered unnecessary by the construction of the aqueduct, conduit, or line of pipes (B) proposed to be constructed.

to make and maintain, with all necessary approaches, embankments, roads, filtering beds, wells, dams, sluices, culverts, mains, pipes, engines, and works, and conveniences necessary for the supply of water, the waterworks and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say:—

A well and pumping station situate in the parish of Exning and county of Suffolk, in the north-eastern corner of a field, part of a farm known as South Field Farm, belonging to the Jockey Club and occupied by Mr. Charles Edward Robinson, which field lies to the south of and immediately adjoins the South Field Farm house.

An aqueduct, conduit, or line of pipes (A) wholly in the said parish of Exning and county of Suffolk, commencing at the said well and pumping station aforesaid and terminating in the road leading from Newmarket to Cambridge at the boundary of the parish of Newmarket Saint Mary.

A reservoir in the parish of Cheveley, in the county of Cambridge, situate in a field numbered 5 on the Tithe Commutation Map for the parish of Cheveley, and adjoining the westernmost boundary of the field numbered 3 on the said Tithe Commutation Map, and being 290 yards or thereabouts, measured along such boundary, distant from the road leading from Newmarket to Moulton.

An aqueduct, conduit, or line of pipes (B) wholly in the parish of Cheveley aforesaid, commencing in and out of the said reservoir, and passing thence in a northerly direction into the road leading from Newmarket to Moulton, and along that road in a westerly direction to and joining the aqueduct, conduit, or line of pipes No. 2 authorised by the Newmarket Water Order, 1883, at or about the point at which the last-mentioned aqueduct, conduit, or line of pipes is shown upon the plans deposited for and in respect of that order to leave the said road.

To authorise the Undertakers to deviate laterally from the lines of the said substituted works, and vertically from the levels thereof.

To authorise the Undertakers in the parishes aforesaid, or any of them, to cross, divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, rivers, streams, bridges, railways, and tramways.

To empower the Undertakers to take, collect, and divert into the intended reservoir and works aforesaid, and therein impound and thence distribute any water which may be obtainable by them from the well and pumping station herein-

before described, as well as the waters of any springs and streams, or any other waters on or near the site of the proposed substituted reservoir and works, or which may be from time to time in, on, or under any lands for the time being belonging to the Undertakers.

To authorise the Undertakers to purchase, take, and lease, or otherwise by agreement, and to hold, sell, and dispose of lands, tenements, and hereditaments, easements and rights in, over, or in connection with such lands, tenements and hereditaments.

To extend to the substituted works proposed to be authorised by the proposed Provisional Order, and to the Undertakers in relation thereto, all the powers, rights, privileges, and authorities conferred upon the Undertakers by the Newmarket Water Order, 1883, as fully and effectually as if the proposed substituted works had been authorised by that Order.

To amend, alter, or repeal the Newmarket Water Order, 1883, and the Act confirming the same, and any other Act or Acts relating to the Undertakers or their undertaking, and, if thought fit, to authorise the abandonment of the aforesaid works authorised by Section 10 of the said Order.

To vary or extinguish all rights and privileges which would interfere with the objects aforesaid, or any of them, or any other objects of the Order, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the proposed works, 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 Cambridge, at his office at the Shire Hall, in the parish of Chesterton, in that county, with the Clerk of the Peace for the county of Suffolk, at his offices at Ipswich, in that county, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on or after the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the offices of the undersigned, where such copies, when deposited, and also copies of the Provisional Order when made, will be obtainable by all persons applying for the same, at the price of one shilling each.

All persons wishing to make any representations to the Board of Trade, or to bring before them any objection respecting the proposed application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing, and such persons must at the same time send copies of their objections to the Undertakers at the offices of the undersigned, and in forwarding to the Board of Trade such objections such persons must state that a copy of the same has been sent to the Undertakers or their agents.

Dated the 14th day of November, 1883.

J. Neal York, Newmarket, Solicitor,

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

In Parliament.—Session 1884.

India-rubber, Gutta Percha, and Telegraph Works Company, Limited.

(Explanation, Alteration, or Amendment of Memorandum of Association; New Definition or Extension of Powers and business of the Company.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session, by or on behalf of the India-rubber, Gutta Percha, and Telegraph Works Company, Limited (in this Notice referred to as "the Com-

pany"), for an Act for all or some of the following purposes, that is to say:

1. To explain and remove doubts which have arisen as to the effect of the Memorandum and Articles of Association of the Company, dated the 30th day of March, 1864, and to give a new definition of the powers and objects of the Company.

2. To declare that the Memorandum of Association of the Company shall be deemed to confer upon the Company powers for the following purposes:—

The construction, laying down, maintenance, purchasing, hiring, letting, selling, working, and use of telegraph cables or of works, materials, gear, and apparatus, and all other things required for or in connection with the production, transmission, use, and application of electric, magnetic, galvanic, hydraulic, or other forces and matters incidental thereto.

The purchase, manufacture, and sale of torpedoes and torpedo boats and all matters and things connected therewith.

The employment, application, and use of india-rubber, gutta percha, gums, wire, hemp, skins, elastic, and other substances for any purpose for which they may wholly or in part be adapted, and generally the manufacture of and dealing in all articles and things made wholly or in part of the said materials and substances, or any of them, or any other material, substance, article, or thing of what nature or kind soever, which the Company may deem it desirable to manufacture or deal with in connection with their business; and the carrying on of any work or business connected with or incident thereto, and the use or application of any such materials or substances.

The holding of property and the establishment of works, and generally the carrying on of business both in and out of the United Kingdom.

The holding of shares, stock, and debentures in other companies.

3. To confer upon the Company all such powers, rights, and privileges as may be necessary or expedient for effecting the objects aforesaid, and to vary and extinguish all rights and privileges which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

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, 1883.

Dated this 14th day of November, 1883.

Murray, Hutchins, and Stirling, 11, Birch-lane, E.C., Solicitors for the Bill.

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

In Parliament—Session 1884.

Windsor Corporation.

(Further Powers with respect to the Purchase of the Undertaking of the Windsor and Eton Waterworks Company by the Corporation of Windsor, under Section 67 of the Windsor and Eton Waterworks Act, 1883, and for carrying out the Provisions of that Section; Compulsory Purchase of Tangier Mills, Mill House, and Premises; Winding-up and Dis-solution of the Company; Power to Corporation to apply their Funds, Rates, and Revenue, and to Borrow further Money; Payment of Costs; Amendment or Alteration of Act; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament next

Session by the Mayor, Aldermen, and Furgesses of the Borough of New Windsor (hereinafter referred to as "the Corporation") for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To confer upon the Corporation all necessary powers, and to make all necessary provisions for carrying into effect the purchase by the Corporation of the undertaking of the Windsor and Eton Waterworks Company (hereinafter called "the Company"), under Section 67 of the Windsor and Eton Waterworks Act, 1883, and for vesting in the Corporation the undertaking, property, rights, powers, and privileges of the Company (hereinafter called "the Water Undertaking"), and to enable the Corporation to exercise all or some of the powers, rights, and privileges conferred on the Company by the Windsor and Eton Waterworks Act, 1883, and generally for carrying out the provisions of Section 67 of that Act; and to authorise the Corporation for those purposes, and for the purpose of providing money from time to time for carrying on the Water Undertaking and for the purposes of the Bill to apply any rates, rents, tolls, and revenues levied by or belonging to them or under their control, and any funds or moneys in their hands, and to levy other and additional or increased rates, whether general or special, and to borrow money upon mortgages, debentures, debenture or other stock, and annuities or annuity certificates, to be created and issued or granted under the powers of the intended Bill, or subject to the provisions of the Local Loans Act, 1875, and to mortgage or charge as well the water undertaking so purchased by the Corporation as aforesaid, and the rates, rents, revenues, and income thereof as the borough fund and borough rate, the district fund and the general district rates, and any other rate or rates levied or to be levied by the Corporation within the borough of New Windsor, and all other the estates, funds, rates, rents, tolls, revenues, and property of the Corporation, or some or any of them, or any part or parts thereof respectively, with, and as security for the payment of the borrowed moneys; and to authorise trustees and others to lend money upon such securities, and to take and hold annuities of the Corporation.

To purchase and take by compulsion or agreement the property situate in the parish of Eton and county of Bucks, belonging or reputed to belong to the trustees of the marriage settlement of William Henry Cutler, dated the 13th day of October, 1856, commonly known as Tangier Mills, with the wood and store sheds, testing-furnace-house, and ground adjoining thereto and occupied therewith, and also the messuage called the Mill House, with the lawn, yard, and grounds belonging or attached thereto and occupied therewith; and also all that piece of land or ground on the western side of the Tangier Mills Byot, bounded on the north-east and partly on the east by land now vested in and belonging to the Company, and partly by other land of the said trustees, and on all other sides by the stream known as the Waterworks Stream, and formerly as the Bye or Back Rivulet; and also the bridges, roadways, approaches, and all rights, easements, and appurtenances belonging to the said Tangier Mills, Mill House, land and premises respectively; which said mills, messuage, buildings, lands, hereditaments, and premises comprise all such portions of the two eyots or islands bounded on the east by the River Thames, and on all other sides by the Waterworks Stream aforesaid, and shown upon

the plan referred to in section 6 of the Windsor and Eton Waterworks Act, 1883, as are not thereby vested in the Company.

To make provision for the payment of the costs, charges, and expenses of the Corporation of and incidental to the purchase of the Water Undertaking, and of and incidental to their oppositions to the Windsor and Eton Water Bills in Sessions 1882 and 1883, and the promotion of the intended Bill, out of any moneys to be borrowed under the provisions of the said Bill, or as may be otherwise defined in the intended Bill.

To make provision, if need be, with respect to the payment or satisfaction of the statutory debt of the Company, and the winding up and dissolution of the Company, and the distribution of its assets, and to regulate the application of the revenue of the Water Undertaking.

To repeal, alter, amend, and extend all or some of the provisions of the Windsor and Eton Waterworks Act, 1883, and to incorporate with the Bill the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and of the Public Health Act, 1875, so far as may be deemed necessary or expedient, for effecting the objects aforesaid, or any of them; and, if thought fit, to declare that the said purchase and any subsequent capital expenditure in respect of the Water Undertaking shall be deemed to be purposes of the Public Health Act, 1875, for which money may be borrowed in accordance with the provisions of that Act.

And notice is hereby also given that on or before the 30th day of November, 1883, a plan in duplicate of the lands, houses, and buildings to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plan, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the Peace for the county of Buckingham, at his office at Aylesbury; and that on before the same day a copy of the said plan and book of reference, with a copy of this notice as published in the London Gazette, will also be deposited for public inspection with the parish clerk of Eton, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1883.

Dated this 7th day of November, 1883.

*George Henry Long, Town Clerk, Windsor.
Durnford and Co., 38, Parliament Street,
Westminster, Parliamentary Agents.*

In Parliament.—Session 1884.

East London Railway.

(Working, &c., by Metropolitan and Metropolitan District Railway Companies, or one of them, of Whitechapel Junction, authorised by East London Railway Act, 1882, and Payments in respect thereof; Confirmation of Award; Agreements; Application of Funds and New Capital; Superfluous Lands and Lands over Railway of East London Railway Company; Reduction of Directors of that Company; Amendment of Acts.)

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

To make provision with reference to the working, use, management, and maintenance by the Metropolitan Railway Company and the Metropolitan District Railway Company (hereinafter called the "two Companies"), jointly in such shares or proportions, and on and subject to such

terms and conditions as may be prescribed or authorised by the intended Act, or by the Metropolitan Railway Company solely, of the railway authorised by the East London Railway Act, 1882, and hereinafter referred to as the Whitechapel Junction, and with reference to the rent-charge or sums of money or other annual payments or consideration to be paid by such working Companies or Company to the East London Railway Company (hereinafter called the East London Company) in respect thereof, and the appropriation and application of such rent-charge, sums, payments, or consideration in and towards payment of the dividends on the capital of the East London Company authorised by the said Act to be raised for the construction of the said railway or otherwise, as may be prescribed or authorised, as aforesaid.

To provide for the recovery of such rent-charge, sums of money, or other payment or consideration by the East London Company from the working Companies or Company, and in the event of the powers aforesaid being conferred upon the two Companies for the recovery by either of the said Companies from the other of them of the portion thereof (if any) at any time advanced or paid to or recovered by the East London Company from such first-mentioned Company for or on account of such last-mentioned Company.

To give effect in whole or in part to an award made by Sir John Hawkshaw, and dated the 10th day of April, 1883, on a reference to him of questions relating to the Whitechapel Junction, and to the Joint Line No. 4, authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and to confirm such award.

To authorise the two Companies and the East London Railway Company, or any two of them, to make and carry into effect agreements with reference to all or any of the matters aforesaid, or to the Whitechapel Junction, or to the said joint line, and to confirm or give effect to or provide for the enforcement of any agreement between the said Companies, or any of them, already made or which may be made prior to the passing of the intended Act.

To empower the two Companies, or either of them, to apply their funds to all or any of the purposes of the intended Act, and to raise further moneys for those purposes by the creation and issue of new, ordinary, or preference shares, or stock and debenture stock, and by borrowing, or by either of those means.

To make further provision with reference to the sale, lease, or other disposal by the East London Company of the surplus lands referred to in Section 38 of the said Act of 1882, and of any lands which they may declare to be surplus lands, and to alter and amend (if necessary) the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of surplus lands.

To confer upon the Company further powers with reference to the sale, lease, or other disposition of lands situate over tunnels on their railways and over such railways, and to exempt such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the Company to build, or to grant, sell, or demise the right to build over any parts of such tunnels and railways, or any other right or easement in or over the same, and to make other provisions with regard to the matters aforesaid, or, if thought fit, to enable the Company to declare such lands to be superfluous lands, and to deal with them accordingly.

To authorise and provide for the reduction of the number of the Directors of the East London Company.

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

To alter, amend, extend, or repeal all or some of the provisions of the several Acts hereinbefore mentioned, and also of the several local and personal Acts following, that is to say:—16 and 17 Vict., cap. 186; 27 and 28 Vict., cap. 260; 30 and 31 Vict., cap. 109; and all other Acts relating to the Metropolitan Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; and the East London Railway Act, 1865, and all other Acts relating to the East London Company.

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

Dated this 16th day of November, 1883.

Wilson, Bristows, and Carpmael, 1, Copthall-buildings, E.C., Solicitors;
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Metropolitan Board of Works.

(Fire Brigade Expenses.)

(Altering Limit of Rate for Fire Brigade purposes; Altering Contributions from Fire Insurance Offices; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter 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:—

To alter and amend so much of the Metropolitan Fire Brigade Act, 1865, as relates to the contributions towards the expenses of carrying that Act into effect, which are to be paid by Insurance Companies insuring from fire property in the metropolis, and to fix the contributions to be made by such Companies on a new basis, either by requiring them to contribute (in proportion to the gross amount insured by them respectively) a certain proportion of the expenses of the Board relating to the Fire Brigade, or by such other means as the Bill may define.

To repeal or alter the provision of Section 22 of the Metropolitan Board of Works (Loans) Act, 1869, which prohibits the Board from estimating as required for the general purposes of the Metropolitan Fire Brigade Act, 1865, any larger sum than would be produced by a rate of one half-penny in the pound on the gross value of the property assessed to the Metropolitan Consolidated Rate.

To repeal, alter, and amend any provisions of the said Acts, or any Acts amending the same, which relate to any of the matters aforesaid.

If the Bill be introduced as a private Bill printed copies of the same will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, London, S.W.

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

In Parliament.—Session 1884.

Woolwich Equitable Gas Company.

(Initial Price; Sliding Scale of Dividend; Power to Manufacture, Let, and Sell Stoves, Fittings, &c.)

THE Woolwich Equitable Gas Company (who are hereafter 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:—

1. To repeal section 39 of the Woolwich Equitable Gas Act, 1855, and to fix the initial price for the supply of gas by the Company, and to enable the Company to regulate dividends upon their share capital by the price charged by them from time to time for the gas supplied by them.

2. To enable the Company to manufacture, purchase, hire, use, let, and sell gas and other fittings for lighting, warming, ventilating, cooking, motive power, and all other purposes for which gas is applicable, and to recover rents and charges therefor.

The Bill will vary and extinguish all rights and privileges which will interfere with any of its objects, and confer other rights and privileges, and will alter, amend, and repeal the necessary provisions of the Woolwich Equitable Gas Company's Act, 1855, and any other Act directly or indirectly affecting the Company or their undertaking, and will incorporate with itself, with or without variation, the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

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

Dated this 15th day of November, 1883.

Edward W. Sampson, 35, King-street, Cheapside, E.C., and Woolwich, Kent, Solicitor to the Bill;

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

In Parliament.—Session 1884.

Metropolitan Board of Works (District Railway Ventilators).

(Further Amendment or Repeal of "Metropolitan District Railway Act, 1881;" Provisions for closing the Openings or Shafts made by the Metropolitan District Railway Company in Victoria-street, the Roadway of the Victoria Embankment, and the Gardens of the Victoria Embankment; Removal of Buildings or Erections; Restoring of Roads or Ground; Payment of Expenses; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (hereinafter called "the Board") intend to apply to Parliament in the ensuing Session for an Act to effect the following purposes, or some of them (that is to say):—

To farther amend or repeal the provisions of Section 12 of "The Metropolitan District Railway Act, 1881," and to compel the Metropolitan District Railway Company (hereinafter called "the Railway Company"), or to authorise and empower the Board to close the openings or shafts made by the Railway Company under the authority of the said Section 12, and situate as follows, that is to say:—

(1.) In Victoria-street, near the Victoria Station of the railway company.

(2.) On the roadway of the Victoria Embankment, opposite Montague House, and near the west end of Westminster Bridge.

(3.) In the gardens of the Victoria Embankment, near the east end of Whitehall-place.

- (4.) In the gardens of the Victoria Embankment, between Charing Cross and Waterloo Bridges.
- (5.) In the gardens of the Victoria Embankment, near and to the west of the Temple Station of the railway company.
- (6.) In the gardens of the Victoria Embankment, between the Temple Station of the railway company and the Temple Gardens.

To compel the railway company, or to authorise and empower the Board, to remove all buildings and erections constructed by the railway company in connection with such openings, or shafts, and to fill in and reinstate and make good the roads or pavements or ground opened or broken up for the purpose of such openings or shafts, and to restore the same to the condition which the same were in before the making of such openings or shafts.

To make provision for the payment by the Board, or by the railway company, of the costs and expenses incurred in the making and closing of such openings or shafts, and the removal of all buildings and erections in connection therewith, and the filling in, reinstating, and making good the roads, pavements, or ground opened or broken up for the purpose of such openings or shafts, and restoring the same to the condition in which the same were before the making of such openings or shafts.

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

To amend and enlarge, so far as may be necessary or expedient for the purposes of the intended Act, some of the powers and provisions of "The Metropolis Management Act, 1855," and the Acts amending the same, "The Metropolitan District Railway Act, 1881," "The Metropolitan Board of Works (District Railway Ventilators) Act, 1883," and all or any of the several other Acts relating to the Board or to the Railway 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 14th day of November, 1883.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London.

Martin and Leslie, 27, Abingdon-street Westminster, Parliamentary Agents.

Board of Trade.—Session 1884.

Thirsk District Water.

(Application under "The Gas and Waterworks Facilities Act, 1870," to the Board of Trade for a Provisional Order authorizing the raising of Additional Capital.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade pursuant to "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order for effecting the purposes or some of the purposes following, that is to say:—

To authorize the Company for the purposes of their authorized undertaking to raise additional capital by the creation of new shares or stock, and by loan or by any one or more of those methods, and to attach to such shares or stock any preference or priority of dividend or other advantages, and to issue the same upon such terms and conditions as may be prescribed in the Order.

To alter, amend, and repeal all or some of the provisions of the Order of 1879, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid, or any other objects of the Order, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, 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 North Riding of the county of York, at his office at the Court House, Northallerton, in the parish of Northallerton, in that county, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the offices of the undersigned, where such copies when deposited, and also copies of the Provisional Order when made, will be obtainable by all persons applying for the same at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the proposed application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing. Copies of their objections must at the same time be sent to the promoters at the offices of the undersigned, Messrs. Swarbreck and Rhodes, and in forwarding to the Board of Trade such objections the objectors or their agent should state that a copy of the same has been sent to the promoters or their agents.

Dated this 21st day of November, 1883.

Swarbreck and Rhodes, Solicitors, Thirsk.
J. C. Rees, 13, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Metropolitan Board of Works.

(Extending Section 144 of the Metropolis Management Act, 1855; Applications to Parliament and Legal Proceedings by the Metropolitan Board of Works in relation to Water Supply or Water Companies or Undertakings.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to introduce a Bill for the following purposes or some of them: To alter and extend the powers of Section 144 of the "Metropolis Management Act, 1855," and to authorise the Metropolitan Board of Works to promote or oppose in Parliament any Bill or Bills relating to the supply of water in or near the Metropolis, or relating to any Company having powers of such supply or to all or any part of the Undertakings of any such Company, and to prosecute or defend any legal proceedings which the said Board may deem necessary or proper for the public benefit of the inhabitants of the Metropolis, having reference to the supply of water, or to any such Company, and to authorise the payment of the costs and expenses incident thereto out of the Metropolitan Consolidated Fund, or other monies or rates under the control of or leviable by the Metropolitan Board of Works.

If the Bill be introduced as a private Bill, printed copies will be deposited, on or before the 21st December, in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

J. E. Wakefield, Clerk of the Board, Metropolitan Board of Works, Spring Gardens, S.W.;

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

In Parliament—Session 1884.

Manchester, Sheffield, and Lincolnshire Railway
(Additional Powers).

(New Railways in the Counties of Lancaster, Lincoln, Nottingham, and the East and West Ridings of the County of York; Driftway or Tunnel under the River Humber; New Footpaths, and Stopping up of Footpaths in the Counties of Lancaster and Lincoln; Compulsory Purchase of Lands; Tolls; Additional Lands in the Counties of Lancaster; Derby, Lincoln, and York; Extension of Time for Sale of Superfluous Lands; Alteration of certain Provisions of "Lands Clauses Consolidation Act, 1845;" Extension of Time for Completion of certain Works authorised by the "Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1866," the "Manchester, Sheffield and Lincolnshire Railway Company (Additional Powers) Act, 1872," the "Manchester, Sheffield and Lincolnshire Railway Company Act, 1873," and the "Manchester, Sheffield and Lincolnshire Railway Act, 1876;" Extension of Time for Completion of certain Works authorised by the "Manchester, Sheffield and Lincolnshire Railway Act, 1877;" Extension of Time for Taking Lands and Construction of Railway authorised by the "Manchester, Sheffield and Lincolnshire Railway (New Works) Act, 1881;" Extension of Time for Compulsory Purchase of Lands in the county of Nottingham; Abandonment of Railway No. 1 authorised by the "Manchester, Sheffield and Lincolnshire Railway (New Works) Act, 1881;" Further Subscription by Company towards the Wigan Junction Railways Company's Undertaking; Purchase of the Undertaking of the Cleethorpes Promenade Pier Company and Dissolution of that Company; Confirmation of Agreements between the Company and the Isle of Axholme and Marshland Steam Tramways Company Limited; Purchase of the Undertaking and Dissolution of that Company; Abandonment of Undertaking; Power to make Bye-Laws for the Regulation of the Company's Docks at Grimsby, and Imposition of Penalties for Breach thereof; Additional Capital; Application of Funds; 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 Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company"), for an Act for the following purposes or some of them (that is to say):—

To empower the Company to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways, alteration, and improvement of railways, roads, footpaths, and other works or some of them (that is to say):—

A Railway, Driftway, or Tunnel (No. 1.), commencing in the parish of Welton, in the East Riding of the county of York, at a point on the south side of the North Eastern Railway, distant one chain or thereabouts, measured in a southerly direction from the centre of that railway, at a right angle therewith from another point on the said North Eastern Railway, distant $31\frac{1}{2}$ chains or thereabouts from Ferriby Station on that railway measured in a westerly direction along that railway, and terminating in a field in the parish of South Ferriby, in the county of Lincoln, belonging or reputed to belong to Robert Nassau Sutton, and in the occupation of Joseph Pocklington, at a point in the southerly boundary fence of that field, distant $15\frac{1}{2}$ chains or there-

abouts, measured in an easterly direction that fence from the easterly side of the New River Ancholme; and which intended Railway or Tunnel No. 1 will pass from, through, or into the several parishes, townships, extra-parochial or other places following, namely, North Ferriby and Welton in the East Riding of the county of York, and South Ferriby and Horkstow in the parts of Lindsey in the county of Lincoln.

A Railway (No. 2) commencing in the parish of Misterton, in the county of Nottingham, by a junction with the joint line of the Great Northern and Great Eastern Railway (Doncaster and Gainsboro' branch), at a point on that railway distant 346 yards or thereabouts, measured in a southerly direction along that railway, from the level crossing of the Tindale Bank Road over that railway, and terminating in the parish of Crowle, in the county of Lincoln, by a junction with the railway of the Company (Doncaster and Keadby Branch), at a point on that railway distant 210 yards or thereabouts, measured in an easterly direction, from the east end of the down platform of the Crowle Station on that railway, and which said Railway No. 2 will pass from, through, and into the following parishes, townships, and places, or some of them, viz.: Mister-ton, in the county of Nottingham, Craiselound, Eastlound, Haxey, Owston, High Burnham, Low Burnham, Epworth, Carside, Belton, Braycton, Grey Green, Westgate, Woodhouse, Beltoft, and Crowle, in the said county of Lincoln.

A Railway (No. 3) commencing in the said parish of Crowle, by a junction with the railway of the Company (Doncaster and Keadby Branch), at a point on that railway distant 210 yards or thereabouts, measured in an easterly direction, from the east end of the up-platform of the Crowle Station on that railway, and terminating in the township of Fockerby, in the parish of Adlingfleet, in the West Riding of the county of York, at the east side of the public highway leading from Fockerby to Adlingfleet, at a point on that highway distant 20 yards or thereabouts, measured in a north-westerly direction, from the junction of Lees-lane and Ness-lane with Fockerby and Adlingfleet road. And which said Railway No. 3 will pass from, through, and into the following parishes, townships, and places, or some of them, viz.: Crowle, Ealand, Eastoft, Haldenby, Luddington, Fockerby, Garthorpe and Adlingfleet, in the county of Lincoln, and Crowle, Eastoft, Boltgate, Haldenby, Luddington, Fockerby, Garthorpe and Adlingfleet, in the West Riding of the county of York.

A Railway (No. 4) commencing in a detached portion of the parish of Fishlake, in the West Riding of the county of York, by a junction with the railway of the Company (Doncaster and Thorne branch), at a point on that railway distant 418 yards or thereabouts, measured in a westerly direction along that railway from the centre of the bridge which carries the said Doncaster and Thorne Branch Railway over the Bawtry and Thorne road, and terminating in the parish of Hatfield, in the West Riding of the county of York, by a junction with the Branch Railway of the Company leading from Doncaster towards Goole and Hull, at a point on the last-mentioned Branch Railway distant 248 yards or thereabouts, measured in a south-westerly direction along that Branch Railway from the bridge which carries that railway over the Stainforth and Keadby Canal, and which said Railway No. 4 will pass from, through, and into the following parishes, townships, and places, or some of them, viz.: Fishlake, Hatfield, Stainforth, and Thorue, in the West Riding of the county of York.

A Railway (No. 5) commencing in the township of Lowton, in the parish of Winwick, in the county of Lancaster, by a junction with Railway No. 1, authorised by the Wigan Junction Railways Act, 1874, at or near a point on that railway distant $3\frac{1}{2}$ chains, measured along that railway in a north-westerly direction from the centre of the bridge carrying the Bolton and St. Helens Road over that railway, and terminating in the township of Atherton, in the parish of Leigh, in the said county of Lancaster, at a point in a field belonging, or reputed to belong, to Lord Lilford, and in the occupation of John Marsh, at or near the western fence in that field, which forms the boundary between the townships of Atherton and West Leigh, and distant 1 furlong and 6 chains, measured in a northerly direction along that fence, from the point where the Bolton, Leigh, and Kenyon branch of the London and North Western Railway crosses that fence, and which said Railway No. 5 will pass from, through, and into the following parishes, townships, and places, or some of them, viz.: Winwick, Lowton, Atherton, Leigh, West Leigh, and Pennington, in the county of Lancaster.

A Railway (No. 6) wholly in the parish of Preston, in the county of Lancaster, commencing by a junction with the West Lancashire Railway at or near a point on that railway distant 20 yards or thereabouts, measured in a southerly direction along that railway, from the north-eastern end of the viaduct carrying that railway over the River Ribble, and terminating at or near a point on Preston Marsh, distant 52 yards or thereabouts from the north boundary fence of West Strand, measured at a right angle with that fence, and distant 100 yards or thereabouts, measured in a north-westerly direction from the north-west corner of the Victoria warehouses.

To empower the Company to stop up and discontinue as a public footpath so much of a footpath situate in the parish of Ashton-under-Lyne, in the county of Lancaster, leading from Ashton-under-Lyne to Hooley Hill, as lies between a point on that footpath at the north-west end of the footbridge carrying that footpath over the Ashton Canal of the Company and a point where that footpath crosses over a stream at the south-easterly corner of a garden belonging to the Company, and in the occupation of James Pollitt, and to substitute in lieu thereof a new footpath, commencing at the point firstly hereinbefore described as the commencement of the portion of footpath intended to be stopped up, and terminating at the point hereinbefore described as the termination of the footpath intended to be stopped up.

To empower the Company to stop up and discontinue so much of a footpath situate in the borough of Stalybridge, in the parish of Ashton-under-Lyne, in the county of Lancaster, leading from Bayley Street to lands and buildings in the occupation of Thomas Bayley and William Bayley and others, as lies between the northerly end of the footbridge carrying that footpath over the railway of the Company, and the north side of the bridge carrying the Lancashire and Yorkshire Railway over that footpath, and to substitute in lieu thereof a new footpath, commencing at the point hereinbefore described as the commencement of the portion of the footpath intended to be stopped up, and running from that point in a northerly direction across the railway belonging to the Lancashire and Yorkshire Railway Company, and terminating at the point described as the termination of the portion of footpath intended to be stopped up.

To empower the Company to stop up and discontinue as a public footpath so much of a

certain footpath leading from George Street to Abbey Road, in the parish of Great Grimsby, in the county of Lincoln, as lies between a point on that footpath where it crosses the northerly boundary fence of the railway of the Company and another point where the same footpath crosses the southerly boundary fence of the Great Northern Railway, and to substitute in lieu of the said footpath which now crosses the said railways on the level a bridge over those railways.

To empower the Company to purchase, by compulsion or agreement, lands, houses, and other property for the purposes of the intended railways and other works, and to vary and extinguish all rights and privileges connected with such lands, houses, and property.

To empower the Company to break up, open, cross, stop up, alter, divert and interfere with, whether temporarily or permanently, roads, streets, highways, railways, tramways, bridges, watercourses, sewers, drains, mains, pipes, telegraph apparatus, and other works, so far as may be necessary in constructing or maintaining the said intended works.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or with respect to the use of the proposed railways and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

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:—

Certain lands, houses, and buildings situate in the parish of Manchester, in the county of Lancaster, lying and abutting on the southerly side of the main line of the Company, on the easterly side of and adjoining the works of Messrs. Galloway, and lying between the said main line of railway and a certain highway called Hyde Road;

Certain other lands, situate in the parish of Manchester, in the county of Lancaster, lying and abutting on the northerly side of the railway of the Company, and on the easterly side of Clayton Lane, South;

Certain other lands, houses, and buildings situate in the parish of Wigan, in the county of Lancaster, lying between Crompton-street, School-lane, Scholes-street, and the River Douglas;

Certain other lands, houses, and buildings situate in the township of Altrincham, in the parish of Bowdon, in the county of Chester, belonging, or reputed to belong, to Edward Ross, lying and abutting on the easterly side of the Manchester South Junction and Altrincham Railway, and adjoining the site of the old Altrincham station on that railway;

Certain other lands, houses, and buildings situate in the parish of Chapel-en-le-Frith, in the county of Derby, lying and abutting on the southerly side of the tramway belonging to the Company, leading from Bugsworth to Chapel-en-le-Frith, and on the easterly side of a stone-quarry there belonging to the Company;

Certain other lands, houses, and buildings situate in the said parish of Chapel-en-le-Frith, lying and abutting on the easterly and westerly sides of a tunnel of the tramway leading from Bugsworth to the stone-quarry belonging to the Company, and on the northerly side of a road leading from Barren Clough to Hollinwood;

Certain other lands, houses, and buildings situated in the said parish of Chapel-en-le-Frith, bounded on the north by a tramway belonging to the Company, leading from Bugsworth to Chapel-en-le-Frith, on the south and west by lands belonging, or reputed to belong, to Sir Edward William Watkin, Bart., and Edward Ross, and on the east by land belonging to William Ford;

Certain other lands, houses, and buildings situate in the parish of Althorpe, in the county of Lincoln, lying and abutting on the westerly side of the river Trent, and on the northerly side of the South Yorkshire Hotel, and on the easterly and southerly sides by lands and buildings belonging to the Company.

Certain other lands, houses, and buildings situate in the said parish of Althorpe, lying and abutting on the northerly side of the North Soak drain, and on the westerly side by lands belonging to the Company.

Certain other lands situate in the parish of Great Coates, in the county of Lincoln, lying and abutting on the westerly side of a new road dividing the properties of William Angerstein and the Company, and on the northerly side of the boundary separating the parishes of Little Coates and Great Coates.

Certain other lands, houses, and buildings situate in the parish of Great Grimsby, in the county of Lincoln, lying and abutting upon the easterly and westerly sides of a certain footpath which crosses the railway of the Company and the railway of the Great Northern Railway Company on the level, and known as Pepper Corn Crossing, and on the north and south sides of those railways.

Certain other lands, houses, and buildings situate in the parish of Sheffield, in the West Riding of the county of York, belonging or reputed to belong to the Duke of Norfolk, lying and abutting on the westerly side of the main line of the Company, and adjoining at the south end thereof lands belonging or reputed to belong to, or in the occupation of the Sheffield United Gas Company.

To extend the time for the sale of all or any lands belonging to or vested in the Company which are not or eventually may not be required for the purposes for which those lands were respectively purchased or acquired, and to confer further powers on the Company in relation to those lands. To enable the Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of those lands, or any part or parts thereof, or to dispose of, lease, or let those lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as they may think proper, and so far as necessary to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable them to retain portions of land which may be deemed superfluous, notwithstanding anything in that Act or any other Act or Acts to the contrary.

To empower the Company, notwithstanding

the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase or take by compulsion or agreement a part, or parts only, of certain houses, buildings, manufactories or premises, which the Company are authorised to purchase and acquire under the powers of the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1883, without being required or compelled to purchase the whole.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1881, for the construction of the following works, viz. :—

The widening and improvement of the Company's main line, authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1866, and described in Sub-section 1 of Section 4 of that Act;

The Railway (No. 1) described in and authorised by Section 5, and the new street and road described in Sub-sections 2 and 3 of Section 8 of the Manchester, Sheffield, and Lincolnshire Railway Company (Additional Powers) Act, 1872;

The Railway (No. 1) described in and authorised by Sub-section 1 of Section 5 of the Manchester, Sheffield, and Lincolnshire Railway Company Act, 1873;

The widening and improvement of the bridge described in Sub-section 3 of Section 4 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1876.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines Act, 1882, for the construction of the works described in Sub-sections 1 and 2 of Section 4 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1877.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881, for the compulsory purchase of lands and the completion of Railway No. 1 described in Sub-section 1 of Section 4 of that Act, and authorised thereby.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1881, for the compulsory purchase of certain lands and buildings situate in the parish of Ordsall, in the county of Nottingham.

To empower the Company to abandon Railway No. 1 authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Works) Act, 1881.

To empower the Company to subscribe further money, and to take and hold further shares in the undertaking of the Wigan Junction Railways Company, and to raise and apply such capital as may be necessary for that purpose.

To authorise the Company to acquire by agreement, or to transfer and vest, or provide for the transfer and vesting to and in the Company, or the leasing to them for a long term of years, of the undertaking, works, lands, property (real and personal), powers, rights, privileges, and authorities of the Cleethorpes Promenade Pier Company, hereinafter referred to as the Pier Company, upon such terms and conditions (pecuniary and otherwise), for such considerations and at such periods as may be agreed upon; and to authorise the Company and the Pier Company to enter into and carry into effect agreements and arrangements with respect to the matters aforesaid, and to sanction and confirm any such agreement or arrangement which may be entered into prior to the passing of the intended Act, and to provide for the dissolution of the Pier Company and the winding up of their affairs, and to authorise the Company to carry on the undertaking of the Pier Company, and to exercise all their powers, rights, authorities, and privileges.

To confirm and give effect to any agreements which may have been or may be entered into between the Company and the promoters of the undertaking of the Isle of Axholme and Marshland Tramways or the Isle of Axholme and Marshland Steam Tramways Company Limited, relative to the undertaking authorised by the Isle of Axholme and Marshland Tramways Order, 1882.

To enable the Isle of Axholme and Marshland Steam Tramways Company Limited to sell, and the Company to purchase, the undertaking of the Isle of Axholme and Marshland Steam Tramways Company Limited, and to dissolve that Company, or to provide for the abandonment of the undertaking authorised by the Isle of Axholme and Marshland Tramways Order, 1882, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1882.

To enable the Company to raise and apply such capital as may be necessary for the purchase of the undertaking of the Isle of Axholme and Marshland Steam Tramways Company Limited, or for carrying into effect any agreements which may have been entered into between those two Companies.

To authorise the Company to make and alter from time to time, bye-laws, rules, and regulations for, or with respect to, the regulation, management, control, and maintenance, or any matters connected with the docks, quays, piers, wharves, jetties, or other works or conveniences of the Company at Grimsby, in the county of Lincoln, and to impose and recover penalties for any infringement of such bye-laws, rules, or regulations, or of any of the provisions of the Bill.

To empower the Company, for all or any of the purposes of the intended Act, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

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

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 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 7, 78, and 320; 28 and 29 Vic., caps. 248, 327, and 378; 29 and 30 Vic., caps. 158, 162, 191, and 294; 30 and 31 Vic., cap. 4; 32 and 33 Vic., caps. 25 and 26; 34 and 35 Vic., caps. 38 and 39; 35 and 36 Vic., cap. 178; 36 and 37 Vic., cap. 77; 37 and 38 Vic., caps. 131 and 132; 38 and 39 Vic., cap. 64; 39 and 40 Vic., cap. 181; 40 and 41 Vic., cap. 46; 41 and 42 Vic., caps. 30, 97, and 130; 42 and 43 Vic., cap. 151; 44 and 45 Vic., caps. 9 and 136; 45 and 46 Vic., cap. 116; 46 and 47 Vic., cap. 157; and all other Acts relating to the Company; 37 and 38 Vic., cap. 117; 38 and 39 Vic., cap. 189; 41 and 42 Vic., cap. 97; and all other Acts relating to the Wigan Junction Railways Company; 17 and 18 Vic., cap. 211;

No. 25290.

2 B

and all other Acts relating to the North Eastern Railway Company; the Pier and Harbour Order Confirmation Act 1867 (No. 3), and the Cleethorpes Pier Act 1873, and any other Acts relating to the Cleethorpes Promenade Pier Company, and the Tramways Orders Confirmation (No. 2) Act, 1882.

To incorporate with the Bill, amend, or alter, or to re-enact, with such variations as may be thought expedient, 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 Act, 1845, and the Railway Clauses Act, 1863, some or one of them.

And Notice is hereby further given, that maps, plans and sections of the works proposed to be authorised by the Bill, 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 those several plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands and houses, 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 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 East Riding of the county of York, at his office at Beverley, 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 Lincoln, with the Clerk of the Peace for the county of Derby, at his office at Derby, and with the Clerk of the Peace for the county of Nottingham at his office at Newark, 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 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 12th day of November, 1883.

R. B. M. Lingard-Monk, 4, Westminster Chambers, Westminster, and Manchester, Solicitor for the Bill.

In Parliament.—Session 1884.

Alexandra Palace and Grounds.

(Repeal, Modification, or Amendment of certain Sections of Muswell Hill Estate and Railways Act, 1866, and of Alexandra Palace Act, 1877 Power to Sell, Demise, &c., the Palace and Grounds, free from Restrictions imposed thereby, or subject to Modified Restrictions; 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 London Financial Association (Limited), for leave to bring

in a Bill to repeal, modify, or amend section 25 of the Muswell Hill Estate and Railways Act, 1866, and sections 2, 4, and 5 of the Alexandra Palace Act, 1877, so far as the same sections are now in force respectively; and to enable the said Association, their lessees or assigns, or other the owner or owners for the time being of the Alexandra Palace and the lands annexed thereto, in the parishes of Tottenham, Saint Mary, Hornsey, and Saint James, Clerkenwell (detached), in the county of Middlesex, or any part or parts thereof respectively, to sell, demise, or otherwise deal with the said palace and lands, or any part or parts thereof, free from the provisions and restrictions of or imposed by the said sections or any of them, so far as the same are now in force, or subject to such modified, temporary, or other provisions or restrictions as may be prescribed by the Bill. And to vary or extinguish all rights and privileges which are inconsistent or would interfere with the objects of the Bill, and to confer other rights and privileges. And to vary, amend, or repeal the provisions or some of the provisions of the said Acts of 1866 and 1877, and of the Muswell Hill Estate and Railways Act, 1871, or of some or one of those Acts.

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

Dated this 14th day of November, 1883.

Markby, Stewart, and Co., 57, Coleman-street, London, E.C., Solicitors for the Bill.

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

In Parliament—Session 1884.

London and South Western and Metropolitan District Railway Companies.

(Extension of Time for Compulsory Purchase of Lands for and for Construction of Works authorised by Kingston and London Railway Act, 1881, and London and South Western and Metropolitan District Railway Companies (Kingston and London Railway) Act, 1882, and the Putney Junction, the Norbiton Junctions, Nos. 1 and 2, and the Surbiton Northern and Southern Junctions, authorised by the South Western Railway Act, 1882; Variation of Provisions of Section 31 of the said Kingston and London Railway Act, 1882; Amendment of Acts.)

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

To extend the times limited respectively by the Kingston and London Railway Act, 1881, and the London and South Western and Metropolitan District Railway Companies (Kingston and London Railway) Act, 1882, (hereinafter called "The Kingston Act, 1882,") for the compulsory purchase of lands for and for the completion of the works authorised by those Acts, and not required to be abandoned by the last-mentioned Act.

To extend the times limited respectively by the South Western Railway Act, 1882, for the compulsory purchase of lands for and for the construction of the railways authorised by that Act, and therein called or referred to as the Putney Junction, the Norbiton Junction No. 1, the Norbiton Junction No. 2, the Surbiton Northern Junction, and the Surbiton Southern Junction.

To vary the provisions of Section 31 of the Kingston Act, 1882, with respect to the raising of capital, and to secure to the London and South

Western Railway Company any interest or moneys payable to them under that section, by such further charges upon their Undertaking or otherwise, as they may think expedient, and as the two Companies may agree or the Bill may prescribe.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any manner interfere with the objects of the Bill, and to confer other rights and privileges. And the Bill will, so far as may be necessary or expedient, repeal, amend, alter, or extend all or some of the provisions of the several Acts above mentioned in this Notice, and of the following local Acts, or some or one of them (that is to say):—4 and 5 William IV., cap. 88, 46 and 47 Vic., cap. 188, and all other Acts relating to the London and South Western Railway Company; and 27 and 28 Vic., cap. 322, and all other Acts relating to the Metropolitan District Railway 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 15th day of November, 1883.

Bircham and Co., 46, Parliament-street, Westminster. } Solicitors
Baisters and Co., 6, Victoria-street, Westminster. } for the Bill.
J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Wharves and Warehouses Steam Power and Hydraulic Pressure Company.

(Extension of Powers; Enlargement of District; Additional Capital; Change of Name; Agreements with or Lease to the General Hydraulic Power Company Limited; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Wharves and Warehouses Steam Power and Hydraulic Pressure Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

To extend and enlarge the district of the Company, as defined by the Wharves and Warehouses Steam Power and Hydraulic Pressure Company's Act, 1871 (hereinafter called "the Act of 1871"), for the purposes of that Act and this Act, which extension will comprise and include the area within an imaginary line drawn parallel to the centre line of the River Thames, and distant therefrom one thousand two hundred yards on the northern or Middlesex side, and six hundred yards on the southern or Surrey side, and extending westward to an imaginary line drawn parallel to and one hundred yards south-west of Vauxhall-bridge, and eastwards on the Middlesex side to an imaginary line drawn in a north-easterly and south-westerly direction across the north-west corner of the West India Dock Offices, and on the Surrey side to the western boundary of the Company's district as defined by the Act of 1871:

To extend and apply to the district of the Company so extended and enlarged all or some of the provisions of the Act of 1871 (including the demanding and recovering of rents, rates, and charges), as well as the provisions of the intended Act:

To empower the Company, with the consent of the road authorities, and subject to their approval, to extend their pipes and works beyond the limits of their district for the time being, and to confer upon the road authorities all necessary powers, rights, and privileges with reference thereto:

To empower the Company to raise additional capital by the creation and issue of ordinary and preferential shares or stock and debenture stock, and by borrowing, or by all or any of those means, and to apply to or for the purposes of the intended Act any of the funds of the Company :

To change the name of the Company :

To authorize or confirm and to give effect to agreements and arrangements between the Company on the one hand and the General Hydraulic Power Company Limited on the other hand, with reference to the exercise and fulfilment by the last-named Company, in their own name and under their own seal, and by their own directors, officers, and servants, of all or some of the rights, powers, privileges, liabilities, and obligations of the Company, so as to enable the General Hydraulic Power Company Limited, and their directors, officers, and servants, to act for and on behalf of the Company and their directors, officers, and servants, and if thought fit to provide for a lease by the Company to the General Hydraulic Power Company Limited of the undertaking, works, estate, property, and effects of the Company, and of their powers, rights, privileges, and authorities, on such terms and for such considerations as may have been or may be agreed upon, or as may be prescribed or authorized by the intended Act :

To alter, vary, and extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges :

To alter, vary, repeal, extend, or enlarge all or some of the provisions of the Act of 1871, or of the Acts or parts of Acts incorporated therewith, or of any other Act relating to the Company :

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

Dated this 15th day of November, 1883.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Halifax Calder Vale Agricultural, Steeple Chase, and Racing 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 12th day of November, 1883, presented to Her Majesty's High Court of Justice, Chancery Division, by the Samuel Green Webster, of Grove House, Fountain-street, Halifax, in the county of York, Wine and Spirit Merchant, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Pearson, on the 1st day of December, 1883; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 15th day of November, 1883.

*Bower, Cotton, and Bower, 46, Chancery-lane; Agents for
Jubb, Booth, and Helliwell, Halifax, Solicitors for the Petitioners.*

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Blaen Caelan United Lead Mines 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 19th day of November, 1883, presented to Her Majesty's High Court of Justice, by John Reeks Neate, of 31, Arthur-road, Holloway, in the county of Middlesex, a creditor of the above-named Company, and that the said petition is directed to be heard before the Vice-Chancellor Sir James Bacon, at the Royal Courts of Justice, Strand, London, on the 1st day of December, 1883, 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 the payment of the regulated charge for the same.—Dated this 20th day of November, 1883.

Cunningham and Anwyll, St. Stephen's-chambers, Bridge-street, Westminster, Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1880, and in the Matter of the Consols Bank Limited.

By an Order made by Mr. Justice Chitty in the above matter, dated the 10th day of November, 1883, on the petition of Thomas Colman, of 161, Strand, in the county of Middlesex, Advertisement Contractor, it was ordered that the above-named Consols Bank Limited be wound up by the Chancery Division of the High Court of Justice under the provisions of the Companies Acts, 1862 and 1867.

Munns and Longden, 8, Old Jewry, London, E.C., Solicitors for a Creditor having the carriage of the Order.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Staffordshire Rolling Stock Company Limited.

NOTICE is hereby given, that Mr. Justice Pearson has fixed Tuesday, the 4th day of December, 1883, at twelve o'clock at noon, at his chambers, in the Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1883.

In the High Court of Justice.—Chancery Division.
Mr. Justice Pearson.

In the Matter of the Yate Collieries and Lime Works Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

NOTICE is hereby given, that the Honourable Mr. Justice Pearson has fixed the 3rd day of December, 1883, at twelve o'clock at noon, at his chambers, in the Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated 20th November, 1883.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Duplex Electric Light, Power, and Storage Company Limited.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1883, 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 Samuel Lovelock, of No. 19, Coleman-street, in the city of London, Chartered Accountant, the Official Liquidator of the said Company; and if so required by notice, in writing, from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Vice-Chancellor Bacon, in the Royal Courts of Justice, Strand, 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. Monday, the 14th day of January, 1884, at two o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 17th day of November, 1883.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Blackburn Commercial Investment Company Limited; and in the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and of the Court of Chancery of Lancaster Act, 1854.

By an Order made by the Vice-Chancellor in the above matters, dated the 15th day of November, 1883, on the petition of William Higham King, of 47, King William-street, Blackburn, in the county of Lancaster, Draper, it was ordered that the said Blackburn Commercial Investment Company Limited be wound up by the Court under the provisions of the Companies Acts, 1862 to 1883. And it was ordered that William Westall, the Provisional Official Liquidator appointed in these matters, by Order dated the 12th October, 1883, be continued until the appointment of an Official Liquidator, and upon such Official Liquidator giving such security as the District Registrar shall approve, it was ordered that the sum of £100 standing in Court to the credit of these matters to the account entitled "Provisional Official Liquidator's Security Account," be paid out to the said William Westall. And for the purposes aforesaid, the Clerk of the Council of the Duchy of Lancaster, and the District Registrar and Comptroller, are to draw and sign the necessary cheques and authorities. And it was ordered that it be referred to the District Registrar to tax the costs of this petition, and consequent thereon of the petitioner, and of the said Blackburn Commercial Investment Company Limited, up to and including the passing of this Order, and that such costs, when taxed, be paid out of the assets of the Blackburn Commercial Investment Company Limited. And it was ordered that all subsequent proceedings in these matters be had in the County Court of Lancashire, holden at Blackburn.

Purker, Stocks, and Ayre, of 5, Norfolk-street, Manchester; Agents for M. Brothers, of Blackburn, Solicitor for the said Petitioner.

3, Dean's-Yard, Westminster,
November 22, 1883.

NOTICE is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 12th December next, at half-past two o'clock, for the despatch of general business.

Joseph K. Aston, Secretary.

British Linen Company Bank.

Edinburgh, November 16, 1883.

THE Directors of the British Linen Company hereby give notice, that a Quarterly General Court of Proprietors will be held within their office here, on Monday, the 17th day of December next, at one o'clock in the afternoon, in terms of their Charters.

John Gunn, Secretary.

In the Matter of the Companies Acts, 1862 to 1880, and of the Rocks Tin Mining Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of the Company, at 32, Walbrook, in the city of London, on the 15th day of August, 1883, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that the Company be wound up accordingly; and at such Meeting John Kirkwood Leys was appointed Liquidator for the purposes of such winding up."

John Kirkwood Leys, Chairman.

The Companies Acts, 1862 to 1880.

The Patent Urban Manure Company Limited.

NOTICE is hereby given, that at an Ordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of Messrs. Duignan, Lewis, Williams, and Elliot, the Bridge, Walsall, on the 30th day of October, 1883; and at an Extraordinary General Meeting of the Members of the same Company, duly convened and held at the same place, on the 14th day of November, 1883, the following Special Resolution was duly passed and confirmed, viz.:—

"That it is desirable to reconstruct the Company on a broader basis and with a more comprehensive name, and that with that view the Company be wound up voluntarily; and that Henry Robert Hart, the Secretary and Manager thereof, be and he is hereby appointed Liquidator for the purpose of such winding up."

Dated this 15th day of November, 1883.

L. W. Lewis, Chairman.

In the Matter of the Companies Acts, 1862 to 1880, and of the Clifton Victoria Baths Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at the Baths, Oakfield-place, Clifton, Bristol, on the 31st day of October, 1883, the following Extraordinary Resolutions were duly passed, viz.:—

1. "That it has been proved to the satisfaction of the Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind the same up.

2. "That the same be wound up voluntarily.

3. "That Thomas Turner, of Ashley House, Somerset-street, Kingsdown, Bristol; Thomas Brooke, of Spring Villa, Sydenham-road, Bristol, and William Tricks, of No. 41, Nicholas-street, Bristol, be and are hereby appointed Liquidators of the said Company."

Thomas Turner, Chairman.

The Standard Felt Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of the Company, No. 8, King-street, in the city of Manchester, on the 26th day of October, 1883, the subjoined Special Resolution was duly passed; and at a subsequent Extraordinary General Meet-

ing of the Members of the said Company, also duly convened and held at the same place, on the 13th day of November, 1883, the said Resolution was duly confirmed:—

“That the Company be wound up voluntarily, under the provisions of the Companies Acts, 1862 and 1867; and at such last-mentioned Meeting Walter Field Butler, of 8, King-street, in the city of Manchester, Clerk, was appointed Liquidator for the purpose of the winding up.”

Dated this 19th day of November, 1883.

Saml. Mason, Chairman.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Oxford Building and Investment Company Limited.—
In Liquidation.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1883, to send their names and addresses, and the particulars in writing of their debts or claims, and the names and addresses of their Solicitors (if any) to Walter Gray, of No. 30, New Inn Hall-street, Oxford, the Liquidator of the said Company, after which time the said Liquidator will proceed to distribute the assets of the said Company amongst the parties entitled thereto, having regard only to the claims of which the said Liquidator may then have had notice, and he will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose debt or claim notice shall not have been received at the time and place aforesaid.—Dated this 21st day of November, 1883.

T. and G. Mallam, 126, High-street, Oxford, Solicitors for the said Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Batley Manufacturing Company Limited.

THE creditors of the above-named Company are required, on or before the 1st day of January, 1884, 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 the undersigned, John James Barstow, of Dewsbury, in the county of York, Secretary to a Co-operative Society, William Popplewell, of Staincliffe, in Batley, in the said county, Book-keeper and Secretary of the Company, and William Henry Childe, of Batley aforesaid, Secretary to a Co-operative Society, the Liquidators of the said Company, and if so required by notice in writing from us, the said Liquidators, are, by their Solicitors, to come in and prove their said debts or claims at the warehouse of the Company, in Bradford-road, Batley Carr, in Batley aforesaid, 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. The 8th day of January, 1884, at three o'clock in the afternoon, at the said warehouse, is appointed for hearing and adjudicating on the said debts and claims.—Dated this 21st day of November, 1883.

John James Barstow, }
William Popplewell, } Liquidators.
William Hy. Childe, }

In the Matter of the Companies Acts, 1862 to 1880, and of the Rocks Tin Mining Company Limited.

THE creditors of the above-named Company are required, on or before the 15th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to John Carnegie, Esq., Solicitor, 9, Bucklersbury, London, E.C., Solicitor to the Liquidator of the said Company, and if so required, by notice in

writing, from the said Liquidator, are to come in and prove their said debts and claims, at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 16th day of November, 1883.

John Kirkwood Leys, Liquidator.

In the Matter of the Companies Act, 1862, and in the Matter of the Valencia Iron Company Limited.

THE creditors of the above-named Company are required, on or before the 5th day of December, 1883, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to Harry Lee Venables, of 51, Morgate-street, in the city of London, Chartered Accountant, the Liquidator of the said Company, or in default thereof they will be excluded from the benefit of any distribution of the assets of the said Company.—Dated this 20th day of November, 1883.

H. L. Venables, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Craiks' Wagon Works Limited.

NOTICE is hereby given, that a General Meeting of the above Company will be held at the Royal Hotel, Barnsley, on Monday, the 24th day of December, at twelve o'clock at noon, to present the Liquidator's account, showing how the winding up has been conducted and the property of the Company disposed of, and to give all explanations thereon; to grant the remuneration of the Liquidator; to pass the necessary resolutions for dissolving the Company.—Barnsley, November 14, 1883.

E. George Lancaster, Liquidator.

The Buxton Hydropathic Company Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at Wilberforce's Temperance Hotel, Spring-gardens, Buxton, on Thursday, the 27th day of December, at twelve o'clock at noon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 20th day of November, 1883.

H. W. Wilshire, Liquidator.

Syenite Setts Quarry Company Limited.

NOTICE is hereby given, that a General Meeting of the Company will be held at the offices, 16, Mount-street, Manchester, on Thursday, the 27th day of December, 1883, at three o'clock in the afternoon, for the purpose of receiving an account, showing the manner in which the winding up has been conducted, and hearing an explanation from the Liquidator how the property has been disposed of.

John Hawksworth, Liquidator.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Samuel Bown and Vaughn Taylor, as Stone Merchants, at Crich, in the county of Derby, under the firm of Bown and Taylor, was, on the 27th day of August last, dissolved by mutual consent.—Dated this 19th day of November, 1883.

Saml. Bown.
Vaughn Taylor.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by George Richard Steward and Albert George Mallalue, under the firm of G. R. Steward and Co., at Mordin's Wharf, Greenwich, in the county of Kent, and 16, Fish-street-hill, in the city of London, in the trade or business of Paint Manufacturers, was this day dissolved by mutual consent.—Dated this 19th day of November, 1883.

*G. R. Steward.
Albert G. Mallalue.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, John Pearson, John William Pearson, and Thomas Ward Pearson, carrying on business as Tailors and Drapers, at Nos. 70 and 71, High-street, Burton-upon-Trent, in the county of Stafford, under the style or firm of J. Pearson and Sons, was, on or from the 31st day of July last, dissolved by mutual consent. All debts owing to and by the said partnership will be received and paid by the said John Pearson and Thomas Ward Pearson, who will continue to carry on the said business under the style or firm of J. Pearson and Son.—As witness the hands of the said parties the 10th day of November, 1883.

*John Pearson.
John William Pearson.
Thomas Ward Pearson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Oddy and John George Oddy, carrying on business as Worsted Spinners and Manufacturers, at Birkenshaw, in the parish of Birstal, in the county of York, and at 28, Booth-street, Bradford, in the said county, under the style or firm of James Oddy, junr., was dissolved, on the 15th day of November, 1883, by mutual consent; from which time the said business has been continued and carried on, and will for the future be continued and carried on, at the same places, and under the same style, by the said James Oddy on his own account, by whom all debts due to and owing by the said firm will be received and paid.—As witness our hands this 20th day of November, 1883.

*James Oddy.
John G. Oddy.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Harry Shirley Hawley and Thomas Alfred Gayler, carrying on business as Auctioneers, Surveyors, House and Estate Agents, and Valuers, at 14, Southampton-row, High Holborn, in the county of Middlesex, under the style or firm of Hawley and Gayler, has been dissolved, by mutual consent, as and from this day. All debts due to and owing by the said late firm will be received and paid by the said Harry Shirley Hawley.—Dated this 20th day of November, 1883.

*H. S. Hawley.
Thomas A. Gayler.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Benjamin Bradley Haresceugh and William Rowling, as Sanitary Engineers, at Wellington-street, Leeds, in the county of York, under the style or firm of B. B. Haresceugh and Co., has been this day dissolved by mutual consent. All debts due to or owing by the said firm will be received and paid by the said Benjamin Bradley Haresceugh, who will in future carry on the said business on his own account solely, and under the same style or firm.—Dated this 20th day of November, 1883.

*B. B. Haresceugh.
William Rowling.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Lawrence Barnett Phillips and Joseph Phillips, carrying on business at 12, Queen-square, Bloomsbury, in the county of Middlesex, as Watch Manufacturers, Jewellers, and Importers of Oriental Works of Art, under the style or firm of Phillips and Phillips, has been dissolved, by mutual consent, as and from the 1st day of January, 1883.—Dated this 15th day of November, 1883.

*L. B. Phillips.
Joseph Phillips.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Rose and John Francis Johnson, carrying on business as Ale and Porter Brewers, at Nettleton, in the county of Lincoln, under the style or firm of Rose and Johnson, has been dissolved, by mutual consent, as from the 17th day of November, 1883. All debts due to and owing by the said late firm will be received and paid by the said James Rose, by whom the said business will in future be carried on.—Dated this 17th day of November, 1883.

*James Rose.
John Francis Johnson.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Henry Slater, Leigh Slater, and Thomas Wilkinson, at the Lower Mills, Bollington, near Macclesfield, in the county of Chester, as Paper Stainers, under the style or firm of the Sutton Paper Staining Co., determined, on the 30th day of December last, by effluxion of time. All debts owing to and by the late firm will be received or paid by the said Henry Slater and Leigh Slater, who continue the said business on their own account.—Dated this 5th day of November, 1883.

*Henry Slater.
Leigh Slater.
Thomas Wilkinson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Henry Dean and Arthur Forsell Kirby, carrying on business in Heathcote-street, in the town of Nottingham, as Lace Manufacturers, under the style or firm of R. H. Dean and Co., has been dissolved, as from the 25th day of September last, by mutual consent. All debts due to and owing by the late partnership are to be received and paid by the said Robert Henry Dean, by whom the business has since been, and will henceforth continue to be, carried on under the aforesaid style or firm of R. H. Dean and Co.—Dated this 19th day of November, 1883.

*R. H. Dean.
Arthur F. Kirby.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Theodore Vivian Samuel Angier and Athelstan Alfred Angier, at 118, Bishopsgate-street Within, in the city of London, as Ship Brokers, under the firm of Angier Brothers, has been dissolved as from the 29th day of September, 1883. The business will be continued in future by the said Theodore Vivian Samuel Angier, under the same style as heretofore, and he will receive all outstandings and pay all debts.—Dated November 20th, 1883.

*Theo. V. S. Angier.
Athelstan A. Angier.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Bankart and William Thackray, as Stuff Merchants, at Bradford, in the county of York, trading under the style or firm of George Bankart, Thackray, and Co., was dissolved, on the 31st day of October last, by mutual consent; and the business will in future be carried on by the said William Thackray alone, at 16, Peel-place, Leeds-road, in Bradford aforesaid, in his own name and for his own sole account.—Dated this 21st day of November, 1883.

*Geo. Bankart.
Wm. Thackray.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Browne, Herman Sophia Van Santen, and John George Geveke, carrying on business at Liverpool, under the style of Browne, Van Santen, and Co., and in London under the style of Browne, Van Santen, and Geveke, as Ship Brokers, Ship Agents, Insurance Brokers, and Forwarding and Commission Agents, was, on the 8th day of September, 1883, dissolved.—Dated this 21st day of November, 1883.

*Edward Browne.
H. S. Van Santen.
J. G. Geveke.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Ann Mansford and George Granville Mercy, carrying on business as Stationers, at 95, Finsbury-pavement, in the city of London, under the style or firm of Mercy and Mansford, has this day been dissolved by mutual consent. All debts due to or owing by the said late firm will be received and paid by the said Ann Mansford, who will continue the business under the style of A. Mansford and Son.—As witness our hands this 27th day of October, 1883.

*George Granville Mercy.
Ann Mansford.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Long Woodroffe and Charles Edward Woodroffe, under the style or firm of Woodroffe and Sons, carrying on business as Florists, at Westbourne Nursery, Harrow-road, in the county of Middlesex, and at Sudbury, in the said county of Middlesex, was, on the 1st November, 1883, dissolved by mutual consent, and that the business will henceforth be carried on by the said Charles Edward Woodroffe alone, on his separate account, and that the said Charles Edward Woodroffe will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Dated this 20th day of November, 1883.

*John Long Woodroffe.
Charles Edward Woodroffe.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Hawkins and James Upton Hanks the younger, as Timber Merchants, at No. 3, Crooked-lane, Cannon-street, in the city of London, under the style or firm of Atherton and Company, has been dissolved by mutual consent, as from the 31st day of October, 1883. All debts due and owing to or by the late firm will be received and paid by the said James Upton Hanks the younger.—As witness our hands this 19th day of November, 1883.

*Charles Hawkins.
J. U. Hanks, junr.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Bryson Orr, William Robert Badger Fletcher, and Cosmo William Gordon, carrying on business as Paint Manufacturers, under the style or firm of the Silicate Paint Company and J. B. Orr and Co., at 46, Cannon-street, in the city of London, at Charlton, in the county of Kent, and at Liverpool and Glasgow, was this day dissolved by mutual consent. All debts owing to and from the said firm will be received and paid by the undersigned John Bryson Orr, who will continue to carry on the said business under the style or firm aforesaid.—Dated this 1st day of May, 1883.

*John B. Orr.
W. R. B. Fletcher.
C. W. Gordon.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Henry Osborne and Frank Osborne, carrying on business as File Manufacturers and General Merchants, at Norton Woodside, in the parish of Norton, in the county of Derby, under the style or firm of Thomas Osborne, has been dissolved, by mutual consent, as and from the 1st day of January, 1883. All debts due and owing by the said late firm will be received and paid by the said Frank Osborne, who will continue to carry on the said business under the same style.—Dated this 21st day of November, 1883.

*George Hy. Osborne.
Frank Osborne.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, John Murrell Timmis and John Alfred Harvey, as Ironmongers, carrying on business together at 23, Snow-hill, Birmingham, in partnership, under the style or firm of Timmis and Harvey, has been this day dissolved by mutual consent. All debts and sums of money due and owing to and by the late partnership will be received and paid by the said John Alfred Harvey, who will continue to carry on the said business, at the address aforesaid, under the style or firm above-mentioned.—Dated the 19th day of November, 1883.

*J. M. Timmis.
John Alfred Harvey.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business as Solicitors, at 17, Sweeting-street, Liverpool, in the county of Lancaster, under the style or firm of Thompson and Shatwell, has been dissolved, by mutual consent, as and from the 14th day of November instant. All debts due to the said late firm will be received by the said W. W. P. Shatwell.—Dated this 19th day of November, 1883.

*Hy. Thompson.
W. W. P. Shatwell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Wilkinson Farrar, Matthew Akroyd, Silvester Wadsworth, and Benjamin Wadsworth, of Elland, in the parish of Halifax, and county of York, carrying on the business of Cotton Spinners, under the style or firm of Farrar and Co. at Pendleton Mill, in Elland aforesaid, has this day been dissolved by mutual consent. All debts owing to and by the said firm will be paid and drawn by the said Benjamin Wadsworth.—Dated this 19th day of November, 1883.

*Joseph Wilkinson Farrar.
Matthew Akroyd.
Silvester Wadsworth.
Benjamin Wadsworth.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Jos Oldfield and Ben Oldfield carrying on business as Plasterers, at Lockwood-road, Huddersfield, in the county of York, under the style or firm of Oldfield Brothers, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be received and paid by the said Ben Oldfield, who will carry on the said business in his own name.—Dated the 13th day of November, 1883.

*Jos Oldfield.
Ben Oldfield.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Cornelius Bowden and John Phillips Hoeking, as Builders and Contractors, at Wallington, Surrey, under the firm of Bowden and Hoeking, was, on the 29th day of September last, dissolved by mutual consent.—As witness our hands this 19th day of November, 1883.

*Cornelius Bowden.
J. P. Hoeking.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, Edward Robert Hodgson and James White, in the trade or business of Ale and Porter Bottlers, carried on at 3, Heather-street, Liverpool, in the county of Lancaster, under the style or firm of Hodgson and White, was this day dissolved by mutual consent; and in future the business will be carried on by the said James White alone, and the said James White will pay and receive all debts owing by and to the said partnership.—As witness our hands this 19th day of November, 1883.

*E. R. Hodgson.
James White.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Conrad Christopher Wimberley and John Alexander Aitkens, as Surgeons, at No. 21, Much Park-street and No. 1, Jesson-street, both in the city of Coventry, has been this day dissolved by mutual consent; and that each of the above-named parties will from this date carry on his practice independently at his own residence. All debts due to or from the late firm will be received and paid by the said Conrad Christopher Wimberley.—Witness our hands this 19th day of November, 1883.

*Conrad C. Wimberley.
J. Alex. Aitkens.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Glasbrook and Philip Dovell, carrying on business at the Hafod Steam Saw Mills, Swansea, in the county of Glamorgan, as Timber and Slate Merchants, under the firm of John Glasbrook and Dovell, has been dissolved, by mutual consent, as from the 10th day of November instant. All debts due and owing to or by the said firm will be received and paid by the said John Glasbrook.—Dated this 17th day of November, 1883.

*John Glasbrook.
P. Dovell.*

NOTICE is hereby given, that the Partnership lately subsisting between James Wilson and William John Willcox, of 1, Belmont, in the city of Bath, in the county of Somerset, Architects and Surveyors, under the firm or style of Wilson and Willcox, has been dissolved, by mutual consent, as from the 8th day of October instant, by the retirement of the said James Wilson. The said business will in future be carried on by the said William John Willcox and Thomas Ames for their own benefit, under the firm or style of Wilson, Willcox, and Ames, by whom debts due to and owing from the partnership will be received and paid.—Dated this 30th day of October, 1883.

*James Wilson.
William John Willcox.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Cockcroft and John Leach, carrying on business at Walkers-street Saw Mills, in Rochdale, in the county of Lancaster, as Steam Sawyers, under the style of Cockcroft and Leach Brothers, is this day dissolved by mutual consent.—Dated this 15th day of November, 1883.

*Thomas Cockcroft.
John Leach.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Wilkins and Christopher Weatherly, carrying on business as Wire Rope Makers, at No. 39, Wapping, in the county of Middlesex, under the style or firm of Wilkins and Weatherly, has been dissolved, by mutual consent, as from the 31st day of October, 1883; and notice is hereby further given, that the said business will in future be carried on by the said William Wilkins, under the style of Wilkins and Co. All debts due to and owing by the said late firm will be received and paid by the said new firm of Wilkins and Co.—Dated this 19th day of November, 1883.

*William Wilkins.
Christopher Weatherly.*

[Extract from the Edinburgh Gazette of November 20, 1883.]

NOTICE.

THE Partnership of Denholm and Cochrane, Iron-mongers, 60, High-street, Edinburgh, was dissolved, by the death of Mr. James Cochrane, on 5th February, 1883, and the business was thereafter carried on for his own behoof by Mr. Alexander Denholm until his death, on 5th June,

1883; and since that date the said business has been carried on for behoof of his Representatives by the subscriber Mrs. Jessie Paterson or Denholm, his widow and executrix, under the firm name of Denholm and Co.

Denholm and Co. will settle all accounts due by the late firm of Denholm and Cochrane, and collect and discharge all accounts due to that firm.

Jessie Denholm.

Thomas Ronaldson, Law-Clerk, 22, Hill-street, Edinburgh, Witness to the Signature of the said Mrs. Jessie Paterson or Denholm.

Colin C. Moffat, Law-Apprentice, 52, Hill-street, Edinburgh, Witness to the Signature of the said Mrs. Jessie Paterson or Denholm.

*Henry Christie, James Inglis,
David Young, Jane Cochrane,
Robert Peebles,*

The Trustees and Executors of the said deceased James Cochrane.

John Macpherson, Law-Clerk, 89A, George-street, Edinburgh, Witness to the Signatures of Henry Christie, David Young, Robert Peebles, James Inglis, and Jane Miller or Cochrane.

Andrew Gray, junr., Law-Apprentice to David Morton, S.S.C., 89A, George-street, Edinburgh, Witness to the Signatures of the said Henry Christie, David Young, Robert Peebles, James Inglis, and Jane Miller or Cochrane.

GEORGE MACKLAND BURGESS, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of George Mackland Burgess, late of Mackland House, No. 36, Kew-Parade, Victoria Park, Bethnal Green, and of No. 68, New-street, Commercial-road East, both in the county of Middlesex, Paper Stainer and Paper Dealer, deceased (who died on the 7th day of February, 1883), are to send the particulars of such debts, claims, and demands to the undersigned, on or before the 24th day of December, 1883, after which day the executor of the said George Mackland Burgess will proceed to appropriate and distribute the estate of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice.—Dated this 21st day of November, 1883.

ROBERT V. S.S., the Vestry Hall, Bethnal Green, Solicitor for the said Executor.

JOHN SOLLLY, Deceased.

Pursuant to an Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of John Sollly, formerly of the parish of Saint Lawrence, in the Isle of Thanet, in the county of Kent, and late of Ram-gate, in the said Isle and county, Gentleman, (who died on the 1st day of October, 1883, and whose will was proved in the Canterbury District Registry of the Probate Division of Her Majesty's High Court of Justice on the 16th day of November instant, by George Tunbridge, Gentleman, and Henry William Britton, Butcher, both of Ramsgate aforesaid, the executors therein named), are hereby required to send in their claims to the said executors, at the office of their Solicitors, Messrs. O. and A. Daniel, Effingham-street, Ramsgate, on or before the 28th day of February next (1884), after which time the said executors will distribute the assets of the deceased among the parties entitled thereto under the said will, having regard to the claims and demands only of which they shall then have had notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose claim they shall not then have had notice.—Dated the 19th day of November, 1883.

O. and A. DANIEL, Effingham-street, Ramsgate, Solicitors for the said Executors.

JAMES WEBSTER, Deceased.

Pursuant to an Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of James Webster, late of Ramsgate, in the Isle of Thanet, in the county of Kent, Esq., late a Surgeon (who died on the 13th day of October, 1883, and whose will was proved in the Canterbury District Registry of the Probate

Division of Her Majesty's High Court of Justice on the 16th day of November instant by Law-Officer William Vaile, Esq., Owen Fisher Daniel, Solicitor, and James Thomas Hillier, Surgeon, all of Ramsgate aforesaid, the executors therein named), are hereby required to send in their claims to the said executors, at the office of their Solicitors, Messrs. O. and A. Daniel, Effingham-street, Ram-gate, on or before the 31st day of December next, after which time the said executors will distribute the assets of the deceased among the parties entitled thereto under the said will, having regard to the claims and demands only of which they shall then have had notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose claim they shall not then have had notice.—Dated the 19th day of November, 1883.

O. and A. DANIEL, Effingham-street, Ramsgate, Solicitors for the said Executors.

WILLIAM CORTON, 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 upon or against the estate of William Corton, late of No. 5, North-buildings, Eldon-street, in the city of London, Ironmonger (who died on the 20th day of October last, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of November instant by Samuel Hall, Job Palmer, and Francis Henry Hudden, the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 2nd day of January, 1884, 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 the claims and demands of which, if any, they shall then have had notice; and the said executors will not be liable or accountable 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 21st day of November, 1883.

HILL, SON, and RICHARD, 39, Old Br-ad-street, London, Solicitors for the said Executors.

BENJAMIN LEVY, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Benjamin Levy, late of East Gate, Leicester, in the county of Leicester, Clothier, deceased (who died on the 16th day of August, 1883, and whose will was proved in the Leicester District Registry of the Probate Division of the High Court of Justice on the 1st day of September, 1883, by Joseph Levy, one of the executors named in the will), are hereby required to send in particulars of their debts or claims to the said executor, at Wimbledon Works, Southampton-street, Leicester, on or before the 1st day of February next; and that after that 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 then have had notice; and all persons who stood indebted to the deceased at the time of his death are requested forthwith to pay the amount of their respective debts to the said executor.—Dated this 20th day of November, 1883.

HAXBY and PARTRIDGE, 11, Belvoir-street, Leicester, Solicitors for the Executor.

JOHN MADDISON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Maddison, late of Bishop Auckland, in the county of Durham, Agent, deceased (who died on the 17th day of October, 1883, and whose will was proved by Henry Maddison, of Darlington, in the county of Durham, Coal Owner, and Thomas Maddison, of the same place, Clerk, on the 17th day of November, 1883, in the Durham District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to me, the undersigned, on or before the 20th day of December next. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they 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 20th day of November, 1883.

W. J. STEWART, Feethams, Darlington, Solicitor for the said Executors.

The Reverend HENRY STEBBING, D.D., Deceased. Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled, "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of the Reverend Henry Stebbing, Doctor of Divinity, Rector of the united parishes of St. Nicholas Cole Abbey and St. Nicholas Olave, St. Mary Somerset and St. Mary Mounthaw, and St. Benet's Paul's Wharf and St. Peter's Paul's Wharf, all in the city of London, late of St. James's Parsonage, Hampstead-road, in the county of Middlesex, deceased (who died on the 22nd day of September, 1883, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 2nd day of November, 1883, by me, the undersigned, Walter Justice, the executor named in the said will), are hereby required to send the particulars, in writing, of their claims and demands to me, the said executor, on or before the 22nd day of December next, after which date I shall proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which I shall then have had notice, and I will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands I shall not then have had such notice.—Dated this 15th day of November, 1883.

WALTER JUSTICE, 6, Bernard-street, Russell-square, W.C., Solicitor.

GEORGE COX, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years 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 George Cox, late of Calow, in the county of Derby, Farmer, deceased (who died on or about the 7th day of March, 1883, and whose will was proved by Richard Dixon Cox, of Calow aforesaid, one of the two executors therein named (John Booth, the other executor, having duly renounced probate thereof), on the 14th day of November, 1883, in the District Registry at Derby of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said Richard Dixon Cox, or to the undersigned, his Solicitors, on or before the 1st day of February, 1884. And notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he, the said executor, shall then have notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 19th day of November, 1883.

SHIPTON, HALLEWELL, and CO., West Bars, Chesterfield Solicitors for the said Executor.

JAMES WARREN, Esq., Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of James Warren, formerly of Walbrook, in the city of London, but late of Binfield-road, Stockwell, in the county of Surrey, Esq. (who died on the 9th day of September, 1883, and whose will, and two codicils thereto, were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 7th day of November, 1883, by William Bunter, James Godwin, and Richard Colthurst, Esqrs., the executors therein named), are hereby required, on or before the 5th January, 1884, to send the particulars of such claims or demands to me the undersigned, after which day the said executors will proceed to distribute the estate of the said deceased amongst the parties entitled thereto, without having regard to, and without being liable for, any claims or demands of which they shall not then have had notice.—Dated this 21st day of November, 1883.

ARTHUR H. WANSEY, 2, St. Stephen's-chambers, Bristol, Solicitor for the Executors.

FREDERICK EDWARD CHARLES LOWTHER CROFTON, 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 debts, claims, or demands against the estate of Frederick Edward Charles Lowther Crofton, late of 47, Westbourne-terrace, Hyde-park, in the county of Middlesex, and 5, Cophall-court, and the Stock Exchange, London, Esq. (who died on the 18th day of October, 1883, and whose will was proved by Major

George Lowther Crofton and Vice-Admiral Stephen Smith Lowther Crofton, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 7th day of November, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 25th day of December, 1883; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 20th day of November, 1883.

PATERSON, SNOW, BLOXAM, and KINDER, 25, Lincoln's-inn-fields, W.C., Solicitors for the said Executors.

FREDERICK WILLIAM PRATT BARLOW, 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 debts, claims, or demands against the estate of Frederick William Pratt Barlow, late of 65, Old Bailey, in the city of London, and Chilworth Manor, near Guildford, in the county of Surrey, and formerly of Hawley House, Farnborough, in the county of Hants, and 26, Rutland-gate, Hyde Park, in the county of Middlesex, Esq. (who died on the 18th day of July, 1883, and whose will was proved by Frederick Thomas Pratt Barlow and Archibald Pratt Barlow, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 10th day of November, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 25th day of December, 1883; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 20th day of November, 1883.

PATERSON, SNOW, BLOXAM, and KINDER, 25, Lincoln's-inn-fields, W.C., Solicitors for the said Executors.

CHARLES HENRY PAIN COURTNEY, Deceased.

NOTICE is hereby given, pursuant to the Act of Parliament of the 22nd and 23rd Vic., c. 35, that all persons having any claims or demands upon or against the estate of Charles Henry Pain Courtney, late of Littleton, in the county of Hants, deceased (who died on the 3rd day of August, 1883, and whose will was proved by Thomas Mackrell, of Sturminster Marshall, in the county of Dorset, Esq., and William Mackrell Courtney, of Barton Stacey, in the said county of Hants, Yeoman, the executors therein named, on the 21st day of September, 1883), in the Principal Registry of the Probate Division of the High Court of Justice, are hereby required to send in the particulars of their debts or claims to the said executors, at the offices of the undersigned, their Solicitors, on or before the 16th day of January next; and notice is also hereby given, that after that day the said executors will proceed to distribute the assets of the said Charles Henry Pain Courtney, deceased, amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1883.

BLACKMORE and SHIELD, Alresford, Hants, Solicitors for the said Executors.

GEORGE FRANCIS MARX, Deceased.

NOTICE is hereby given, pursuant to the Act of Parliament of the 22nd and 23rd Victoria, c. 35, that all persons having any claims or demands upon or against the estate of George Francis Marx, late of Arlebury, Alresford, in the county of Hants, deceased (who died on the 8th of August, 1883, and whose will was proved by Constance Catherine Marx, his Widow, and Francis Michael Ellis Jervoise, of Herriard Park, in the said county of Hants, Esq., the executors therein named, on the 27th day of September, 1883, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their debts or claims to the said executors,

at the offices of the undersigned, their Solicitors, on or before the 17th of January next; and notice is also hereby given, that after that date the said executors will proceed to distribute the assets of the said George Francis Marx, deceased, amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th of November, 1883.

BLACKMORE and SHIELD, Alresford, Hants, Solicitors for the said Executors.

ELIAS MOSS, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35. ALL creditors and other persons having any claims or demands upon or against the estate of Elias Moss, late of Falkner-square, in the city of Liverpool, Gentleman, deceased (who died on the 1st day of October, 1883, and whose will was proved in the District Registry at Liverpool attached to the Probate Division of Her Majesty's High Court of Justice on the 19th day of November, 1883, by Mary Moss, Saul Moss, Joseph Moss, and Nathan Moss, the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 8th day of January next, after which date the said executors will proceed to distribute the assets of the said deceased, having regard only to the claims and demands of which they shall then have had notice; and they 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 21st day of November, 1883.

PIERCE and HARTLEY, 26, Castle-street, Liverpool, Solicitors for the said Executors.

Mr. DAVID GRIMMOND, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, chapter 35. NOTICE is hereby given, that all creditors and other persons having claims against the estate of David Grimmond, late of Greenhithe, in the county of Kent, Carman, deceased (who died on the 21st day of June, 1883, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 4th day of August, 1883, by Robert White and Owen Hill, the executors therein named), are required to send the particulars, in writing, of their claims to the undersigned, on or before the 8th day of December, 1883, after which date the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 15th day of November, 1883.

CLEMENT C. RIDLEY, Dartford, Kent, Solicitor for the said Executors.

MARY FOX, Deceased.

Pursuant to Act of Parliament 22 and 23 Vic., cap. 35. NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Mary Fox, late of No. 14, Woodland-terrace, Plymouth, in the county of Devon, Spinster (who died on the 27th day of May, 1883, and whose will, with two codicils thereto, was proved in the District Registry at Exeter of the Probate, Divorce, and Admiralty Division of Her Majesty's High Court of Justice on the 30th day of July, 1883, by George Edward Fox, Francis Edward Fox, and Joseph Hingston Fox, three of the executors therein named), are required to send in the particulars thereof, on or before the 24th day of December next, to me, the undersigned, Solicitor for the said executors, or in default thereof they will be excluded from any distribution of assets.—Dated this 19th day of November, 1883.

R. REYNOLDS FOX, Bank Chambers, Bedford-street, Plymouth, Solicitor for the said Executors.

Lady THOMPSON, 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 debts, claims, or demands against the estate of Dame Emily Frances Anne Thompson, formerly of Wootton Lodge, Bournemouth, in the county of Southampton, but late of Fair View, Hawkhurst, in the county of Kent, Widow (who died on the 13th day of September, 1883, and whose will was proved by the Honorable Ralph Pelham Nevill and the Reverend Charles Francis Corbet Pigott, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 31st day of October, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 31st day of December, 1883; and notice is hereby given, that at the expiration of that time the said

executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1883.

FARRER and CO., 66, Lincoln's-inn-fields, London, Solicitors for the said Executors.

Mrs. ROSINA BENYON WINSOR, 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 persons having any claim against the estate of Mrs. Rosina Benyon Winsor, late of 23, Pembridge-gardens, Bayswater, in the county of Middlesex, Widow, deceased (who died on the 14th day of September, 1883, and whose will and codicils were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of November, 1883, by John Coles, Esq., and Thomas Broadbent Cartwright, Esq., the executors named in the said will and codicils), are hereby required to send, in writing, the particulars of their respective claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 8th day of January 1884, after which day the said executors will 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 had notice.—Dated this 22nd day of November, 1883.

ROY and CARTWRIGHT, 4, Lothbury, London, E.C., Solicitors for the said Executors.

PHILIP CHAMPION TOKER, 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 against the estate of Philip Champion Toker, formerly of the Oaks, Ospringe, in the county of Kent, afterwards of Folkestone in the same county, and late of No. 1, Adam-street, Adelphi, in the county of Middlesex, Esq., deceased (who died on the 3rd day of September, 1883, and to whose estate letters of administration, with the will annexed, were granted by the Principal Registry of the Probate Division of the High Court of Justice on the 20th day of November, 1883, to Philippa Champion Orme Toker), are hereby required to send in to Messrs. Walker, Mearnsau, and Co., 36, Theobald's-road, Gr. y's-inn, in the county of Middlesex, particulars, in writing, of their claims and demands against the estate of the said testator, on or before the 5th day of January, 1884, at the expiration of which time the said administratrix will proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which she shall then have notice.—Dated this 22nd day of November, 1883.

WALKER, MARTINEAU, and CO., Solicitors for the Administratrix.

GEORGE CURTIS, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of George Curtis, late of the Colonial Restaurant, No. 9, Mincing-lane, in the city of London, and who resided at 9, Elm Park-terrace, Fulham (and died at Southend, in the county of Essex, on the 18th day of August, 1883, and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th day of September, 1883, by the executors therein named), are hereby required to send to the undersigned, John Rae, the particulars of their debts and claims, on or before the 29th December next, after which date the executors will proceed to distribute the assets of the said deceased according to law, having regard only to the claims of which the executors shall then have had notice.—Dated this 19th day of November, 1883.

JOHN RAE, Solicitor, 9, Mincing-lane, London, E.C.

ALBION QUINN, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands on or against the estate of Albion Quinn, late of No. 3, Albion Cottage, Brook-green, Hammersmith, in the county of Middlesex, Gentleman, deceased (who died on the 15th day of October, 1883, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 5th day of November, 1883, by Albion

Quinn and Edwin Quinn, sons of the deceased, the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to me the undersigned, Solicitor for the said executors, on or before the 20th day of December, 1883, 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 the claims and demands of which they then shall have had notice; and the said executors will not be liable or accountable 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 19th day of November, 1883.

WALTER ADAM BROWN, 55, Lincoln's-inn-fields, London, Solicitor for the said Executors.

Re JOB JONES, Deceased.

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands upon or against the estate of Job Jones, late of Tattenhall, in the county of Chester, Gentleman (who died on the 10th day of July, 1883, and whose will was proved in the District Registry at Chester attached to the Probate Division of Her Majesty's High Court of Justice on the 16th day of August, 1883, by John Eaton Jones, of 56, Devonshire-street, Portland-place, London, and Thomas Waller, of Chichester-street, in the city of Chester, the executors named in the said will), are hereby requested to send, in writing, the particulars of their debts, claims, or demands to the said executors, or to us the undersigned, on or before the 1st 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 they shall then have had notice; and they will not be liable for the assets, or any part so distributed, to any person of whose debt, claim, or demand, they shall not have had such notice as aforesaid.—Dated this 1st day of November, 1883.

MOSS and SHARPE, Solicitors for the said Executors.

FREDERICK ANDREW HALL, Deceased.

Pursuant to the Act 22 and 23 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 debts, claims, or demands against the estate of Frederick Andrew Hall, late of Dovedale Villa, East Wickham, in the county of Kent, Gentleman (who died on the 24th day of August, 1883, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 5th day of November, 1883, by Hannah Maria Hall, Widow, and Francis Edwards, the executors therein mentioned), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 10th day of December, 1883, after which day the estate of the said testator will be dealt with and distributed by the executors among the parties entitled thereto, having regard only to the debts claims, and demands of which the said executors shall then have had notice.—Dated this 16th day of November, 1883.

RUSSELL, SON, and SCOTT, 14, Old Jewry Chambers, London, E.C., Solicitors for the said Executors.

WILLIAM SPROSON the Elder, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of William Sproson the elder, formerly of Wightwick Mill, near Wolverhampton, in the county of Stafford, but late of Hatton-hill Farm, near Shifnal, in the county of Salop, Farmer (who died on the 14th April, 1883, and whose will was proved in the Shrewsbury District Probate Registry on the 1st August, 1883, by Thomas Frederick Sproson and Maria Jane Sproson, the executors), are hereby required to send particulars thereof, in writing, to the undersigned, on or before the 19th day of January next, after which date the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1883.

W. H. COLEBOURN, 13, King-street, Wolverhampton, Solicitor for the said Executors.

JOSEPH THWAITE, 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 persons having any claims upon the estate of Joseph Thwaite, late of Copley, in the parish of Halifax, in the county of York, Farmer (who died on the 23rd day of March, 1879, and

whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of August, 1879, by Mary Thwaite, Widow, the relict of the said deceased, John Sutcliffe, and Stell Brearley, the executors therein named), are hereby required to send particulars, in writing, of their claims against the estate of the said deceased to us, the undersigned, the Solicitors for the said John Sutcliffe and Stell Brearley, the surviving executors of the said will, on or before the 20th day of December, 1883; and notice is hereby further given, that after the said 20th day of December, 1883, the said surviving executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have received notice.—Dated this 21st day of November, 1883.

INGRAM and HUNTRISS, 4, Hopwood-lane, Halifax, Solicitors for the said surviving Executors.

THOMAS BARBOUR, 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."

ALL persons having claims on the estate of Thomas Barbour, late of 30, Winchester-street, and of the Thatched House Club, St. James's-street, both in the county of Middlesex, Esq. (who died on 8th August, 1883, at Castle Douglas, in the stewardry of Kircudbright, in North Britain, and to whose effects letters of administration were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on 14th November, 1883, to Barbara Agnew Barbour, or Gillespie, Widow, and Margaret Clark, Spinster), are hereby required to send in particulars of their claims to the undersigned, on or before 31st December, 1883, after which date the said administrators will distribute the assets of the deceased among the persons entitled thereto, having regard to the claims of which they shall then have had notice; and they will not be liable for the assets so distributed to any person of whose claim they shall not then have had notice.—Dated 19th November, 1883.

JOHN GRAHAM, 3, Westminster-chambers, Victoria-street, Westminster, Solicitor for the Administratrices.

Re GEORGE PETER HEPPLÉ, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., ch. 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 debts, claims, or demands upon or against the estate of George Peter Hepple, late of No. 6, Waterville-terrace and Liddell-street, North Shields, in the county of Northumberland, Engine Builder, deceased (who died on the 5th day of July, 1883, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Newcastle-upon-Tyne on the 12th day of October, 1883, by Mary Isabella Hepple, of No. 6, Waterville-terrace, North Shields aforesaid, Widow, and Edward Knox, of the Railway Inn, Wallsend, in the county of Northumberland, Innkeeper; two of the executors named in the said will), are hereby required to send, in writing, the particulars of their debts, claims, or demands to me, the undersigned, for and on behalf of the said executors, on or before the 21st day of December 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 the claims and demands of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt, claim, or demand they shall not then have had notice as aforesaid.—Dated this 7th day of November, 1883.

JAS. HY. RENNOLDSON, 70, King-street, South Shields, Solicitor for the said Executors.

JOHN WILLIAMS, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., 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 against the estate of John Williams, late of Irlam-road, Bootle, in the county of Lancaster, Draper, deceased (who died on the 30th day of December, 1882, and whose will was proved in the District Registry at Liverpool of the High Court of Justice (Probate Division), on the 21st day of February, 1883, by David Roberts, Richard Williams, and William Jones, all of Liverpool, aforesaid, Drapers, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 28th day of December, 1883, after which

date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not have had notice.—Dated the 20th day of November, 1883.

W. MORRIS and J. HOWARD JONES, 62, Dale-street, Liverpool, Solicitors for the Executors.

THEOPHILUS HADDOCK PEGLER, 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 claim against the estate of Theophilus Haddock Pegler, late of Eatington, in the county of Warwick, gentleman, deceased (who died on the 22nd day of September, 1882, and whose will was proved in the District Registry at Birmingham of the Probate Division of the High Court of Justice, by Francis Pegler and Thomas Blizard, the executors named in the said will), are hereby required to send particulars, in writing, of such claims to me, the undersigned, the solicitor for the said executors, on or before the 25th day of December, 1883, 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 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 claim they shall not then have had notice.—Dated this 20th day of November, 1883.

RICHD. G. FRANCIS, Stow-on-the-Wold, Gloucestershire, Solicitor for the said Executors.

THOMAS COLLETT, Deceased.

Pursuant to the provisions of an Act of Parliament made in the 22nd and 23rd years of the reign of Her Majesty Queen 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 claim against the estate of Thomas Collett, late of Kings Ripton, in the county of Huntingdon, Farmer, deceased (who died on the 27th day of April, 1883, and to whose effects letters of administration, with the will annexed, were granted by the Peterborough Registry of the Probate Division of the High Court of Justice on the 10th day of July, 1883, to William Collett, of Sawtry, in the county of Huntingdon, Farmer, the eldest son of the deceased), are required to send in the particulars of such claims to the said administrator, or to us the undersigned, on or before the 24th day of December next, after which date the said administrator will proceed to distribute the assets of the said deceased, having regard only to the claims of which the said administrator shall then have had notice; and that the said administrator will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not have had notice at the time of distribution.—Dated this 20th day of November, 1883.

HUNNYBUN and SONS, Solicitors, Huntingdon, Thrapston, and Oundle.

WILLIAM BRAIN, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having claims on the estate of William Brain, late of 23, Tyrwhitt-road, Deptford, in the county of Surrey, Gentleman (who died on the 18th August last, and whose will was proved in the Principal Registry, on the 20th September last, by Frederick Freeman, Samuel Topley, and Ann Elizabeth Weston, the executors therein named) are hereby required to send us particulars of their claims, on or before the 1st of December next, after which date the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which they shall then have had notice, and they will not be liable for the assets so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 17th day of November, 1883.

HOGAN and HUGHES, 28, Martin's-lane, Cannon-street, E.C., Solicitors for the said Executors.

JOHN ALDOUS, 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 against the estate of John Aldous, formerly of Lee, in the county of Kent, but late of 17, Upper Lewis-road, Brighton, in the

county of Sussex, Ironmonger, deceased (who died on the 23rd day of May, 1883, 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 17th day of October, 1883, by John Thomas Aldous, the executor therein named), are hereby required to send the particulars of such claims and demands in writing to me, the undersigned, on or before the 1st day of January next, after which date the said executor will proceed to distribute the assets of the said John Aldous, deceased, amongst the persons entitled thereto, having regard only to the debts, claims, or demands of which notice shall then have been given.—Dated this 15th day of November, 1883.

WILLIAM BRISTOW, 78, London-street, Greenwich, Kent, and 13, John-street, Adelphi, W.C., Solicitor for the said Executor.

MATTHEW LEA WINTER, deceased.

Pursuant to the Statute 22nd and 23rd Victoria, c. 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 against the estate of Matthew Lea Winter, late of Cawood Hall, Gosberton, in the county of Lincoln (who died intestate at Cawood Hall, Gosberton, aforesaid, on the 17th day of April, 1883, letters of administration to whose personal estate and effects were granted to William Lea Winter, of the Grange, in Gosberton aforesaid, by Her Majesty's High Court of Justice at the District Registry at Lincoln of the Probate, Divorce and Admiralty Division (Probate) thereof, on the 16th day of May, 1883), are hereby required to send particulars in writing of their debts, claims, or demands to me the undersigned, as the solicitor for the said administrator, on or before the 6th day of January, 1884, after which date the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have notice, and that he will not be liable or answerable for the assets or any part thereof so distributed to any person or persons of whose claim or demand he shall not then have had notice. Dated this 19th day of November, 1883.

W. H. BAILES, 1, Church-lane, Boston, Lincolnshire, Solicitor for the Administrator.

FREDERICK WILLIAM DANIELS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and persons having any claims or demands upon or against the estate of Frederick William Daniels, late of Oxford Lodge, Lower Tooting, in the county of Surrey, Principal Clerk to the Honourable Mr. Justice Manisty (who died at Clevedon, in the county of Somerset, on the 4th day of October, 1882, and whose will was duly proved by Edwin Applegate, Chemist, of No. 506, Holloway-road, and George Frederick Cremer, Auctioneer and Valuer, of No. 22, Conduit-street, both in the county of Middlesex, the executors therein named, in the Principal Registry of the Probate Division of the High Court of Justice on the 21st day of November, 1882), are hereby required to send the particulars of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 23rd day of December, 1883, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice.—Dated this 20th day of November, 1883.

HICKIN and GRAHAM, 11, Serjeants-inn, Fleet-street, London, E.C., Solicitors for the Executors.

Re JAMES HEAP, Deceased.

NOTICE is hereby given, in pursuance of 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," that all creditors and other persons having any debts, claims, or demands upon or against the estate of James Heap, late of Grindstone Bank, near Halifax, in the county of York, deceased (who died on the 19th day of September, 1883, and whose will was proved by John Taylor Ramsden, of Miscenden, in the parish of Halifax aforesaid, one of the executors therein named, on the 24th day of October, 1883, in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to me, the undersigned, the Solicitor of the said John Taylor Ramsden, at my offices at Halifax aforesaid, on or before the 15th day of December, 1883. And notice is hereby

further given, that after that date the said executor will proceed to distribute the assets of the testator among the parties entitled thereto, having regard only to the debts or claims of which the said executor shall then have had notice; and that he will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 14th day of November, 1883.

GODFREY RHODES, Commercial Bank Chambers, Crown-street, Halifax, Solicitor for the said Executor.

GEORGE FRITH, 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 George Frith, late of Leicester, in the county of Leicester, agent and bailiff, deceased (who died on or about the 19th day of March, 1883, and whose will was proved by George Frith, of No. 1, Lansdowne-road, Aylestone-park, Aylestone, in the county of Leicester, marine store dealer, and Henry Bennott, of 88, Melbourne-road, Leicester aforesaid, solicitor's clerk, the executors therein named, on the 11th day of July, 1883, in the District Registry of the Probate Division of the High Court of Justice at Leicester), are hereby required to send in the particulars of their claims and demands to the said George Frith and Henry Bennott, or to the undersigned, their solicitors, on or before the 14th day of February, 1884. And notice is also hereby 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 14th day of November, 1883.

J. and S. **HARRIS**, 31, Friar-lane, Leicester, Solicitors for the Executors.

ALFRED JEREMIAH SLADE, Deceased.

Pursuant to an Act of Parliament, 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 claim or demands against the estate of Alfred Jeremiah Slade, late of New-road, Ware, in the county of Hertford, gentleman, deceased (who died on the 1st day of August, 1883), and whose will, bearing date the 18th day of July, 1883, was duly proved by George Parvey and Richard Lloyd, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of September, 1883), are hereby required to send in the particulars of their claims or demands to the undersigned solicitors for the said executors, on or before the 22nd day of December, 1883; after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties 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 assets of the said deceased or any part thereof so distributed to any person or persons of whose claim or demands they shall not then have had notice.—Dated this 19th day November.

GEO. GISBY and SON, Ware, Herts, Solicitors for the said Executors.

ROBERT CAVILL, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act for further amending 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 Robert Cavill, late of Tiverton, in the county of Devon, Retired Coachman (who died on the 27th day of February, 1876, and to whose estate letters of administration were granted on the 5th day of April, 1876, by the District Registry at Exeter of the Probate Division of the High Court of Justice, to Michael Cavill, of Stoodleigh, in the county of Devon, Labourer), are hereby required to send the particulars in writing of their respective claims or demands to the undersigned on or before the 16th day of January next, after which date the said Michael Cavill will proceed to distribute the assets of the said Robert Cavill among the parties entitled thereto, having regard only to the claims and demands of which he shall have had notice. And that he will not be liable for the assets so distributed to any person of whose claim or demand he shall not have had notice.—Dated the 17th day of November, 1883.

THO. R. DENSHAM, Bampton, Devon, Solicitor for the Administrator.

RICHARD GEORGE CRIMP, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Richard George Crimp, late of No. 179, Tooley-street, London Bridge, in the county of Surrey, Coffee House Keeper, deceased (who died on the 26th day of August, 1883, and whose will was proved on the 12th day of November, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Edward Garton the younger and Elizabeth Crimp, the executors therein named), are hereby required to send particulars in writing of their debts, claims, or demands to me the undersigned, Solicitor for the said executors, on or before the 8th 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, and demands of which they shall have had notice; and they 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 shall not then have had notice.—Dated this 20th day of November, 1883.

ROBERT WILSON, 37, Bedford-row, W.C., Solicitor for the said Executors.

HENRIETTA SAMUEL, Deceased.

Pursuant to Statute 22nd and 23rd Vic., c. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Henrietta Samuel, late of 100, Gloucester-terrace, Hyde-park, Middlesex, Widow (who died on the 16th October, 1883, at 100, Gloucester-terrace aforesaid, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 10th November, 1883, by Harry Simon Samuel, Esq., and Edward Montefiore Micholls, Esq., the executors named in the said will, are hereby required to send the particulars, in writing, of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 22nd December, 1883, 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 the claims and demands of which they shall then have had notice, and will not be liable for the assets so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1883.

KEARSEY, SON, and HAWES, 35, Old Jewry, London, Solicitors for the Executors.

WILLIAM BANNISTER SHAW, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Bannister Shaw, late of the borough of Warwick, gentleman, deceased (who died on the 16th day of March, 1883, and whose will, with two codicils thereto, was proved on the 17th day of May, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Francis Robertson Moore, William Hands, and William Tims, the executors therein named), are hereby required to send the particulars in writing of their claims or demands to me, the undersigned, at my office, 36, High-street, Warwick, on or before the 24th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice. And they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice. And all persons indebted to the estate of the said William Bannister Shaw, deceased, are hereby requested to pay the amount of their respective debts to me, the undersigned, forthwith.—Dated this 20th day of November, 1883.

FRAS. R. MOORE, Solicitor for the said Executors.

JOSEPH HAMES, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Hames, formerly of 84, High-street, Leicester, in the county of Leicester, Boot and Shoe Manufacturer, but late of 4, Lower Hastings-street, Leicester, aforesaid, Gentleman, deceased (who died on the 24th day of October, 1883, and whose will was proved in the Leicester District Registry of the Probate Division

of Her Majesty's High Court of Justice on the 20th day of November, 1883, by Thomas Angrave Hames and Francis John Hames, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 5th day of January, 1883, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, 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 21st day of November, 1883.

G. STEVENSON and SON, 11, New-street, Leicester, Solicitors for the Executors.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action of Buckton v. Sutcliffe, 1882, B., 4251, with the approbation of Mr. Justice Chitty, the Judge to whose Court the said action is attached, by Mr. Walter Dawson Hollis, of the firm of Hollis and Webb, the person appointed by the said Judge, at the Law Institution, Albion-place, Leeds, in the county of York, on Thursday, the 13th day of December, 1883, at a ven o'clock in the evening, in six lots, the following freehold property, namely:—

Forty-two messuages or cottages, with the appurtenances, situate in New Park-street, Howard-street, Back Hanover-street, and Duncombe-street, in Leeds, in the county of York, containing together 2,458 square yards, or thereabouts, let at rents amounting in the aggregate to £371 6s. 4d.

Particulars and conditions of sale may be had (gratis) of the following Solicitors in London: Messrs. H. B. Clarke and Son, 14, St. Jean's-inn, Fleet-street; Messrs. Ridsdale and Son, 5, Gray's-inn-square; and Messrs. Gregory, Rowcliffe, and Co., 1, Bedford-row; and of the Auctioneers, Messrs. Hollis and Webb, at their office, 26, Park-row, Leeds.

TO be sold, pursuant to a Judgment of the High Court of Justice, Chancery Division, made in an action re William Cunningham, deceased, Cunningham v. Mossop, 1882, C., 4296, with the approbation of the Honourable Mr. Justice Chitty, in three lots, by Mr. Alfred Cole (of the firm of Cole and Son), the person appointed by the said Judge, at the Bull Hotel, in Long Sutton, in the county of Lincoln, on Friday, the 7th day of December, 1883, at three (for four) o'clock in the afternoon precisely, the following property, viz.:—

Lot 1.—A close of very superior arable land, called the Rookery Close, in Greendike-lane, in Gedney, containing 10A. 2R. 8P. (more or less), in the occupation of Edward Cunningham; partly freehold and partly copyhold.

Lot 2.—Three closes of pasture and arable land, called Brook field, in Dearlove's-gate and also in Gedney, containing 12A. 1R. 24P. (more or less), in the occupation of John Cunningham; partly freehold and partly copyhold.

Lot 3.—Two well-built copyhold cottages, with yards, gardens, and land adjoining, containing altogether two acres (more or less) in Sutton, and occupied by Jacob Gee and William Hides.

Particulars whereof may be had (gratis) of Messrs. Maples and Son, Solicitors, Spalding; of Messrs. Mossop and Mossop, Solicitors, Long Sutton; of the Auctioneer, Long Sutton; of Messrs. Routh, Steery, and Castle, Solicitors, 14, Southampton-street, Bloomsbury, London; and of Messrs. Mossop and Mossop, Solicitors, 46, Cannon-street, London.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Stephen Howland Willard, deceased, Willard v. Willard, 1883, W., 480, the creditors of Stephen Howland Willard, late of St. Leonard's-on-Sea, in the county of Sussex, Ironmonger, who died in or about the month of April, 1873, are, on or before the 21st day of December, 1883, to send by post, prepaid, to Walter Cheesman, of 23, Hav-lock-road, Hastings, in the county of Sussex, the Solicitor of the defendants, the executrixes and 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 Mr. Justice Frarson, at his chambers, the Royal Courts of Justice, London, on the 18th day of January, 1884, at twelve at noon, being the time appointed for adjudication on the claims.—Dated this 19th day of November, 1883.

FURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of William Turner, deceased, Turner v. Turner,

1883, T., 1923, (the creditors of William Turner, late of No. 112, Ashley-road, Bristol, in the county of Gloucester, Tailor, deceased, who died on or about the 19th day of March, 1883, are, on or before the 14th day of December, 1883, to send by post, prepaid, to John Mead, of the firm of Mead and Daubeny, of No. 2, King's Bench-walk, Temple, London, the Solicitors for the defendant, William Bashby Turner, the executor of the deceased, their Christian and surname, addresses and descriptions, together with those 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 Bacon, at his chambers, at the Royal Courts of Justice, Strand, London, on Friday, the 21st day of December, 1883, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 17th day of November, 1883.

PURSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of Robert Fletcher, deceased, and in an action Fletcher against Fletcher, 1881, F., 2113, the creditors of Robert Fletcher, late of Fisherton Auger, in the county of Wilts, Gentleman, who died on the 14th day of April, 1880, are, on or before the 31st day of December, 1883, to send by post, prepaid, to Mr. Richard Arthur Wilson, of the firm of Wilson and Sons, of Salisbury, the Solicitors of the defendants, Thomas Stephen Fletcher and William Henry Fletcher, the executors of the deceased, their Christian and surname, 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 Judgment. Every creditor holding any security is to produce the same before Vice-Chancellor Sir James Bacon, at his chambers, the Royal Courts of Justice, London, on Thursday, the 10th day of January, 1884, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 20th day of November, 1883.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Aaron Myer Hartlooper, deceased, and in an action Hartlooper against Hartlooper, the creditors of Aaron Myer Hartlooper, late of 6, Castle-street, Houndsditch, in the city of London, deceased, who died on the 9th day of April, 1883, are, on or before the 10th day of December, 1883, to send by post, prepaid, to Mr. John Hart, of 21, Great Winchester-street, in the city of London, the Solicitor of the defendant, the administratrix of the deceased, their Christian and surnames, in full, including those of 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 Vice-Chancellor Sir James Bacon, at his chambers, the Royal Courts of Justice, London, on the 18th day of December, 1883, at twelve o'clock at noon, being the date appointed for the adjudication on the claims.—Dated this 17th day of November, 1883.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Guillermo, otherwise William, Neilson, formerly of the city of Glasgow, North Britain, but late of the city of Havana, in the Island of Cuba, Merchant, deceased, Neilson against Wilson, 1883, N., No. 1014, the creditors of the said Guillermo, otherwise William, Neilson, who died at New York, in the United States of America, in or about the month of February, 1883, are, on or before the 1st day of March, 1884, to send by post, prepaid, to Alfred Barnie, of Adelaide-buildings, London Bridge, in the city of London, the Solicitor of the defendant, John Wilson, the executor of the will of the said deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Kay, at his chambers, situate at the Royal Courts of Justice, Strand, Middlesex, on Friday, the 5th day of March, 1884, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 6th day of November, 1883.

PURSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of Charles James, deceased, Garbett against James, 1881, J., 1638, the creditors of the late Charles James, deceased, late of Walsall, in the county of Stafford, ironkeeper, who died in or about the month of October, 1879, are, on or before the 17th day of December, 1883, to send by post, prepaid, to William Henry Dugnan, of Walsall aforesaid, the Solicitor of the plaintiff, Richard

Garbett, the administrator of the deceased, their Christian and surname in full (including those of 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 preemptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before the Vice-Chancellor Bacon, at his chambers, situate in the Royal Courts of Justice, Strand, London, on Tuesday, the 8th day of January, 1884, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 20th day of November, 1883.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, Preston District, made in the action of Wilding v. Henry, 1883, W., No. 273, the persons claiming to be creditors of Henry Wilding, late of Preston, in the county of Lancaster, Yeoman, who died on the 24th day of July, 1855, are, by their Solicitors, on or before the 10th day of December, 1883, to come in and prove their claims at the office of the Registrar of the Preston District of the said Court, or in default thereof they will be preemptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the District Registrar, at his chambers, situate at No. 10, Winckley-street, Preston aforesaid, on Monday, the 17th day of December, 1883, at eleven o'clock in the forenoon, being the time pointed for adjudicating on the claims.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the Westminster County Court of Middlesex, holden at No. 82, Saint Martin's-lane, in the said county, made in an action Ross against Ness, L., 4822, the creditors of or claimants against the estate of William Steventon, formerly of Shaldou, in the county of Devon, but late of Oporto, in Portugal, Surgeon, who died in or about the month of June, 1881, are, on or before the 31st day of December, 1883, to send by post, prepaid, to the Registrar of the Westminster County Court of Middlesex, holden at No. 82, Saint Martin's-lane, in the aforesaid county, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid on or before the 15th day of January, 1884, at three o'clock in the afternoon, being the time appointed for adjudicating upon the claims.—Dated this 20th day of November, 1883. CHRISTR. R. CUFF, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A SECOND and Final Dividend of 4½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Walter Solomon Nathan, of 21, Great Winchester-street, in the city of London, and of Villa Tanzania, Southbrook-road, Lee, in the county of Kent, Commission Merchant, and will be paid by me, at 66, Coleman-street, in the city of London, on and after Monday, the 19th day of November, 1883, between the hours of eleven and one.—Dated this 12th day of November, 1883. H. T. EDWARDS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A SECOND Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Hannah Margaret Plowright, of Sunnyside, Martell-road, West Dulwich, in the county of Surrey, a Widow, and will be paid by me, at Nos. 15 and 14A, Clement's-lion, Strand, in the county of Middlesex, on Wednesday, the 28th day of November, 1883, or on any subsequent Wednesday, between the hours of eleven and one P.M.—Dated this 22nd day of November, 1883.

THOS. WM. GILBERT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Madeley.

A FIRST and Final Dividend of 5s. 5d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Jarman the younger, of West Castle-street, Bridgnorth, in the county of Salop, Livery Stable Keeper and Horse and Carriage Proprietor, and will be paid by me, at the offices of Messrs. Cooper and Haslewood, Bridgnorth, in the county of Salop, on and after the 26th day of November, 1883, between the hours of ten and four.—Dated this 20th day of November, 1883.

WILLIAM JARMAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Bedford.

A DIVIDEND of 0½d. in the pound has been declared in the matter of special resolution for liquidation by arrangement of the affairs of John Joseph Smith, of Bedford, in the county of Bedford, Corn Merchant and Tobacconist, and will be paid at the offices of Messrs. Roberts and Baker, Chartered Accountants, Seabrook-buildings, Millstone-lane, Leicester, on and after the 23rd day of November, 1883.—Dated this 19th day of November, 1883. EDWARD ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A FIRST and Final Dividend of 2s. 11d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Walton Rodell, late of Saint Helen's-square, but now of No. 34, Stonegate, both in the city of York, Pianoforte and Harmonium Dealer, and of No. 4, Heworth-terrace, in the county of York, Grocer, Draper, and Shopkeeper and Licensed Beer Retailer, and will be paid by me, at my offices, in Saint Helen's-square, in the city of York aforesaid, on and after the 10th day of November, 1883.—Dated this 20th day of November, 1883.

WM. WILKINSON, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

A FIRST and Final Dividend of 7s. 0½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Frank Sutton, of No. 3, Blackledge, Halifax, and of Springfield, Hipperholme, both in the county of York, Paper Merchant and Commission Agent, and will be paid by me, at my office, Townhall-buildings, Princess-street, in Halifax aforesaid, on and after the 26th day of November, 1883.—Dated this 21st day of November, 1883.

J. D. TAYLOR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

A FIRST and Final Dividend of 7½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James Eddy, of Pendeen, in the parish of Saint Just-in-Pearish, in the county of Cornwall, Draper, Grocer, and Ironmonger, and will be paid at my office, No. 8, Parade-street, Penzance, on and after the 26th day of November, 1883; between the hours of ten and four.—Dated this 20th day of November, 1883.

W. ARNOLD RALPH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

A SECOND and Final Dividend of 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by George Wilding, of Witton-street, Northwich, in the county of Chester, Provision Dealer, and will be paid by me, at my office, Winnington-street, Northwich, in the county of Chester aforesaid, on and after Friday, the 23rd day of November, 1883, between the hours of ten and four o'clock.—Dated this 14th day of November, 1883.

GEO. J. KNIGHT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.

A FIRST and Final Dividend of 10d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Sherratt, of Bradley Green, Biddulph, in the county of Stafford, Miller and Corn Dealer, and will be paid by me, at my offices, 76, Derby-street, Macclesfield, in the county of Chester, on and after Saturday, the 1st day of December, 1883, between the hours of ten and twelve o'clock in the forenoon.—Dated this 20th day of November, 1883.

GEO. IBESON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.

A FIRST and Final Dividend of 3s. 10d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Thomas Hammond, of Hollin-lane Dye Works, in Sutton, near Macclesfield, in the county of Chester, Silk Dyer, and will be paid by me, at my offices, 76, Derby-street, Macclesfield aforesaid, on and after Saturday, the 1st day of December, 1883, between the hours of ten and twelve o'clock in the forenoon.—Dated this 20th day of November, 1883.

GEO. IBESON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

A DIVIDEND of 6s. in the pound has been declared on the separate estate of Richard Allum, in the matter of a special resolution for liquidation by arrangement of the affairs of Richard Allum and Francis

Allum, trading as R. and F. Allum, and carrying on business in Market-street, Tamworth, in the county of Warwick, and at Bonehill, near Tamworth, in the county of Stafford, as Nurserymen, Seedsman, Florists, and Market Gardeners, the said Richard Allum residing at No. 85, Gungate-street, Tamworth aforesaid, and the said Francis Allum residing at No. 24, Market-street, Tamworth aforesaid, and will be paid by me, at my offices, No. 22, Waterloo-street, Birmingham, in the county of Warwick, on and after Tuesday, the 20th day of November, 1883.—Dated this 16th day of November, 1883.

O. HOLT CALDICOTT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

A FINAL Dividend of 5d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Frederick Sheldon, of Halfway-street, Eliham, in the parish of Bexley, in the county of Kent, Market Gardener, and will be paid at the office of Mr. F. Mitchell, Solicitor 49, Windmill-street, Gravesend, on and after Tuesday, the 27th day of November, 1883, between the hours of ten and four.—Dated this 21st day of November, 1883.

ROBERT WILLIAMS, 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 William Curry, formerly Inspector of Nuisances and Superintendent of Cleansing with the Corporation of Newcastle-upon-Tyne, afterwards residing at 2, Holly-avenue, in the city and county of Newcastle-upon-Tyne, and carrying on business as a Contractor, and also carrying on business at the same time at High-street, Wallsend, in the county of Northumberland, as a Grocer and Provision Dealer, which business he still carries on there, and then carrying on business at Back Falconar-street, in the city and county of Newcastle-upon-Tyne, as a Contractor, and at No. 137, Northumberland-street, in Newcastle-upon-Tyne aforesaid, as a Grocer and Provision Dealer, and now residing at No. 49, Beverley-terrace, Cullercoats, in the said county of Northumberland, and carrying on business there, and at Wallsend aforesaid, as a Grocer and Provision Dealer, and at Back Falconar-street aforesaid, as a Contractor.

I HEREBY give notice, that the creditors who have proved their debts herein may receive a First Dividend of 2s. 6d. in the pound upon application at my office, 24, Grainger-street West, Newcastle-on-Tyne, on and after Friday, the 23rd November, 1883, between the hours of eleven and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim. Creditors who have not proved their debts must do so before they can receive a Dividend.—Dated this 19th day of November, 1883.

RICHARD ORMOND, 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 Archibald Campbell, John Higgins Bull, and William Cave Hesilrige Buckby, all of the Neptune Mineral Waterworks, Brondesbury-villas, High-road, Kilburn, in the county of Middlesex, and of the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead, in the county of Herts, Mineral Water Manufacturers, carrying on business in copartnership under the style or firm of Campbell, Bull, and Co., the said Archibald Campbell and William Cave Hesilrige Buckby both residing at 4, Somerset-terrace, Carlton-road, Kilburn aforesaid, and the said John Higgins Bull residing at the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Mr. H. J. V. Philpott, Solicitor, 4, Guildhall-chambers, Basinghall-street, in the city of London, on the 3rd day of December, 1883, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1883.

H. J. V. PHILPOTT, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Archibald Campbell, John Higgins Bull, and William

Cave Hesilrige Buckby, all of the Neptune Mineral Waterworks, Brondesbury-villas, High-road, Kilburn, in the county of Middlesex, and of the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead, in the county of Herts, Mineral Water Manufacturers, carrying on business in copartnership under the style or firm of Campbell, Bull, and Co., the said Archibald Campbell and William Cave Hesilrige Buckby both residing at 4, Somerset-terrace, Carlton-road, Kilburn aforesaid, and the said John Higgins Bull residing at the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Archibald Campbell has been summoned to be held at the office of Mr. H. J. V. Philpott, Solicitor, 4, Guildhall-chambers, Basinghall-street, in the city of London, on the 3rd day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 15th day of November, 1883.

H. J. V. PHILPOTT, 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 Archibald Campbell, John Higgins Bull, and William Cave Hesilrige Buckby, all of the Neptune Mineral Waterworks, Brondesbury-villas, High-road, Kilburn, in the county of Middlesex, and of the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead, in the county of Herts, Mineral Water Manufacturers, carrying on business in copartnership under the style or firm of Campbell, Bull, and Co., the said Archibald Campbell and William Cave Hesilrige Buckby both residing at 4, Somerset-terrace, Carlton-road, Kilburn aforesaid, and the said John Higgins Bull residing at the Neptune Mineral Waterworks, Queen-street, Hemel Hempstead aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named William Cave Hesilrige Buckby has been summoned to be held at the office of Mr. H. J. V. Philpott, Solicitor, 4, Guildhall-chambers, Basinghall-street, in the city of London, on the 3rd day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 15th day of November, 1883.

H. J. V. PHILPOTT, 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 John Rose, formerly of 93, New Church-road and now of 73, Southampton-street, both in Camberwell, in the county of Surrey, Timber 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 Guildhall Tavern, Gresham-street, in the city of London, on the 5th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 7th day of November, 1883.

J. GEAUSSANT, 2, Bishopsgate-street Without, 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 Henry George Elliot, late of 53, Idonia-street, Deptford, in the county of Kent, but now of 12, Mozart-street, Harrow-road, Paddington, in the county of Middlesex, Baker.

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, 64, Finsbury-pavement, E.C., on the 30th day of November, 1883, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1883.

W. F. HOLROYDE, 64, Finsbury-pavement, 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 John Robinson, of 161, Rye-lane, Peckham, in the county of Surrey, Grocer and Cheesemonger, formerly of 186, Mile End-road, Stepney, in the county of Middlesex, Cheesemonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Joseph Nicholls, 12, Old Jewry-chambers, London, E.C., on the 11th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

JOSEPH NICHOLLS, 12, Old Jewry-chambers, 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 George William Horder, trading as a Manufacturer of Fancy Lace Goods, at No. 3, Freeman's-court, Cheapside, in the city of London, under the style or firm of G. W. Horder and Co., and lately residing at Guildown, Fortis Green, in the county of Middlesex, and now residing at 3, Trewsbury-road, Sydenham, in the county of Kent.

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. Blewitt and Tyler, Gracechurch-buildings, 79½, Gracechurch-street, in the city of London, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

BLEWITT and TYLER, Gracechurch-buildings, 79½, Gracechurch-street, E.C., Solicitors for the said George William Horder.

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 Richard Worth, carrying on business at Nos. 117 and 119, Wandsworth-road, and also carrying on business and residing at No. 755, Wandsworth-road, both in the county of Surrey, Blind 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 Mr. Alfred Lane Pearce, situate at Lonsdale-chambers, No. 27, Chancery-lane, in the county of Middlesex, Chartered Accountant, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

ROBERT L. RATCLIFF, 26, Bishopsgate-street Within, 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 Thomas Semper, of No. 14, Queen Victoria-street, in the city of London, Housekeeper, also carrying on business under the style of T. Semper and Co., as Builders and House Decorators, Shop and Office Fitters, at No. 14, Queen Victoria-street aforesaid, and lately at Cherry Tree-court, No. 53, Aldersgate-street, in the city of London, and also trading at No. 40, Boyd-road, Canning Town, in the county of Essex, as a Provision Merchant, Grocer, and Ale and Beer Retailer, under the style Semper's Provision and General Supply Stores and Semper's Boyd Arms Ale and Stout Stores.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Masons'-hall Tavern, Masons'-avenue, Basinghall-street, in the city of London, on the 7th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

BADHAM and WILLIAMS, of No. 3, Salter's Hall-court, Cannon-street, in the city of London, 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 Thomas Marchant the younger, late of No. 193, East-street, Walworth, and No. 1, South-street, Walworth, but now of the South London Sawing and Planing Mills, Verney-road, Rotherhithe New-road, and No. 60, Verney-road aforesaid, all in the county of Surrey, Sawyer and Timber 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 our offices, No. 7, Great James-street, Bedford-row, in the county of Middlesex, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

SPENCER, GIBSON, and MASKELL, 7, Great James-street, Bedford-row, 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 Theodore Ludwig Emil Langbein, of 92, Aldersgate-street, in the city of London, late of Robinson-road, Tooting, in the county of Surrey, Commercial Traveller, then of No. 1, Marsh-street, Walthamstow, in the county of Essex, and Crawham, Knole-road, Bournemouth, in the county of Hants, Gentleman.

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. G. E. Smith, 27, Leadenhall-street, in the city of London, on the 1st day

of December, 1883, at one o'clock in the afternoon precisely.

—Dated this 10th day of November, 1883.

GEO. EDWIN SMITH, 27, Leadenhall-street, E.C., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Henry Hinde, of 17, Bank-street and 26, Collegiate-crescent, Sheffield, in the county of York, Solicitor, and residing at the Midland Grand Hotel, St. Pancras, in the county of Middlesex.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the rooms of the Sheffield Incorporated Law Society, Bank-street, Sheffield, in the county of York, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

H. MONTAGU, 5 and 6, Bucklersbury, London, E.C., Solicitor for the said Walter Henry Hinde.

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 Blenkiron, of No. 18, Clarges-street, Mayfair, in the county of Middlesex, of Lower Kidbrook Farm, in the parishes of Eltham and Charlton, in the county of Kent, of Horn Park Farm, in the parishes of Lee and Eltham, in the said county of Kent, of Lee Green Farm, in the parish of Lee, in the said county of Kent, and of Middle Park, Eltham, in the said county of Kent, Stud Farm Keeper, Farmer, Cowkeeper, Horse Breeder, Horse Dealer, and Owner of Race Horses.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Law Institution, situate in Chancery-lane, in the county of Middlesex, on the 10th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

HARVEY, OLIVER, and CAPRON, of 41, Bedford-row, W.C., 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 William Doveton Smyth, of 21, Bow-street, Covent Garden, and 12, Whitehead's-grove, both in the county of Middlesex, Gentleman, one of the Solicitors of the Supreme Court.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at Cannon-street Hotel, Cannon-street, in the city of London, on the 30th day of November, 1883, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1883.

S. TRIPP, 18, Catherine-street, Strand, W.C., Solicitor for the said William Doveton Smyth.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nathan Bauman, formerly of 3, Duke-street, Aldgate, in the city of London, and 6, Bancroft-road, Mile End, in the county of Middlesex, but now of 93, High-street, Whitechapel, in the county of Middlesex, Cigarette 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 James John Cummins, No. 3, Devonshire-chambers, Bishopsgate-street Without, in the city of London, Solicitor for the said Petitioner, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1883.

JAS. JNO. CUMMINS, 3, Devonshire-chambers, Bishopsgate-street Without, E.C., 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 John Ferris, of 81, Vauxhall Bridge-road, also late of 51 and 53, Garden-street, Chapter-street, in the county of Middlesex, Cheesemonger and Porkman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, 270, High Holborn, in the county of Middlesex, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

PONCIONE and LEGGATT, 5, Raymond-buildings, Gray's-inn, Solicitors for the said John Ferris.

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 John Ward, of the Railway Arches, 285, 286, 287, 288, and 289, Cambridge-road, Bethnal Green, and No. 471, Bethnal Green-road, both in the county of Middlesex, and of Watling-street, in the city of London, and formerly of No. 9, Digby-street, and 295, Globe-road, Bethnal Green, both in the said county of Middlesex, Bonded Carman and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. H. W. Christmas, 22, Walbrook, in the city of London, on Tuesday, the 18th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

H. W. CHRISTMAS, 22, Walbrook, London, E.C., Solicitor for the said Edwin John Ward.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Herbert Raimes, of No. 5, West-end-lane, Kilburn, in the county of Middlesex, and of 46, Queen Victoria-street, in the city of London, trading as H. Raimes and Company and the Antiseptic Apparatus Company, Ironmonger and Sanitary Engineer, and formerly of Tyre's-gateway, Bermondsey, in the county of Surrey, but formerly of No. 12, Kilburn-square, Kilburn aforesaid, Ironmonger, and formerly of 29, Park-crescent, Clapham, in the county of Surrey, Ironmonger's Assistant, and previously thereto of 32, Fairfax-street, in the city of York, Ironmonger and Drysalter's Assistant, and previously thereto of 39, High-street, Stockton-on-Tees, in the county of Durham, and of Nos. 6 and 55, Sydney-street, Stockton aforesaid, and at No. 13, Palmerston-street, Stockton aforesaid, Ironmonger's Assistant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Robert Stevens Fraser, 28, Moorgate-street, in the city of London, on the 10th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1883.

R. S. FRASER, 28, Moorgate-street, E.C., Solicitor for the Debtor.

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 William Betteridge, of 32, Thames-street, Windsor, in the county of Berks, Engine Fitter and Eating-house Keeper.

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 Messrs. Phillips and Randle Ford, 1, Sheet-street, Windsor, in the county of Berks, on the 8th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

PHILLIPS and RANDLE FORD, 1, Sheet-street, Windsor, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Brown, of Park Farm, Bradenham, in the county of Buckingham, late a Farmer, 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 my office, 25, High-street, High Wycombe, on the 7th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

JOSEPH BLISS, High Wycombe, Solicitor for the said Peter Brown.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Lewis, of No. 18, Picton-terrace, in the county of the borough of Carmarthen, 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 the offices of Mr. W. Morgan Griffiths, Solicitor, St. Mary-street, in the county of the borough of Carmarthen, on the 4th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

W. MORGAN GRIFFITHS, of St. Mary-street, Carmarthen, Solicitor for the said Debtor.

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 John Simpson, of 96, Highgate, Kendal, in the county of Westmorland, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. M. Thompson, 45, Highgate, Kendal aforesaid, Solicitor, on the 5th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

M. THOMPSON, 45, Highgate, Kendal, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Madeley.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Cartwright, of No. 20, North-gate, Bridgnorth, in the county of Salop, Haulier.

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. F. Haslewood, Solicitor, Bank-street, Bridgnorth, on the 10th day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

R. F. HASLEWOOD, Bridgnorth, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Butt and George Charles Butt, both of Castle Cary, in the county of Somerset, Grocers and Provision Dealers, trading under the style or firm of Charles Butt and Son.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Red Lion Inn, in Yeovil, in the county of Somerset, on the 7th day of December, 1883, at half-past ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

H. S. and S. WATTS, Yeovil, Somerset, Solicitors for the said Charles Butt and George Charles Butt

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Whibrow Orves, of Redgrave, in the county of Suffolk, Blacksmith.

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. Woolnough Gross, of No. 8, Crown-street, Bury Saint Edmunds, in the county of Suffolk, on the 4th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1883.

WOOLNOUGH GROSS, Bury Saint Edmunds, Solicitor for the said Whibrow Orves.

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 Andrew Woodcock, lately of 45, King-street, and now of Mile End-road, South Shields, in the county of Durham, Hairdresser and Fancy Goods 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 William Emiley Octavius Scott, of 55, King-street, South Shields, on the 3rd day of December, 1883, at ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

W. E. O. SCOTT, 55, King-street, South Shields, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Seth Lawson, formerly of 70, Abington-street, in the town of Northampton, but now of No. 12, Princes-street, in the said town of Northampton, Machine 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. Walter Walker, Solicitor, 29, Abington-street, Northampton, on the 4th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

WALTER WALKER, 29, Abington-street, Northampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Mary Ann Jones, formerly of Mill Plat Hall, Isleworth, but now of Abbotsford, Marlborough-road, and Gunnersbury, both in the county of Middlesex, Widow.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Boyes and Child, Chartered Accountants, 42, Poultry, in the city of London, on the 10th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

SAXELLBY and FAULKNER, 7 and 8, Ironmonger-lane, London, E.C., Solicitors for the said Debtor.

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 George Maber, of 116, Old Town, Croydon, in the county of Surrey, Baker.

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 George Inn, Old Town, Croydon, in the county of Surrey, on the 14th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

FENTON and PHILLIPS, 21, Worship-street, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Clements Sparrowhawk, of Edenbridge, in the county of Kent, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mrs. Barker's, Tailor, London-road, Red Hill, Surrey, on the 3rd day of December, 1883, at a quarter to eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1883.

A. W. RICHARDSON, Solicitor for the said Clements Sparrowhawk.

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 Harriet Rule, of 107, Smithfield-bank, the Brook, in the parish of Chatham, in the county of Kent, Widow, a Housekeeper.

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. Wood and McLellan, No. 23, High-street, Rochester, in the county of Kent, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WOOD and McLELLAN, 164, High-street, Chatham, and 23, High-street, Rochester, Solicitors for the said Harriet Rule.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Joseph Dore, of High-street, Gorleston, in the county of Suffolk, Smack Owner.

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 Thomas Clarke, No. 12, Regent-street, in Great Yarmouth aforesaid, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1883.

JNO. THOS. CLARKE, 12, Regent-street, Great Yarmouth, Solicitor for the said Thomas Joseph Dore.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Robert Nicholson, of Victoria-road, Great Yarmouth, in the county of Norfolk, Fruiterer.

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. 12, South-quay, Great Yarmouth aforesaid, on the 30th day of November, 1883, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1883.

C. H. WILTSHIRE, 12, South-quay, Great Yarmouth, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Clarke, carrying on the business of an Ironmonger, and Whitesmith, at No. 123, Bevan-street, Lowestoft, in the county of Suffolk, and residing at Victoria-road, Carlton Colville, in the said county of Suffolk.

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. Courai Fitch, Solicitor, 29, Bedford-row, London, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1883.

JOSEPH STANLEY, Bank Plain, Norwich, Solicitor for the said Debtor.

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 Thomas Diglin, of Parson Drove, in the county of Cambridge, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sidney and Arthur O'lard, No. 3, York-row, Wisbech, in the county of Cambridge, on the 5th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

SIDNEY and ARTHUR OLLARD, Wisbech and March, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hero, of No. 1, Clark's-place, Paris-street, and of No. 181, Sidwell-street, both in the county of the city of Exeter, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Will's, 63rd Bath-road, Exeter, Accountant, on the 5th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

T. W. HARTNOLL, 19, Gandy-street, Exeter, Solicitor for the said William Hero.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Stockman Pye, of No. 116, Sidwell-street, in the city of Exeter, Poulterer, Pork Butcher, and General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edwin Fewing, Public Accountant, No. 16, Queen-street, Exeter, on the 8th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

T. W. HARTNOLL, 19, Gandy-street, Exeter, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Pearce, of Newton Abbot, in the county of Devon, Tea 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 Inns of Court Hotel, Holborn, London, on the 8th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

HENRY G. BEACHY, of Newton Abbot, Devon, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Coombes, of No. 14, New Bridge-street, in the county of the city of Exeter, Fruiterer and Florist, renting a Garden and Greenhouses, situate in the parish of St. Thomas the Apostle, in the county of Devon.

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. Richard Southcott, No. 1, Post Office-street, Bedford-circus, Exeter, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

W. COOMBES, 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 Stephen Henry Braybrooke and John Kershaw, carrying on business in copartnership as Cotton Spinners and Manufacturers at the West Hulme Mills, Oldham, and at 38, Kennedy-street, in the city of Manchester, both in the county of Lancaster, the said Stephen Henry Braybrooke lately residing at North Wood House, Higher Crumpsall, in the said county, and now at No. 7, Clarksfield, Crumpsall aforesaid, and the said John Kershaw lately residing at Old Hall Stand, in the parish of Pilkington, in the said county, and now having no fixed residence.

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 Mitre Hotel, Cathedral Gates, in the city of Manchester, on the 18th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

BULLOCK and WORTHINGTON, 40, Kennedy-street, Manchester, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stephen Henry Braybrooke and John Kershaw, carrying on business in copartnership as Cotton Spinners and Manufacturers, at the West Hulme Mills, Oldham, and at 38, Kennedy-street, in the city of Manchester, both in the county of Lancaster, the said Stephen Henry Braybrooke lately residing at Northwood House, Higher Crumpsall, in the said county, and now at No. 7, Clarksfield, Crumpsall aforesaid, and the said John Kershaw lately residing at Old Hall Stand, in the parish of Pilkington, in the said county, and now having no fixed residence.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Stephen Henry Braybrooke has been summoned to be held at the Mitre Hotel, Cathedral Gates, in the city of Manchester, on the 18th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

BULLOCK and WORTHINGTON, 40, Kennedy-street, Manchester, Solicitors 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 Stephen Henry Braybrooke and John Kershaw, carrying on business in copartnership as Cotton Spinners and Manufacturers, at the West Hulme Mills, Oldham, and at 38, Kennedy-street, in the city of Manchester, both in the county of Lancaster, the said Stephen Henry Braybrooke lately residing at North Wood House, Higher Crumpsall, in the said county, and now at No. 7, Clarksfield, Crumpsall aforesaid, and the said John Kershaw lately residing at Old Hall Stand, in the parish of Pilkington, in the said county, and now having no fixed residence.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named John Kershaw has been summoned to be held at the Mitre Hotel, Cathedral Gates, in the city of Manchester, on the 18th day of December, 1883, at half-past three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

BULLOCK and WORTHINGTON, 40, Kennedy-street, Manchester, Solicitors 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 Joseph Thornton, of 10, Grove-chambers, Withy-grove, in the city of Manchester, and residing at 33, Russell-street, Moss Side, Manchester, all in the county of Lancaster, Leather Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

CORNELIUS MARSHALL, 2, Clarence-buildings, Booth-street, Manchester, 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 John Postle, of No. 44, Mitchell-street, Ancoats, Manchester, in the county of Lancaster, Beerhouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Woodall and

Marriott, No. 12, Norfolk-street, in the city of Manchester, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WOODALL and MARRIOTT, 12, Norfolk-street, Manchester, Solicitors 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 Jonathan Coupe Gorton, of No. 1, Queen's Market, Victoria-street, in Morecombe, in the county of Lancaster, Plumber, Glazier, and Gasfitter.

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 Holden and Whelon, Solicitors, Castle-hill, Lancaster, on the 30th day of November, 1883, at half-past eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

HOLDEN and WHELON, Castle-hill, Lancaster, Solicitors for the said Jonathan Coupe Gorton.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Stansfield, carrying on business as a Wool Stapler and Felt Carpet Manufacturer at Waterfoot, Hollinbank Mill, and Bridge Clough Mill, all in the township of Newchurch, in the county of Lancaster, and residing at Whitewell Bottom, Newchurch aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Hotel, Waterfoot, in the said county, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WOODCOCK and SONS, West View, Haslingden, Solicitors for the said Debtor.

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 Henry Holder, residing at No. 1, Peel-mount, Strawberry-hill, Pendleton, and carrying on business as a Manufacturer of Aerated Waters, at Nos. 10 and 12, Trentham-street, off Chester-road, Hulme, both in the county of Lancaster.

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. Diggles and OGDEN, Solicitors, No. 22, Booth-street, in the city of Manchester, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

DIGGLES and OGDEN, 22, Booth-street, Manchester, Solicitors 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 John Charles James, of 61, Pembroke-place, in the city of Liverpool, and William Charles Davies, of No. 31, West Derby-street, in the city of Liverpool, both carrying on business together in copartnership at the City Horse and Carriage Repository, Pembroke-place, in Liverpool aforesaid, under the style of J. C. James and Co., as Auctioneers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Messrs. J. P. Harris and Gorst, Solicitors, Stephenson-chambers, 25, Lord-street, in the city of Liverpool, in the county of Lancaster, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

J. P. HARRIS and GORST, 25, Lord-street, Liverpool, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lander, of 33, Irvine-street, Liverpool, in the county of Lancaster, Joiner and Builder, and lately residing and carrying on business as a Joiner and Builder at 192, Phythian-street, Liverpool aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Roane, Price, and Co, Chartered Accountants, 26, North John-street, Liverpool aforesaid, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

ROWE, PEMBERTON, and NORTON, 14, South Castle-street, Liverpool, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Nicholson, of 173, Breck-road, Everton, Liverpool, in the county of Lancaster, 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. Pennock and Guest, of Palace-chambers, 21, Victoria-street, Liverpool, in the county of Lancaster, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

PENNOCK and GUEST, Palace-chambers, 21, Victoria-street, Liverpool, Solicitors 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 John Reed, residing at No. 7, Longland-view, Liscard, in the county of Chester, and carrying on business at No. 16, Preeson's-row, Liverpool, in the county of Lancaster, as a Bootmaker.

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 Holden Harris, No. 4, Harrington-street, Liverpool, in the county of Lancaster, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WM. H. HARRIS, 4, Harrington-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nathaniel Hunt, of No. 70, Hannah-street and No. 2, Brunswick-street, both in Over Darwen, in the county of Lancaster, Grocer and 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 Angel Hotel, Market-street, Over Darwen aforesaid, on the 7th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

WM. RAMSBOTTOM, School-street, Over Darwen, Solicitor for the said Nathaniel Hunt.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Roberts, of the Painters' Arms, Crook-street, Bolton, in the county of Lancaster, Innkeeper, formerly carrying on business as a Shopkeeper at 226, Waterloo-street, Bolton aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Balshaw, Solicitor, Nelson-square, Bolton aforesaid, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

JOHN BALSHAW, Nelson-square, Bolton, Solicitor for the said John Roberts.

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 Thomas Burrows, of Stoney Craft-terrace, Ashton Old-road, Ashton-in-Makerfield, in the county of Lancaster, Grocer.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named person has been summoned to be held at the offices of Mr. R. M. Parkerson, Solicitor, 29, King-street, Wigan, in the said county, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

RICHD. M. PARKERSON, 29, King-street, Wigan, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne and Stalybridge. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Astley, carrying on business at Stamford-road, Hootley-hill, near Manchester, in the county of Lancaster, Hat Manufacturer, and residing at 57, Denton-lane, Hootley-hill aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the King's Arms Hotel, Spring-

gardens, in the city of Manchester, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

CLAYTON and WILSON, 1, Warrington-street, Ashton-under-Lyne, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Smith, of 186, Dalton-road, Barrow-in-Furness, in the county of Lancaster, Draper and Baby Linen 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 Station Hotel, Carnforth, in the county of Lancaster, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

J. HARTLEY PINCKNEY, 30, Hindpool-road, Barrow-in-Furness, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Dalton and Harry Dalton, both of Denby Dale, near Huddersfield, in the county of York, Tailors and Outfitters, carrying on business at Denby Dale aforesaid, under the style of A. Dalton and Nephew.

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. Clough and Brook, Solicitors, 28, Queen-street, Huddersfield, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

CLOUGH and BROOK, Solicitors for the said Alfred Dalton and Harry Dalton.

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 Alfred Dalton and Harry Dalton, both of Denby Dale, near Huddersfield, in the county of York, Tailors and Outfitters, carrying on business at Denby Dale aforesaid, under the style of A. Dalton and Nephew.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Alfred Dalton has been summoned to be held at the offices of Messrs. Clough and Brook, Solicitors, 28, Queen-street, Huddersfield, on the 7th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

CLOUGH and BROOK, Solicitors for the said Alfred Dalton.

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 Richard Wadsworth Crabtree, James Crabtree the younger, and Eugene Alfred Crabtree, carrying on business at Cross Freehold-street, York-road, Leeds, in the county of York, as Ironfounders and Engineers, under the style of Crabtree Bros., and respectively residing at 45, Louis-street, New Leeds, Prospect-terrace, Pontefract-lane, and Minerva-terrace, Beck-ett-street, all in Leeds aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Messrs. Walker and Tweedale, Solicitors, 12, South-parade, Leeds, on the 5th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

WALKER and TWEEDALE, 12, South-parade, Leeds, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Wadsworth Crabtree, James Crabtree the younger, and Eugene Alfred Crabtree, carrying on business at Cross Freehold-street, York-road, Leeds, in the county of York, as Ironfounders and Engineers, under the style of Crabtree Bros., and respectively residing at 45, Louis-street, New Leeds, Prospect-terrace, Pontefract-lane, and Minerva-terrace, Beckett-street, all in Leeds aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Richard Wadsworth Crabtree has been summoned to be held at the office of Messrs. Walker and Tweedale, Solicitors, 12, South-parade, Leeds, on the 5th day of December, 1883, at half-past three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

WALKER and TWEEDALE, 12, South-parade, Leeds, Solicitors for the said Debtor.

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 Richard Wadsworth Crabtree, James Crabtree the younger, and Eugene Alfred Crabtree, carrying on business at Cross Freehold-street, York-road, Leeds, in the county of York, as Ironfounders and Engineers, under the style of Crabtree Bros., and respectively residing at 45, Louis-street, New Leeds, Prospect-terrace, Pontefract-lane, and Minerva-terrace, Beckett-street, all in Leeds aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Crabtree, the younger has been summoned to be held at the office of Messrs. Walker and Tweedale, Solicitors, 12, South-parade, Leeds, on the 5th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

WALKER and TWEEDALE, 12, South-parade, Leeds, Solicitors for the said Debtor.

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 Richard Wadsworth Crabtree, James Crabtree the younger, and Eugene Alfred Crabtree, carrying on business at Cross Freehold-street, York-road, Leeds, in the county of York, as Ironfounders and Engineers, under the style of Crabtree Bros., and respectively residing at 45, Louis-street, New Leeds, Prospect-terrace, Pontefract-lane, and Minerva-terrace, Beckett-street, all in Leeds aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Eugene Alfred Crabtree has been summoned to be held at the office of Messrs. Walker and Tweedale, Solicitors, 12, South-parade, Leeds, on the 5th day of December, 1883, at half-past four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

WALKER and TWEEDALE, 12, South-parade, Leeds, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Greenwood, of 68, Commercial-street, Rothwell, in the county of York, Greengrocer.

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. Tennant and Barret, Solicitors, 18, Albion-street, Leeds, on the 10th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

TENNANT and BARRET, 18, Albion-street, Leeds, 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 Brammer, of 142, Whitham-road, Broomhill, Sheffield, in the county of York, Draper and Stationer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the rooms of the Sheffield District Incorporated Law Society, Hoole's-chambers, Bank-street, Sheffield, in the county of York, on the 1st day of December, 1883, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1883.

ALFRED S. BINNEY, 80, Queen-street, Sheffield, Solicitor 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 William Johnstone McClellan, of 181A, Westgate, Bradford, in the county of York, 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 Blackfriars Hotel, Manchester, in the county of Lancaster, on the 30th day of November, 1883, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

ARTHUR SINGLETON, 82, Darley-street, Bradford, Solicitor for the said Debtor.

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 Richard Deeble, of Heckmondwike, in the county of York, Boot and Shoe Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Henry

Chamberlain, in New-street, Leicester, in the county of Leicester, Accountant, on the 3rd day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

THOS. MITCHESON, Heckmondwike, 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 James Jones, in lodgings at No. 43, and in business at No. 49, Church-lane, Wolverhampton, in the county of Stafford, Lock Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Alfred Willcock, North-street, Wolverhampton, on the 20th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

R. A. WILLCOCK, North-street, Wolverhampton, Solicitor for the said James Jones.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas King, of Station-street, Looeport, in the borough of Burslem, in the county of Stafford, Grocer, Provision Dealer, and Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Saint John's-chambers, Burslem aforesaid, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1883.

F. W. TOMKINSON, St. John's-chambers, Burslem, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ralph Ratcliffe, of the Iron Market, and Penkhull-street, Newcastle-under-Lyme, in the county of Stafford, Plumber, Glazier, and 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. Joseph Griffith, 48, Iron Market, Newcastle-under-Lyme, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

JOSEPH GRIFFITH, Newcastle, Staffordshire, Solicitor for the said Ralph Ratcliffe.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Tom Bowers, of Tunstall, in the county of Stafford, 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 Vine Hotel, Stafford, on the 4th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

VINCENT H. JACKSON, Cheapside, Hanley, Solicitor for the said Frederick Tom Bowers.

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 Charles Blakeman, of Hammerwich, near Lichfield, 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 Joseph Edward Sheldon, 51, High-street, Wednesbury, in the county of Stafford, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

JOSEPH EDWD. SHELDON, 51, High-street, Wednesbury, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hugh Thomas Goodwin, of No. 23, Bridgeman-street, Walsall, in the county of Stafford, Chemist, Druggist, Drysalter, and Oil and Colour Dealer, formerly also carrying on business as a Licensed Victualler at the Cook Inn, Bartley Green, in the parish of Northfield, in the county of Worcester.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edwin Jaques,

Solicitor, Temple-chambers, 18, Temple-row, Birmingham, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

EDWIN JAUQUES, Temple-chambers, 18, Temple-row, Birmingham, 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 Robert Henson, of No. 109, Carlton-road, in the town of Nottingham, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. F. Lees, Solicitor, 8, Severn-chambers, Middle-pavement, Nottingham, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1883.

F. LEES, 8, Severn-chambers, Middle-pavement, 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 John Fred Hoskins, carrying on business at No. 31, Bridlesmith-gate, in the town of Nottingham, as a Plumber and Gas Fitter, and residing at No. 28, Clarendon-street, in the said town of Nottingham.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 14, Fletcher-gate, Nottingham, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WELLS and HIND, 14, Fletcher-gate, Nottingham, Solicitors 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 Roberts, of Wollaton-road, Beeston, in the county of Nottingham, formerly carrying on business there as a Grocer and Provision Dealer, and Beer Seller, but now as a Mineral Water Manufacturer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. F. Lees, Solicitor, 8, Severn-chambers, Middle-pavement, Nottingham, on the 28th day of November, 1883, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

F. LEES, 8, Severn-chambers, Middle-pavement, 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 Thomas Seeds, formerly carrying on business at Ward-street, Scytholme, and residing at No. 25, Lenton-street, Hyson Green, both in the borough of Nottingham, Plumber and Glazier, but now residing and carrying on business at New Denman-street, Radford, in the said borough of Nottingham, Plumber and Glazier.

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. F. Lees, Solicitor, 8, Severn-chambers, Middle-pavement, Nottingham, on the 30th day of November, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

F. LEES, 8, Severn-chambers, Middle-pavement, 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 Thomas Herrod, formerly of New Town, near Leicester, and of Eakring, in the county of Nottingham, but now of Sherwood-street, Mansfield, in the said county of Nottingham, Butcher.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 8, Fletcher-gate, in the town of Nottingham, on the 28th day of November, 1883, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

B. H. COCKAYNE, 8 and 12, Fletcher-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 Henry Slawson, of Granby, in the county of Nottingham, Baker and Brewery Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Acton and Marriott, Solicitors, Victoria-street, Nottingham, on the 5th day of December, 1883, at half-past three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

FRED. ACTON and MARRIOTT, Victoria-street, Nottingham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Arthur Fairs, of the White Swan Inn, Hope-street, Crook, in the county of Durham, Innkeeper, formerly carrying on business at 40, Hope-street, Crook aforesaid, as a Wholesale Wine, Spirit, Ale, and Porter Merchant, and at the Golden Fleece Hotel, Hope-street, Crook aforesaid, as an 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 my offices, 44, Market-place, Bishop Auckland, in the county of Durham, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

GEO. MAW, Jun., Bishop Auckland, Solicitor for the said Arthur Fairs.

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 Walter Angus Coombes and James Coombes, both of West Hartlepool, in the county of Durham, and carrying on business in copartnership at West Hartlepool aforesaid, and at Hartlepool, in the same county, and also at Middlesborough, in the county of York, as Boot and Shoe Dealers, under the style or firm of the Globe Boot Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. H. Simpson, Solicitor, 61, Church-street, West Hartlepool aforesaid, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

HIGSON SIMPSON, 61, Church-street, West Hartlepool, Solicitor for the said Debtors.

The Bankruptcy Acts, 1869 and 1883.

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 William King, of Linthorpe-avenue, Linthorpe, near Middlesborough, in the county of York, Landowner, and Retired Draper, now trading with another at No. 38, Sussex-street, Middlesborough aforesaid, under the style or firm of Osborn and Co., as Grocers and Provision Merchants.

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 Thomas Belk, Post Office-chambers, Marton-road, Middlesborough, in the county of York, on the 5th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

JNO. T. BELK, of Post Office-chambers, Mar'on-road, Middlesborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869, and the Bankruptcy Act, 1883.

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 William Hodgson, of Hutton Magna, in the county of York, lately carrying on business as a Draper and Grocer, but now a Labourer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of William Robinson, Solicitor, Chancery-lane, Darlington, in the county of Durham, on the 4th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1883.

W. ROBINSON, Chancery-lane, Darlington, 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 John Cope, of No. 12, New-arcade, Sunderland, in the county of Durham, Picture 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. Neilson and Brown, No. 16, John-street, Sunderland aforesaid, on the 29th day of November, 1883, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1883.

A. G. BOULTON, Seaham Harbour, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Thorold Hill and William Thomas Morton, trading in copartnership under the style or firm of Hill and Morton, at the Trafalgar Works, Upper Well-street, and Gas-street, both in the city of Coventry, in the county of Warwick, as Bicycle, Tricycle, Gun, and Perambulator Manufacturers, and also trading at Hill-cross, in the city of Coventry, aforesaid, as Watch Manufacturers and Jewellers, under the style of the Chronograph Watch and Jewellery Manufacturing Company, the said Walter Thorold Hill now residing in lodgings at No. 5, Trinity-terrace, and formerly residing in lodgings at No. 20, Warwick-row, and the said William Thomas Morton residing at No. 12, Hill-cross, all in the said city of Coventry.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at St. Michael's Hall, George-yard, Lombard-street, London, E.C., on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1883.

JOHN FARISH, 18, Smithford-street, Coventry, Solicitor for the said Walter Thorold Hill and William Thomas Morton.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Thorold Hill and William Thomas Morton, trading in copartnership under the style or firm of Hill and Morton, at the Trafalgar Works, Upper Well-street and Gas-street, both in the city of Coventry, in the county of Warwick, as Bicycle, Tricycle, Gun, and Perambulator Manufacturers, and also trading at Hill-cross, in the city of Coventry aforesaid, as Watch Manufacturers and Jewellers, under the style of the Chronograph Watch and Jewellery Manufacturing Company, the said Walter Thorold Hill now residing in lodgings at No. 5, Trinity-terrace, and formerly residing at lodgings at No. 20, Warwick-row, and the said William Thomas Morton residing at No. 12, Hill-cross, all in the said city of Coventry.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Walter Thorold Hill has been summoned to be held at St. Michael's Hall, George-yard, Lombard-street, London, E.C., on the 6th day of December, 1883, at half-past one o'clock in the afternoon precisely.—Dated this 16th day of November, 1883.

JOHN FARISH, 18, Smithford-street, Coventry, Solicitor for the said Walter Thorold Hill.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Thorold Hill and William Thomas Morton, trading in copartnership under the style or firm of Hill and Morton, at the Trafalgar Works, Upper Well-street and Gas-street, both in the city of Coventry, in the county of Warwick, as Bicycle, Tricycle, Gun, and Perambulator Manufacturers, and also trading at Hill-cross, in the city of Coventry aforesaid, as Watch Manufacturers and Jewellers, under the style of the Chronograph Watch and Jewellery Manufacturing Company, the said Walter Thorold Hill now residing in lodgings at No. 5, Trinity-terrace, and formerly residing in lodgings at No. 20, Warwick-row, and the said William Thomas Morton residing at No. 12, Hill-cross, all in the said city of Coventry.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named William Thomas Morton has been summoned to be held at St. Michael's Hall, George-yard, Lombard-street, London, E.C., on the 6th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 16th day of November, 1883.

JOHN FARISH, 18, Smithford-street, Coventry, Solicitor for the said William Thomas Morton.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Stephens Jenkins, of the Hearsall Inn, Craven-street, Coventry, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 111, Little Park-street, Coventry, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

HUGHES and MASSER, 111, Little Park-street, Coventry, Solicitors for the said James Stephens Jenkins.

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 Frederick Worcester, of Earnsford House, Station-road, Kenilworth, in the county of Warwick, late Herbalist, 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 No. 111, Little Park-street, Coventry, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

HUGHES and MASSER, 111, Little Park-street, Coventry, 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 William Smith, residing at No. 33, Key-hill, and carrying on business at No. 22A, Vittoria-street, both in Birmingham, in the county of Warwick, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Wright and Marshall, 86, New-street, Birmingham, in the county of Warwick, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WRIGHT and MARSHALL, 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 Friswell, of No. 66, Watville-street, Handsworth, in the county of Stafford, Baker.

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. Francis Caddick, at Woodville Cottage, Holyhead-road, Handsworth, in the county of Stafford, on the 7th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1883.

FRAS. CADDICK, Holyhead-road, Handsworth, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Chamberlain, formerly of Brinklow, near Rugby, in the county of Warwick, Commercial Traveller, but now of 311½, Neehell's Park-road, in the borough of Birmingham, in the said county, 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 George Frederick James, Solicitor, 37, Temple-street, Birmingham, in the county of Warwick, on the 5th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

G. F. JAMES, 37, Temple-street, Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Jordan, of Drybrook, in the township of East Dean, in the county of Gloucester, Collier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Lion Hotel, Cinderford,

Gloucestershire, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1883.

EDW. GOLDRING, Cinderford, Gloucestershire, Solicitor for the James Jordan.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas William Price, of 59, Tredworth-road, in the city of Gloucester, Farmer, Dealer, and Market Gardener.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Henderson, No. 9, Berkeley-street, Gloucester, on the 7th day of December, 1883, at half-past eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

ALFRED HENDERSON, 9, Berkeley-street, Gloucester, 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 James Lane, of West View House, William-street, Totterdown, Bristol, and of Cheddon-road, Taunton, in the county of Somerset, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Abbot Peters, Shannon-court, 6, Corn-street, Bristol, on the 5th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

CHAS. ABBOT PETERS, Shannon-court, 6, Corn-street, Bristol, Solicitor for the 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 Henry Lucas, of No. 3, Park-place, Castle-road, Southsea, in the county of Hampshire, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chambers of Commerce, 145, Cheapside, in the city of London, on the 10th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

W. FRED. VERRALL, 43, Chapel-road, Worthing, Solicitor for the said Henry Lucas.

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 Alfred Hammond, of 121, High-street, Gosport, in the county of Hants, Stationer and Bookseller, trading as Hammond and Son.

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, 145, Cheapside, in the city of London, on the 11th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

WM. AUGS. WAY, 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 Bull, of St. Cross Mill, Newport, in the parish of Whippingham, in the Isle of Wight, and of Fairlee Dairy, in the parish of Whippingham aforesaid, Miller, Bone Crusher, and Dairyman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Warburton's Hotel, Quay-street, Newport, Isle of Wight, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

EDWARD T. BLAKE, Newport, Isle of Wight, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James West, of No. 77, High-street, Pontypridd, in the county of Glamorgan, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Walter H. Morgan

No. 25290.

2 E

and Rhys, Solicitors, Pontypridd, in the county of Glamorgan, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

WALTER H. MORGAN and RHYS, Pontypridd, Glamorganshire, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Neath. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Harry, of the Ship Tavern, Britonsferry, in the county of Glamorgan, Collier and Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Taliesin Davies, Solicitor, No. 1, Alma-place, Neath, in the county of Glamorgan, on the 6th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1883.

J. TALIESIN DAVIES, No. 1, Alma-place, Neath, 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 Stephen Burden, of Nos. 18 and 20, Oakley-street, Lower Grange-town, Cardiff aforesaid, Postmaster, Grocer, and Baker.

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. A. Lovett, at 23, Duke-street, Cardiff aforesaid, on the 5th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1883.

HARRY COUSINS, 76, St. Mary-street, Cardiff, Solicitor for the said Debtor.

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 James Vaughan, of Beatrice-street, in the town of Oswestry, in the county of Salop, Cabinet Maker and Upholterer.

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 Public Hall, Oswestry, in the county of Salop, on the 6th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

RICHARD H. ELLIS, Oswestry, Solicitor for the said Debtor.

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 Christmas Jones, of No. 34, King-street, Cefn Mawr and Penycae, both in the parish of Ruabon, in the county of Denbigh, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. J. Hopley Pierce, No. 28, Regent-street, Wrexham aforesaid, Solicitor, on the 7th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1883.

J. HOPLEY PIERCE, 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 John Burns, of No. 10, Corporation-road, in the city of Carlisle, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, at No. 29, Lowther-street, in the city of Carlisle, on the 5th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

JOHN ERRINGTON, 29, Lowther-street, Carlisle, 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 Robert Brumpton, of No. 113, High-street, in the city of Lincoln, Baker, Flour, and Corn Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 14, Silver-street, in the said city of Lincoln, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

JNO. G. WILLIAMS, 14, Silver-street, Lincoln, Solicitor for the said Robert Brumpton.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Luke Jones, of the Abbey Arms Hotel, Festiniog, in the county of Merioneth, Hotel Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Junction Hotel, Llandudno Junction, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1883.

G. H. ELLIS, of Blaenau Festiniog, Solicitor for the said Peter Luke Jones.

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 William Messham, of 3, Tanyard-court, Union-street, in the city of Chester, Cab Proprietor and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Ellis, Solicitor, situate in Newgate-street, in the city of Chester, on the 5th day of December, 1883, at three o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

JNO. ELLIS, 16, Newgate-street, Chester, Solicitor for the said William Messham.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Bowring, of Westbourne, near Bournemouth, in the county of Hants, 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 office of Mr. Henry Thomas Trevanion, the Arcade, Bournemouth, in the county of Hants, on the 6th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1883.

TREVANION and CURTIS, New-street, Poole, Dorset, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Jones, senior, formerly of High-street, but now of Crumlin-street, both in Pontypool, in the county of Monmouth, Grocer and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. F. S. and C. Dauncey, Solicitors, Albion-chambers, Newport, in the said county of Monmouth, on the 5th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1883.

F. S. and C. DAUNCEY, Solicitors 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 John Sutcliffe, of 108, Denmark-hill, Camberwell, in the county of Surrey, Surgeon.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor will be held at the offices of the Trustee, No. 3, Cophall-buildings, in the city of London, on Monday, the 3rd day of December, 1883, at twelve o'clock noon, for the following purposes:—1. To receive the Trustee's report; 2. To audit and pass Trustee's accounts; 3. To fix the Trustee's remuneration; 4. To close the liquidation; 5. To release the Trustee.—Dated this 20th day of November, 1883.

HARRY FOSTER, 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 Francis Bianchi and Robert Maxwell Fabris, of 50, Gresham-street, in the city of London, and 22, Summer-row, Birmingham, in the county of Warwick, trading in copartnership under the style or firm of Francis Bianchi and Company, Wholesale Ironmongers and Hardware Factors, the said Francis Bianchi residing at 8, Bushey-hill-road, Camberwell, in the county of Surrey, and the said Robert Maxwell Fabris residing at 19, Prestonville-road, Brighton, in the county of Sussex.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named persons has been summoned to be held at the Guildhall Tavern, Gresham-

street, in the city of London, on Monday, the 10th day of December next, at eleven o'clock in the forenoon precisely; And notice is hereby given, that it is at the said meeting intended to add to or vary the provisions of the composition previously accepted by the creditors by resolutions passed and confirmed at the General Meetings in the above matter on the 2nd day of May, 1882, and the 16th day of May, 1882, respectively, and duly registered on the 25th day of May, 1882.—Dated this 22nd day of November, 1883.

WILKINS and FANSHAW, 11, Queen Victoria-street, in the city of London, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James David Hirst Smyth, of 137, Gower-street, and of Thorpe View, Worsley-road, Hampstead, both in the county of Middlesex, Dissenting Minister, also trading under the name of J. D. Hirst Smyth and Son, Stationer Bookseller, and Publisher.

NOTICE is hereby given, that a Special General Meeting of the Creditors of the above-named debtor is hereby summoned to be held at the offices of Fuller and Wise, 50, Gresham-street, in the city of London, on Wednesday, the 5th day of December, 1883, at eleven o'clock in the forenoon, for the purpose of passing the Trustee's accounts as audited by the Committee of Inspection, closing the liquidation, fixing the date for the release of the Trustee, and for transacting any other business in relation to this estate.—Dated this 21st day of November, 1883.

W. P. FULLER, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, transferred from the County Court of Sussex, holden at Lewes and Eastbourne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Martha Redhouse, of No. 1, Terminus-road, Eastbourne, in the county of Sussex, Dress Maker and Spinster.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person has been summoned to be held at the offices of Mr. William Hawkins Herbert, of No. 6A, Vigo-street, Regent-street, in the county of Middlesex, Solicitor, on the 4th day of December, 1883, at four o'clock in the afternoon precisely, for the following purposes:—To declare a First and Final Dividend; to grant the debtor her discharge; to vote the Trustee his remuneration; to receive and pass the Trustee's accounts; to close the liquidation; and to release the Trustee.—Dated this 21st day of November, 1883.

THOS. H. P. LEE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Stephen Campkin, of Melbourn, in the county of Cambridge, Farmer, Hay and Straw Dealer.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person is hereby summoned to be held at my offices, Baldock-street, Royston, in the county of Cambridge, on Wednesday, the 5th day of December, 1883, at eleven o'clock in the forenoon, for the following purposes:—1. To audit the accounts of the Trustee and fix his remuneration; 2. To declare a Dividend, such Dividend to be a First Dividend, or a First and Final one, as the creditors at the meeting may determine; 3. To release the Trustee; 4. To consider any other matter and pass any resolution the creditors then assembled may think desirable; 5. To close the liquidation.—Dated this 20th day of November, 1883.

EDWARD NASH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Seward Richard Edmond, of the Brewery, Spring-gardens, in the town and county of Haverfordwest, and Thomas Rees, of Dark-street, in the same town and county, trading under the style or firm of Edmond and Rees, Maltsters, Brewers, Wine, Spirit, Ale, and Porter Merchants, Seedsmen, and Auctioneers, at the Brewery aforesaid.

A GENERAL Meeting of the Creditors of the above estate will be held at the offices of Mr. James Price, Dew-street, Haverfordwest, on the 26th day of November, 1883, at the hour of ten o'clock in the forenoon precisely, for the undermentioned purposes, namely:—1. To pass a resolution closing the liquidation; 2. To pass a resolution releasing the Trustees; 3. To consider the grant of the debtors' discharge, and, if agreed to, to grant them their discharges.—Dated this 16th day of November, 1883.

WM. VAUGHAN JAMES,
JOHN KEMP, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ernest Beckton, of 17, Station-road, Westgate-on-Sea, in the Isle of Thanet, in the county of Kent, Plumber and Decorator.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Ernest Beckton will be held at the Station Hotel, Westgate-on-Sea aforesaid, on Monday, the 3rd day of December, 1883, at two o'clock in the afternoon, for the following purposes:—To pass the Trustee's accounts as audited by the Committee of Inspection; to fix the date for the close of the liquidation; to fix the date for the release of the Trustee; to consider whether the debtor's discharge be granted.—Dated this 21st day of November, 1883. **GEORGE ASHDOWN**, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation or Composition with Creditors, instituted by Frances Mary Elliott, of Wimmerfield Villa, Sketty, near Swansea, in the county of Glamorgan, Spinster and Teacher.

NOTICE is hereby given, that a General Meeting of the Creditors of Frances Mary Elliott will be held at the offices of Bartlett P. Thomas, 7, Fisher-street, Swansea, in the county of Glamorgan, on Saturday, the 1st day of December, 1883, at eleven o'clock in the forenoon, for the following purposes:—1st. To audit and pass the Trustee's accounts; 2nd. To vote the Trustee his remuneration; 3rd. To instruct the Trustee as to the disposal or otherwise of the debtor's interest in one-fourth share in her father's life policy; 4th. To pass such other resolutions as may be within the competency of the meeting.—Dated this 21st day of November, 1883.

B. P. THOMAS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Pound, of Kings-ton Mill, Ashbury, in the county of Berks, Miller, Corn Merchant, and Brickmaker.

NOTICE is hereby given, that a General Meeting of the Creditors of the above person under the liquidation proceedings instituted on 25th August, 1879, will be held at Messrs. Kinner and Tombs' offices, 32, High-street, Swindon, Wilts, on Monday, the 3rd December, 1883, at half-past ten o'clock in the forenoon, to audit the Trustee's further accounts; fix their remuneration; the debtor's allowance (if any); declare a Second and Final Dividend; and resolve as to the close of the liquidation; the release of the Trustee; and the discharge of the debtor.—Dated this 21st day of November, 1883.

WM. BREWER WEARING,
WM. S. CHAMBERLAIN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Mawdsley, Thomas Woods, Richard Craven, and Adison Crabtree, trading together in copartnership at Lily-lane Ironworks, Halifax, in the county of York, as Engineers and Tool Makers, under the style or firm of **A. Crabtree and Co.**

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtors will be held at the offices of Mr. Godfrey Rhodes, Solicitor, Commercial Bank-chambers, Crown-street, Halifax, in the county of York, on Monday, the 3rd day of December, 1883, at twelve o'clock at noon, to transact the following business, viz.:—1. To audit and pass the Trustee's account; 2. To close the liquidation; 3. To release the Trustee, and to pass such resolutions in reference thereto, and which the creditors are competent to pass as may be thought fit.—Dated this 20th day of November, 1883.

JOHN SCARR,
JONATHAN I. LEAROYD, Halifax, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Frank Sutton, of No. 3, Blackledge, Halifax, and of Springfield, Hipperholme, both in the county of York, Paper Merchant and Commission Agent.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of Messrs. England and Foster, Solicitors, Townhall-chambers, in Halifax aforesaid, on the 1st day of December, 1883, at half-past ten o'clock in the forenoon, for the purposes of closing the liquidation, passing the Trustee's accounts, releasing the Trustee, and considering, and, if thought fit, granting the application of the debtor for his discharge.—Dated this 21st day of November, 1883.

J. D. TAYLOR, Trustee.

2 E 2

The Bankruptcy Act, 1869.³¹

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Elliott, of Ladywell Brewery, Winlaton, in the county of Durham, Brewer.

NOTICE is hereby given, that a General Meeting of the Creditors in the above matter will be held at the offices of John M. Winter, 16, Market-street, Newcastle-upon-Tyne, on Tuesday, the 4th day of December, 1883, at half-past four o'clock in the afternoon precisely, for the purpose of considering an application made by the debtor for his discharge, and, if approved of, to grant the same.—Dated this 21st day of November, 1883.

JOHN M. WINTER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Lees, of No. 66, Summer-row, Birmingham, in the county of Warwick, trading under the style of Thomas Lees and Company, Hardware Merchant and Factor, and of No. 11, Aston-lane, Perry Barr, in the county of Stafford.

A GENERAL Meeting of the Creditors of the above-named debtor, in pursuance of section 28 of the Bankruptcy Act, 1869, will be held at the offices of Messrs. F. Charlton and Son, situate at No. 90, New-street, Birmingham, in the county of Warwick, on Monday, the 26th day of November, 1883, at half-past three o'clock in the afternoon precisely, for the purpose of considering the propriety or otherwise of passing a special resolution sanctioning the acceptance by the Trustee of the proposal for composition or general scheme of settlement of the affairs of the debtor, made by him as follows:—1. The payment in cash by the debtor, in case the special resolution passed shall receive the approval of the Court, and within fourteen days from the day of the date of such approval, of all costs, charges, and expenses, whether of Receiver, Trustee, or Solicitor, which have been already incurred in or relating to the aforesaid proceedings for liquidation, and all costs, charges, and expenses which may hereafter be incurred in relation thereto and of and incidental to the carrying into effect the composition or general scheme resolved upon; 2. The payment by the debtor of a composition of 4s. 6d. in the pound, to be accepted in satisfaction of the debts due to the creditors of the said Thomas Lees; 3. Such composition to be payable by three equal instalments, the first at the expiration of three calendar months from the approval of the said resolutions by the said Court; the second at the expiration of six calendar months from such approval; and the third and last at the expiration of nine calendar months from such approval, and the last of such instalments to be guaranteed to the satisfaction of the Trustee and Committee of Inspection; 4. Promissory notes payable to the Trustee for the first and second instalments of the said composition signed by the debtor, and for the third instalment thereof, less such part thereof as shall be paid over in cash, signed by the debtor, and his approved surety to be immediately after the said resolutions or the deed embodying the provisions thereof shall have been approved by the Court, handed to the Trustee for collection and distribution of the composition amongst the creditors of the said Thomas Lees; 5. The deed, a draft of which will be submitted to the meeting and signed by the Chairman, shall be submitted to the Court for its approval as a proper deed for carrying into effect the said resolutions and for releasing the said Thomas Lees; 6. Or such modification of such proposal as shall be approved by the majority in number representing three-fourths in value of the creditors of the said debtor who shall be present or properly represented at the meeting of which notice is hereby given, and generally for all such purposes and proceedings as are necessary and capable of being worked out under the Bankruptcy Act, 1869, and particularly the 28th section thereof.—Dated this 15th day of November, 1883.

WALTER CHARLTON, 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 Albert Blown, of 74, Richmond-road, West Brompton, in the county of Middlesex, Draper.

THE creditors of the above-named Albert Blown who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Alfred George Thomson, of 64, Lupus-street, Fimlico, in the county of Middlesex, Auctioneer, 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 16th day of November, 1883.

A. G. THOMSON, 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 Ann Elizabeth Greenwood, Widow, late of 86, St. John's Park, Holloway, and now of 24, Cromwell-avenue, Highgate, both in the county of Middlesex, and carrying on business under the style or firm of Charles Greenwood and Co., at 14 and 15, Great St. Thomas Apostle, in the city of London, Dealer in Jewellery, Toys, Brushes, Combs, Leather, and Fancy Goods.

THE creditors of the above-named Ann Elizabeth Greenwood, who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Cecil Moore, of No. 3, Crosby-square, in the city of London, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

EDWARD C. MOORE,
JAS. G. MANNING, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Forster Graham, Walter Graham, and William Edgar Graham, all of Nos. 68 to 86, Oxford-street, and of Nos. 5, 6, and 7, Newman-street, and of Perry's-place, Freston-place, and Newman-yard, all in the county of Middlesex, Builders, Upholsters, Cabinet Makers, and House and Estate Agents, and Copartners, trading at the places aforesaid, under the style or firm of Jackson and Graham, the said Forster Graham residing at 16, Grosvenor-street, in the city of Westminster, and at Rose-hill, Taplow, in the county of Bucks, the said Walter Graham residing at Elmwood, St. Albans-road, Watford, in the county of Herts, before then at 21, Sussex-gardens, Hyde-park, and formerly at 4, Stamford-place, Hyde Park, in the county of Middlesex, and the said William Edgar Graham residing at 5, St. Andrew's-place, Regent's Park, in the county of Middlesex.

THE creditors of the above-named Forster Graham, Walter Graham, and William Edgar Graham who have not already proved their debts, are required, on or before the 29th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Brown, Chartered Accountant, of No. 7, Westminster-chambers, Victoria-street, London, S.W., 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, 1883. HENRY BROWN, 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 Alfred Monarch Kino, of 39 and 40, Cornhill, 46 and 47, Lombard-street, and 29, Ludgate-hill, all in the city of London, and 257, Regent-circus, No. 87, Regent-street, and Bushey Park Cottage, Hampton Wick, all in the county of Middlesex, and late of 149, Cheapside, in the said city of London, and 51, Queen's-gate, in the said county of Middlesex, Tailor and Outfitter.

THE creditors of the above-named Alfred Monarch Kino who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Folland Lovering, of No. 77, Gresham-street, 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 21st day of November, 1883. JNO. F. LOVERING, 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 James Spurge and Henry Triggs, of No. 48, Friday-street, in the city of London, trading under the style or firm of Spurge and Triggs, as Warehousemen, the said William James Spurge residing at No. 2, Holmdale-road, Stamford Hill, in the county of Middlesex, and the said Henry Triggs formerly residing at Bridge House, Upminster, in the county of Essex, and now residing at Plasket, in the said county of Essex.

THE creditors of the above-named William James Spurge and Henry Triggs who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Trayton Pagden Child, Chartered Accountant, of 42, Poultry, 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 21st day of November, 1883.

T. P. CHILD, 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 Alfred Butterworth, of No. 41, King-street, Manchester, and of 25, Burgess-terrace, Hyde-road, Ardwick, both in the county of Lancaster, Shawl and Mantle Manufacturer and Dealer.

THE creditors of the above-named Alfred Butterworth who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Norton Read, of 49, Queen Victoria-street, in the city of London, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883. GEO. N. READ, 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 Alban Thomas, of 49, Aldermanbury, in the city of London, and of 13, Westbourne-terrace, Chiswick, in the county of Middlesex, trading in copartnership with Thomas McKinley, at 49, Aldermanbury aforesaid, under the style or firm of McKinley, Thomas, and Co., Umbrella Manufacturers; and in the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by Thomas McKinley, of 49, Aldermanbury aforesaid, and of 116, Dalberg-road, Brixton, in the county of Surrey, lately trading in copartnership with the said Alban Thomas, at No. 49, Aldermanbury aforesaid, under the style or firm of McKinley, Thomas, and Co., Umbrella Manufacturers. Consolidated by order of the Court dated 19th September, 1883.

THE creditors of the above-named Alban Thomas and Thomas McKinley who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Kennedy, at the offices of Kennedy and Hobbs, Chartered Accountants, No. 11, Old Jewry-chambers, 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 19th day of November, 1883.

THOMAS KENNEDY, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Middlesex, holden at Edmonton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert McDowell and George Dawson, trading as McDowell and Dawson, of 6, Lordship Grove, Lordship-road, Stoke Newington, Middlesex, late of 104, Church-street, Stoke Newington aforesaid, and of Cold Harbour-lane, Brixton, in the county of Surrey, the said George Dawson residing at 45, Bouverie-road, Stoke Newington aforesaid, Contractor.

THE separate creditors of the above-named George Dawson who have not already proved their debts, are required, on or before the 28th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Pannell, of the firm of Pannell, Cartwright, and Co., Girdlers' Hall-chambers, 38, Basinghall-street, 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 19th day of November, 1883. WM. H. PANSELL, 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 Golding Fill, late of Osborne-terrace, Stroud Green-road, Finsbury Park, in the county of Middlesex, Grocer and Tea Dealer, but now of No. 90, Queen's-road, Bayswater, in the county of Middlesex, Wine Merchant.

THE creditors of the above-named William Golding Fill who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Leatherdale, Chartered Accountant, 14, Old Jewry-chambers, 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 20th day of November, 1883.

HENRY LEATHERDALE, 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 Samuel Vernon, of 17, Cbalk Farm-road, and 215, Whitecross-street, both in the county of Middlesex, Cheesemonger and Pork Butcher.

THE creditors of the above-named Samuel Vernon who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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, 1883.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Sussex, holden at Hastings.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Lickfold, of 31, Queen's-road, and 1, East-parade, Hastings, in the county of Sussex, Tobacconist and Confectioner.

THE creditors of the above-named George Lickfold who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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, 1883.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Middlesex, holden at Edmonton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert McDowell and George Dawson, trading as McDowell and Dawson, of 6, Lordship Grove, Lordship-road, Stoke Newington, Middlesex, late of 104, Church-street, Stoke Newington aforesaid, and of Cold Harbour-lane, Brixton, in the county of Surrey, the said George Dawson residing at 45, Bouverie-road, Stoke Newington aforesaid, Contractor.

THE separate creditors of the above-named Robert McDowell who have not already proved their debts, are required, on or before the 28th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Pannell, of the firm of Pannell, Cartwright, and Co., Girdlers' Hall-chambers, 39, Basinghall-street, 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 19th day of November, 1883.

WM. H. PANSELL, Trustee.

In the London Bankruptcy Court.

In the London Bankruptcy Court, by transfer from the County Court of Surrey, holden at Guildford and Godalming.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Thirkettle, of Woking Station, in the county of Surrey, Grocer.

THE creditors of the above-named John Henry Thirkettle who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Ellis, of 32, Botolph-lane, in the city of London, Wholesale Grocer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

HENRY ELLIS, Trustee.

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 David Bromley, of 34, Bridge-street and 15, Museum-street, both in Warrington, in the county of Lancaster, Stationer and Bookseller.

THE creditors of the above-named David Bromley who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Shaw Green, of 20, Mill-street, Warrington, 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 17th day of November, 1883.

J. SHAW GREEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Barrett Smith, of Horaby, in the county of Lancashire, Joiner.

THE creditors of the above-named William Barrett Smith who have not already proved their debts, are required, on or before the 13th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Stephen Snowden, of Portland-street, Lancaster, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

STEPHEN SNOWDEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Cooper, of 33, Penny-street, Blackburn, in the county of Lancaster, Fish Salesman.

THE creditors of the above-named William Cooper who have not already proved their debts, are required, on or before the 15th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Heppard, of Richmond-chambers, Blackburn, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

WILLIAM HEPARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Fish, residing at Derbysire House, Alexander-road, and carrying on business at No. 22, Ainsworth-street, both within Blackburn, in the county of Lancaster, Paper Dealer.

THE creditors of the above-named Ralph Fish who have not already proved their debts, are required, on or before the 7th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Hamer, of No. 51, Church-street, Blackburn, Auctioneer, and Thomas Hayes Sh-ven, of No. 21, North John-street, Liverpool, Chartered Accountant, both in the county of Lancaster, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

EDWIN HAMER,
THOMAS H. SHEEN, Trustees.**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Ashton-under-Lyne and Sralybridge.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Amos Ogden, residing at the Cottage, Chamber Hills, Ashton-under-Lyne, in the county of Lancaster, and carrying on business at the Albion Foundry, Bank-street, Ashton-under-Lyne aforesaid, as a Brass Founder and Machinist.

THE creditors of the above-named Amos Ogden who have not already proved their debts, are required, on or before the 21st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Albert Dean, of Stamford-street, Ashton-under-Lyne aforesaid, Accountant, or Henry Vaughan, jun., of 37, Princess-street, in the city of Manchester, Accountant, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1883.

A. DEAN,
H. VAUGHAN, Jun., Trustees.**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 Herbert Dyson and James Crossley, of 53, Cannon-street, Manchester, and Clowes-street Works, Canal-street, Salford, both in the county of Lancaster, and now or lately carrying on business in copartnership with one Frederick Henry Dale, as Ivory Button Manufacturers and General Agents, under the style or firm of J. H. Dyson and Co., and prior thereto with one Ezra Rawlinson, under the same style or firm, at the same place, the said Joseph Herbert Dyson residing in lodgings at 359, Chorley-road, Swinton, near Manchester aforesaid, and the said James Crossley residing in lodgings at 93, Jane-lane, Swinton aforesaid.

THE creditors of the above-named Joseph Herbert Dyson and James Crossley who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Herbert Kidson, of 5, St. James-square, in the city

of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

HERBERT KIDSON, 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 Herbert Dyson and James Crossley, of 58, Cannon-street, Manchester, and Clowes-street Works, Chapel-street, Salford, both in the county of Lancaster, and now or lately carrying on business in copartnership with one Frederick Henry Dale, as Ivory Button Manufacturers and General Agents, under the style or firm of J. H. Dyson and Co, and prior thereto with one Ezra Rawlinson, under the same style or firm at the same place, the said Joseph Herbert Dyson residing in lodgings at 359, Chorley-road, Swinton, near Manchester aforesaid, and the said James Crossley residing in lodgings at 93, Jane-lane, Swinton aforesaid.

THE creditors of the above-named Joseph Herbert Dyson who have not already proved their debts, are required on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Herbert Kidson, of 5, St. James-square, in the city of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

HERBERT KIDSON, 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 Thomas Livesey, Frederick Kelly, Richard Eddleston Livesey, and George Bower Batchelor, carrying on business at 3, Exchange-court, Exchange-street East, in the city of Liverpool, as Cotton Brokers, trading together under the style or firm of Livesey, Sons, and Co., the said Thomas Livesey residing at Mosslands, Wallasey, in the county of Chester, the said Frederick Kelly residing at Northgate, Blundell Sands-road East, Great Crosby, in the county of Lancaster, the said Richard Eddleston Livesey residing at 9, Victoria-road, Waterloo, in the county of Lancaster, and the said George Bower Batchelor residing at Devonshire Villa, Stanley-road, Bootle, in the county of Lancaster.

THE creditors of the above-named Livesey, Sons, and Co. who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Sutherland Harwood Banner, of 24, North John-street, Liverpool, 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, 1883.

J. S. HARMOOD BANNER, 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 Rowland Hugh Roberts and John Williams, of 168 and 170, Boundary-street, and Regent-road, Canada Dock, in the city of Liverpool, Timber Merchants and Saw Mill Proprietors and Copartners, trading under the style or firm of Roberts, Williams, and Co., the said Rowland Hugh Roberts also carrying on business alone as a Builder, at 70, Farnworth-street, Liverpool aforesaid, and residing at No. 12, Wentworth-street, Liverpool aforesaid, the said John Williams residing at No. 11, Great Mersey-street, Liverpool aforesaid.

THE creditors of the above-named Roberts, Williams, and Co. who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Sutherland Harwood Banner, of 24, North John-street, Liverpool, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

J. S. HARMOOD BANNER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Taunton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Clement Smith, residing at No. 10, the Crescent, in the parish of St. Mary Magdalene, Taunton, in the county of Somerset, carrying on business at No. 66, East-street, Taunton aforesaid, as a Piano-forte Dealer and Music Seller, and also carrying on business as a Collar Manufacturer at the Pool Wall Mills, Taunton aforesaid, under the style of the Taunton Manufacturing Company.

THE creditors of the above-named Clement Smith who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their

names and addresses, and the particulars of their debts or claims, to us, the undersigned, Charles Goodland, Merchant, and Henry Hobbs Ham, Chartered Accountant, of Albion-chambers, Bristol, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1883.

CHARLES GOODLAND,
HENRY H. HAM, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Louis Higgs and James Hamilton Bowen, of the Palace-yard, High-street, in the city of Worcester, Boot and Shoe Manufacturers, and Copartners, trading under the style or firm of Higgs and Bowen.

THE creditors of the above-named Louis Higgs and James Hamilton Bowen who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Shaw, of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 9th day of November, 1883.

DAVID SHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Albert Toller, of Coleman-street, Whitehall-road, Leeds, in the county of York, Brass Founder, trading as A. Toller and Co.

THE creditors of the above-named Albert Toller who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Burrell, of 18, Albion-street, Leeds, 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, 1883.

W. H. BURRELL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Milroy, of 5, Willow Grove-road, Leeds, in the county of York, Draper and Clothier.

THE creditors of the above-named Robert Milroy who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Robert Murray Burgess, of 49, Albion-street, Leeds aforesaid, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

ROBT. M. BURGESS, 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 George Hawley, of Maida Villa, and of Low Pottery, Rawmarsh, in the county of York, Earthenware Manufacturer.

THE creditors of the above-named George Hawley who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Herbert Moss, of College-chambers, Rotherham, in the county of York, 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, 1883.

CHAS. H. MOSS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Sunderland, by transfer from the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Pegman, of 12, Lynn-street, West Hartlepool, in the county of Durham, Grocer and Provision Merchant.

THE creditors of the above-named William Pegman who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Robert Allen, of 32, Grainger-street West, Newcastle-upon-Tyne, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

ROBT. ALLEN, Trustee.

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 Edmund Walton and John Elliott, both of Middlesborough, in the county of York, Wine and Spirit Merchants and Mineral Water Manufacturers, trading under the style or firm of Walton and Elliott.

THE creditors of the above-named Edmund Walter and John Elliott who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Edmund Nichols, of 56, Westgate-road, Newcastle-upon-Tyne, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1883.

ALFRED COTTON HARPER,
EDMUND NICHOLS, Trustees.

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 Edmund Walton and John Elliott, both of Middlesborough, in the county of York, Wine and Spirit Merchants and Mineral Water Manufacturers, trading under the style or firm of Walton and Elliott.

THE separate creditors of the above-named John Elliott who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Edmund Nichols, of 56, Westgate-road, Newcastle-upon-Tyne, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

ALFRED COTTON HARPER,
EDMUND NICHOLS, Trustees.

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 Edmund Walton and John Elliott, both of Middlesborough, in the county of York, Wine and Spirit Merchants and Mineral Water Manufacturers, trading under the style or firm of Walton and Elliott.

THE separate creditors of the above-named Edmund Walton who have not already proved their debts, are required, on or before the 3rd day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Edmund Nichols, of 56, Westgate-road, Newcastle-upon-Tyne, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

ALFRED COTTON HARPER,
EDMUND NICHOLS, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Ralph Goodall, of Church-street, Silverdale, in the county of Stafford, Surgeon and Apothecary.

THE creditors of the above-named Ralph Goodall who have not already proved their debts, are required, on or before the 13th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Messrs. R. Slaney and Son, of Newcastle, Staffordshire, Solicitors for the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1883.

R. SLANEY and SON, Solicitors for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Maidstone.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Laws, of Maidstone, Boot and Shoe Seller.

THE creditors of the above-named John Laws who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Louis M. Bergtheil, at the offices of the Boot and Shoe Manufacturers' Association and Leather Trades Protection Society Incorporated, of 3, West-street, Finsbury-circus, 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 21st day of November, 1883.

LOUIS M. BERGTHEIL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frederick Sheldon, of Halfway-street, Eltham, in the parish of Bexley, in the county of Kent, Market Gardener.

THE creditors of the above-named Frederick Sheldon who have not already proved their debts, are required, on or before the 27th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Robert Williams, of Welling, Kent, Farmer, 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, 1883.

ROBERT WILLIAMS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Evens, of 219, High-street, Brentford, in the county of Middlesex, Grocer and Cheesemonger.

THE creditors of the above-named Robert Evens who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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, 1883.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Neale, of 5, Cedars-row, Wandsworth-road, in the county of Surrey, Grocer and Cheesemonger and Wine Merchant.

THE separate creditors of the above-named George Neale who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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, 1883.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Theophilus Price, of the Old Ship Hotel, Richmond, in the county of Surrey, Licensed Victualler.

THE creditors of the above-named Richard Theophilus Price who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Cecil Moore, of No. 3, Crosby-square, in the city of London, Chartered 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 17th day of November, 1883.

EDWARD C. MOORE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alfred Roberts, of the Rectory, Woodmansterne, in the county of Surrey, Clerk in Holy Orders.

THE creditors of the above-named Alfred Roberts who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund Charles Chatterley, (Messrs. C. Browne, Stanley, and Co., Chartered Accountants) of Nos. 3, 4, and 5, Queen-street, Chapside, 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 22nd day of November, 1883.

ED. C. CHATTERLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Josiah Cutler, of Gainsborough, in the county of Lincoln, Grocer, Keelman, and Boat Owner.

THE creditors of the above-named Josiah Cutler who have not already proved their debts, are required, on or before the 30th day of November, 1883, to send their

names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick William Brewster, of Rodger's-chambers, Norfolk-street, Sheffield, in the county of York, 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 16th day of November, 1883.

FREDK. W. BREWSTER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of William Ramsday Footner, of West Harrowbarrow, Calstock, in the county of Cornwall, Arsenic Manufacturer.

THE creditors of the above-named William Ramsday Footner who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, Ward West Arliss, No. 23, Westwell-street, Plymouth, in the county of Devon, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

WARD WEST ARLISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of James Matthews, of No. 26, George-street, East Stonehouse, in the county of Devon, Baker, Grocer, and Retailer of Beer.

THE creditors of the above-named James Matthews who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ward West Arliss, No. 23, Westwell-street, Plymouth, in the county of Devon, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

WARD WEST ARLISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Painter Bowman, of No. 90, High-street, Leicester, and Narborough, both in the county of Leicester, Coal Merchant and Beer Agent, trading under the style of C. B. Bowman and Sons.

THE creditors of the above-named Thomas Painter Bowman who have not already proved their debts, are required, on or before the 4th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Playter Steeds, of 20, Friar-lane, Leicester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

F. P. STEEDS, Trustee.

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 Frederick John Shorter, generally known and trading as Frederick John Shorter the younger, of 16, Warwick-street, Leamington, in the county of Warwick, Butcher.

THE creditors of the above-named Frederick John Shorter who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Staite, of Leamington, Auctioneer, 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, 1883.

JOHN STAITE, Trustee.

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 Thomas Wickes, residing at St. George's Cottage, St. George's-place, and carrying on business at Louise-road, both in the town of Northampton, Boot and Shoe Manufacturer.

THE creditors of the above-named Thomas Wickes who have not already proved their debts, are required, on or before the 5th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Ross Barnes, of Newland, in the town of Northampton, Leather 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 21st day of November, 1883.

T. R. BARNES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of Henry Pound, of Kingston Mill, Ashbury, in the county of Berke, Miller, Corn Merchant, and Brickmaker.

THE creditors of the above-named Henry Pound who have not already proved their debts, are required, on or before the 29th day of November, 1883, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, William Brewer Wearing and William S. Chamberlain, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

WM. BREWER WEARING,
WM. S. CHAMBERLAIN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of John Simkens, of Hucknall Torkard, in the county of Nottingham, Joiner and Builder, formerly carrying on business there in copartnership with James Simkens, under the style of Simkens Brothers.

THE creditors of the above-named John Simkens who have not already proved their debts, are required, on or before the 1st day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Leman, of the town of Nottingham, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1883.

THOS. LEMAN, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Henry Fox, of 90, Green-street, Bethnal Green, in the county of Middlesex, lately of Nos. 88 and 100, Brady-street, Bethnal Green, in the county of Middlesex, Boot Manufacturer.

JOHN BAYLISS, of No. 93, New-road, Whitechapel, London, Leather 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 15th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Weston Titus Tuxford, of No. 48, Fenchurch-street, in the city of London, trading as W. T. Tuxford and Co., Wine and Spirit Merchant, and also of No. 21, Castelnauvillas, Barnes, in the county of Surrey.

JOSEPH SHUBROOK, of St. Michael's-buildings, No. 9, Gracechurch-street, in the city of London, Chartered 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 8th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Solomon, of 38, Oxford-mansions, Oxford-street, in the county of Middlesex, late of No. 7, Bloomsbury-place, 272, Strand, 69, Warwick-street, Pimlico, and 31, Burlington-road, Highgate, all in the county of Middlesex, Musical Composer.

CHARLES MINSHULL, of 19, Change-alley, Cornhill, in the city of London, Chartered 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 14th day of November, 1883.

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 Reynolds Jackson, of 17, Sun-street, Finsbury-square, and of 19, Alwyn-road, Canonbury, both in the county of Middlesex, trading under the style of William Jackson and Sons, as a Metal Merchant, formerly trading in copartnership with Thomas Walker Young, of 550, Caledonian-road, in the county of Middlesex, at 17, Sun-street, Finsbury-square aforesaid, under the style of William Jackson and Sons, as Metal Merchants.

WALTER CHARLTON, of 90, New-street, Birmingham, in the county of Warwick, Chartered 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 19th day of November, 1883.

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 Joel Edward Enion, residing at 569, Stockport-road, Gorton, near the city of Manchester, and James Henry Enion, residing at 71, Edward-street, Chorlton-upon-Medlock, near the city of Manchester aforesaid, and carrying on business in copartnership together at 20, South King-street, in the said city of Manchester, under the style or firm of Enion Brothers, as Plumbers and Glaziers.

PETER THOMPSON, of 20, Brazenose-street, in the city of Manchester, Chartered Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1883.

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 Joel Edward Enion, residing at 569, Stockport-road, Gorton, near the city of Manchester, and James Henry Enion, residing at 71, Edward-street, Chorlton-upon-Medlock, near the city of Manchester aforesaid, and carrying on business in copartnership together at 20, South King-street, in the said city of Manchester, under the style or firm of Enion Brothers, as Plumbers and Glaziers.

PETER THOMPSON, of 20, Brazenose-street, in the city of Manchester, Chartered Accountant, has been appointed Trustee of the separate estate of Joel Edward Enion. 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 21st day of November, 1883.

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 Joel Edward Enion, residing at 569, Stockport-road, Gorton, near the city of Manchester, and James Henry Enion, residing at 71, Edward-street, Chorlton-upon-Medlock, near the city of Manchester aforesaid, and carrying on business in copartnership together at 20, South King-street, in the said city of Manchester, under the style or firm of Enion Brothers, as Plumbers and Glaziers.

PETER THOMPSON, of 20, Brazenose-street, in the city of Manchester, Chartered Accountant, has been appointed Trustee of the separate estate of James Henry Enion. 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 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Lawson, formerly of No. 29, Richmond-terrace, Blackburn, in the county of Lancaster, and now of No. 23, Duke's-brow, Blackburn aforesaid, Tea Dealer.

THOMAS ELLIS ABBOTT, of Blackburn, in the county of Lancaster, Chartered 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 8th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Cooper, of 33, Penny-street, Blackburn, in the county of Lancaster, Fish Salesman.

WILLIAM HEPPARD, of Richmond-terrace, Blackburn aforesaid, Chartered 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 19th day of November, 1883.

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 James Darbyshire, of No. 11, Ellesmere-street, Hindley, in the county of Lancaster, Stonemason.

GEORGE JAMES HEALY, of Wigan, in the county of Lancaster, 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, 1883.

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 Charles Edgar Wallace, of No. 10, Rumford-place, Liverpool, in the county of Lancaster, carrying on business there as a Wine Merchant, and formerly residing at No. 10, Salisbury-terrace, Wavertree, near Liverpool aforesaid, and now residing in apartments at No. 9, Ashfield, Wavertree aforesaid.

WILLIAM CROSSMAN SPENCER, of 4, Cook-street, Liverpool, 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 21st day of November, 1883.

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 Rogerson, of No. 49, Albert-terrace, Denton's Green-lane, St. Helen's, in the county of Lancaster, Travelling Draper.

JOSEPH STEWARD, of Liverpool, in the county of Lancaster, and Peter Kerr Chesney, of Bradford, in the county of York, Accountants, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Josiah Fry, of West-street, Wilton, in the county of Wilts, Butcher and Coal Merchant.

JAMES EDWARD RAWLENCE, of Salisbury, in the county of Wilts, Auctioneer, 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 17th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Edward Hill, of 24, Lower Bridge-street, in the city of Chester, Ale Porter, Wine and Spirit Merchant, residing at 19, Gladstone-avenue, Sealand-road, in the said city of Chester.

THOMAS ADAMS STEVENS, of Eastgate-row North, in the city of Chester, 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, 1883.

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 Jane Elizabeth Jeffs, of the Royal Oak Hotel, Mold, in the county of Flint, Widow, and Licensed Victualler.

ALFRED GARDNER PUGH, of the city of Chester, Chartered 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, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Henry Peach, of Heckington, in the county of Lincoln, Innkeeper.

GEORGE BARNETT, of Sleaford, in the county of Lincoln, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Twizell, of No. 18, Dockway-square, North Shields, in the county of Northumberland, and Isaac Brandon Reid the younger, of No. 20, Linskill-terrace, North Shields aforesaid, carrying on business together under the style of J. Twizell, Sons, and Reid, at 79 and 80, Tyne-street, and 67, King-street, North Shields aforesaid, and at Percy-street, Tynemouth, in the said county, as Ironmongers, Plumbers, Blacksmiths, and Tinsmiths.

JOHN MARTIN WINTER, of No. 16, Market-street, Newcastle-upon-Tyne, Chartered Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors 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, 1883.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Twizell, of No. 18, Dockway-square, North Shields, in the county of Northumberland, and Isaac Brandon Reid the younger, of No. 20, Linskill-terrace, North Shields aforesaid, carrying on business together under the style of J. Twizell, Sons, and Reid, at 79 and 80, Tyne-street, and 67, King-street, North Shields aforesaid, and at Percy-street, Tynemouth, in the said county, as Ironmongers, Plumbers, Blacksmiths, and Tinsmiths.

JOHN MARTIN WINTER, of No. 16, Market-street, Newcastle-upon-Tyne, Chartered Accountant, has been appointed Trustee of the separate estate of William Twizell. 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 17th day of November, 1883.

The Bankruptcy Act 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Twizell, of No. 18, Dockway-square, North Shields, in the county of Northumberland, and Isaac Brandon Reid the younger, of No. 20, Linskill-terrace, North Shields aforesaid, carrying on business together under the style of J. Twizell, Sons, and Reid, at 79 and 80, Tyne-street, and 67, King-street, North Shields aforesaid, and at Percy-street, Tynemouth, in the said county, as Ironmongers, Plumbers, Blacksmiths, and Tinsmiths.

JOHN MARTIN WINTER, of No. 16, Market-street, Newcastle-upon-Tyne, Chartered Accountant, has been appointed Trustee of the separate estate of Isaac Brandon Reid. 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 17th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Jacob Barnes, of the Atlas Chemical Works, Rainham, in the county of Essex, and 42, Springdale-road, Green-lanes, Stoke Newington, in the county of Middlesex, Manufacturing Chemist.

EDWARD MOORE, of No. 3, Crosby-square, in the city of London, Chartered 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 17th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred William Youatt, of 36, York-road, Battersea, and of 13, Totteridge-road, Battersea, both in the county of Surrey, Wheelwright and Farrier.

JAMES JEFFERY, of 43, College-street, Chelsea, in the county of Middlesex, Surveyor and Accountant, and George Millwater, of Winders-road, York-road, Battersea, in the county of Surrey, Leather Manufacturer, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 1st day of August, 1882.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingstor.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Horace Edward Phillips, of Manor House, New Malden, in the county of Surrey, Commercial Traveller, lately carrying on business as House and Estate Agent; and Builders' Merchants, with Herbert Beardshaw, under the style or firm of Horace E. Phillips and Co., at New Malden aforesaid.

FRANCIS DRAKE LESLIE, of the firm of Robinson and Leslie, of 30, Coleman-street, in the city of London, Chartered 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 5th day of November, 1883.

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 Richard Pykett, carrying on business at Old Knowstreet, Hyson Green, and residing at 336, Alfreton-road, both in the borough of Nottingham, Builder, Joiner, Wood Turner, and Sawyer.

CHARLES MARSHALL, of 1, Friar-lane, in the town of Nottingham, 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 debt to the trustee.—Dated this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Adams, of the Wheat Sheaf Inn, Midgate, Peterborough, in the county of Northampton, Licensed Victualler.

JOHN RICH SMART, Accountant, and Jesse Adnitt, High Bailiff of the County Court, both of Peterborough, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport and at Ryde.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Allen Albert Newnham, of Nuwara Eliya, Esplanade, Sandown, in the Isle of Wight, Builder and Contractor.

SAMUEL WHEELER, of 20, Holywood-street, Newport, Isle of Wight, Accountant, and William Richardson, of 35, Union-street, Ryde, Isle of Wight, Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 26th day of October, 1883.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Smith and William Smith, both of Sawley, in the county of Derby, trading in copartnership together as J. and W. Smith, as Coal Merchants, Cab Proprietors, and Greengrocers at Sawley aforesaid.

WILLIAM PARKER, of Derby, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancaster, holden at Liverpool.

To Astrup Cariss, of 33A, Castle-street, Liverpool, in the county of Lancaster, Accountant, and residing at 60, Hope-street, Liverpool aforesaid.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by William Beamer, of 40, Castle-street, Liverpool, in the county of Lancaster, Stock Broker, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the petition upon you; and further take notice, that the said petition will be heard at this Court, on the 16th day of December, 1883, at eleven o'clock in the forenoon, on which day you are required to appear; and if you do not appear the Court may adjudge you bankrupt in your absence. The petition can be inspected by you on application at this Court.—Dated this 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Richard Johnson, of 86, Glenthorne-road, Hammersmith, in the county of Middlesex, Builder and Decorator, adjudicated Bankrupt, 28th September, 1883.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named Richard Johnson will be held at the offices of Mr. John Robson Thomson, Victoria-chambers, Chancery-lane, in the county of Middlesex, Solicitor for Mr. John Ronald Shearer, the Trustee appointed herein, on Tuesday, the 4th day of December, 1883, at three o'clock in the afternoon precisely, for the purpose of considering the propriety of accepting the offer of Mr. George Freeman, made on behalf of the debtor, to purchase the estate of the above-named debtor for a sum sufficient to pay a composition of 2s. 6d. in the pound to all the creditors herein, and also to pay the costs of the debtor's Solicitor, and the costs and charges of the Receiver and Trustee, and the costs of the Trustee's Solicitor, as also any costs that may be due to the petitioning creditors' Solicitor, and for the annulling thereafter of the order of adjudication made against the said bankrupt.—Dated this 22nd day of November, 1883.

JOHN RONALD SHEARER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.

In the Matter of George Robert Neill, of Gerard-road, in the borough of Rotherham, in the county of York, carrying on business as an Accountant and Estate Agent, at Wharfedale-chambers, Sheffield, in the county of York, at College-street, Rotherham aforesaid, and at Mexborough, in the county of York, and also carrying on business at College-street aforesaid and at Mexborough aforesaid, in partnership with William Bruton, of Rotherham aforesaid, Mining Engineer, as Money Lenders, under the style or name of the Caledonian Funding Society, and also carrying on business at Mexborough aforesaid, in partnership with Thomas Harrop, of Mexborough aforesaid, Auctioneer, as Money Lenders,

under the same style of the Caledonian Funding Society, adjudicated Bankrupt the 6th day of April, 1883.

A GENERAL Meeting of the Creditors of the above-named George Robert Neill is hereby summoned to be held at the offices of Messrs. Hart and Moss, College-street, Rotherham aforesaid, Chartered Accountants, on Saturday, the 1st day of December, 1883, at twelve o'clock at noon precisely, for the following purposes, namely:—To consider the propriety of sanctioning and to pass a special resolution sanctioning the assent to and acceptance by the Trustee of a composition or scheme of settlement of the affairs of the bankrupt, offered or proposed by him, the said bankrupt, on the terms and conditions following, viz.:—1. That the bankrupt shall pay to the Trustee a sum representing 2s. in the pound, on all debts due to his creditors by him, and which have been proved or are capable of being proved in the above bankruptcy, within seven days from the date of the approval of the Court hereinafter referred to being obtained to the said composition or scheme of settlement; 2. That the bankrupt shall also within seven days from the approval of the Court being obtained as aforesaid to this composition or scheme of settlement, pay in full all preferential claims by law entitled to be paid in full out of his estate; 3. That the said bankrupt shall pay all costs, charges, and expenses incurred or to be incurred in or about or incidental to the bankruptcy proceedings herein, or incurred in the liquidation proceedings prior thereto, or which may be incurred or become necessary in or about or in consequence of this proposed composition or scheme of settlement, or in carrying the same into effect, or in obtaining the approval of the Court thereto; 4. That on payment of all and every the amounts and sums of money before-mentioned, and on payment of the costs, charges, and expenses aforesaid, the discharge of the bankrupt shall be and the same is hereby granted, and the estate and effects of the bankrupt shall also thereupon immediately be vested absolutely in him; 5. That all acts and things shall be done and all deeds and documents executed by the Trustee (but at the sole expense of the bankrupt), necessary to vest the said estate and effects in the bankrupt; 6. That on the final closing of the bankruptcy the same shall be annulled. And such meeting will also be held for the purposes following, viz.:—To pass any resolution or resolutions necessary or desirable to carry out the proposed composition or scheme of settlement, or to release the Trustee, and fix his remuneration; to pass any other resolutions incidental to the business of the meeting, and which the creditors then assembled shall be competent to pass.—Dated this 20th day of November, 1883.

CHAS. H. MOSS, Trustee.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 2s. 6d. in the pound has been declared in the matter of Judah Lee Simmonds, of 16, Fish-street-hill, in the city of London, Commission Merchant, trading under the style of J. L. Simmonds and Co., adjudicated bankrupt on the 18th day of October, 1881, and will be paid by me, at 66, Coleman-street, in the city of London, on and after the 26th day of November, 1883.—Dated this 21st day of November, 1883.

A. A. JAMES, Trustee.

In the County Court of Shropshire, holden at Shrewsbury.

A SECOND and Final Dividend of 1s. in the pound has been declared in the matter of George Hall, of No. 101, Frankwell, Shrewsbury, Grocer and Provision Dealer, adjudicated bankrupt on the 16th day of August, 1881, and will be paid by me, at my office, at the County Court, Shrewsbury, on and after the 24th day of November, 1883.—Dated this 19th day of November, 1883.

WM. HENRY WOOD, Trustee.

In the County Court of Lancashire, holden at Manchester.

A FIRST Dividend of 5s. in the pound has been declared in the matter of William Jones, of No. 75, Piccadilly, in the city of Manchester, Merchant, adjudicated bankrupt on the 24th day of July, 1883, and will be paid by me, at my office, No. 1, Piccadilly, Manchester aforesaid, on and after the 26th day of November, 1883.—Dated this 20th day of November, 1883.

W. STAVERT, Trustee.

In the County Court of Kent, holden at Canterbury.

A FIRST Dividend of 4s. in the pound has been declared in the matter of Charles Edmund Lang, of 45, High-street, Ramsgate, in the county of Kent, Shirt Maker, Tailor, Outfitter, and Hosier, adjudicated bankrupt on the 13th day of January, 1883, and will be paid by me, at my offices, No. 99, Cheapside, in the city of London, on and after the 22nd day of November, 1883.—Dated this 21st day of November, 1883.

J. D. VINEY, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A FIRST Dividend of 5s. in the pound has been declared in the matter of Thomas Roberts, of 25, Baxter-gate, Doncaster, in the county of York, Clothier, Outfitter,

Tailor, and Woollen Draper, adjudicated bankrupt on the 12th day of June, 1883, and will be paid by me, at my offices, in Wood-street, Horsefair, Doncaster, on and after the 26th day of November, 1883.—Dated this 19th day of November, 1883.
THOS. WM. STOTT, Trustee.

In the County Court of Bedfordshire, holden at Luton.
A SECOND and Final Dividend of 2d. in the pound has been declared in the matter of John Stephen Eyles, late of No. 6, Wellington-street, Luton, in the county of Bedford, but now of No. 2A, Upper-George-street, Luton aforesaid, and of No. 21, Rothesay-road, Luton aforesaid, Straw Plait Manufacturer, adjudicated bankrupt on the 23rd day of February, 1883, and will be paid by me, at the offices of Messrs. Boyes and Child, Chartered Accountants, No. 42, Poultry, in the city of London, on Monday, the 26th day of November, 1883, or any Monday following, between the hours of ten and one o'clock.—Dated this 21st day of November, 1883.
T. P. CHILD, Trustee.

§ In the County Court of Northumberland, holden at Newcastle.

A FIRST and Final Dividend of 3s. in the pound has been declared in the matter of James Davidson, of Chester-crescent and Stephney-road, in the city and county of Newcastle-upon-Tyne, Carrier, and formerly residing at Whaggis House, in the parish of Whickham, in the county of Durham, adjudicated bankrupt on the 8th day of May, 1883, and will be paid by me, at the offices of the Northumberland and Durham Traders' Association Limited, 32, Grainger-street West, Newcastle-upon-Tyne, on and after the 26th day of November, 1883.—Dated this 22nd day of November, 1883.
ROBT. ALLEN, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Albert Major, of 80, Cannon-street, in the city of London, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Albert Major, an order of adjudication was made on the 13th day of September, 1883. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 13th day of November, 1883.—Dated this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Robert Freke Gould, of 8, King's Bench-walk, Temple, in the county of Middlesex, Barrister-at-Law.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Robert Freke Gould having been given, it is ordered that the said Robert Freke Gould be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1883.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said Robert Freke Gould is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 4th day of December, 1883, at half-past 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 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 Hamilton Lindsay Bucknall, of No. 3, Victoria Mansions, in the city of Westminster, Civil Engineer.

UPON the hearing of this Petition this day, and upon proofs satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Hamilton Lindsay Bucknall having been given, it is ordered that the said Hamilton Lindsay Bucknall be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1883.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said Hamilton Lindsay Bucknall is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 6th day of December, 1883, 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 William Powell Murray, 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 County Court of Middlesex, holden at Brentford.

In the Matter of a Bankruptcy Petition against W

T C Bruton, of Cranfield Villa, Hanwell, in the county of Middlesex, Assistant Engineer.

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 W T C Bruton having been given, it is ordered that the said W T C Bruton be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

Wm. Ruston, Registrar.

The First General Meeting of the creditors of the said W T C Bruton is hereby summoned to be held at the County Court Offices, Townhall, Brentford, on the 11th day of December, 1883, 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 Surrey, holden at Kingston.

In the Matter of a Bankruptcy Petition against Joseph William St. John, of Gladstone-road, Wimbledon, in the county of Surrey, Builder and Grazier, lately residing at Merton Hall Farm, and trading there and at Ragnes Park, both in the said county.

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 act or acts of the Bankruptcy alleged to have been committed by the said Joseph William St. John having been given, it is ordered that the said Joseph William St. John be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1883.

By the Court,

James Bell, Registrar.

The First General Meeting of the creditors of the said Joseph William St. John is hereby summoned to be held at the County Court Office, Kingston-on-Thames, in the county of Surrey, on the 6th day of December, 1883, at four o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.
In the Matter of a Bankruptcy Petition against Alfred Plant, of Endon Bank Cottage, Endon, near Leek, in the county of Stafford, Earthenware Manufacturer's Manager.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Alfred Plant having been given, it is ordered that the said Alfred Plant be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1883.

By the Court,

H. C. Yates, Registrar.

The First General Meeting of the creditors of the said Alfred Plant is hereby summoned to be held at the County Court Offices, King Edward-street, Macclesfield, on the 5th day of December, 1883, 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 Cambridgeshire, holden at Cambridge.

In the Matter of a Bankruptcy Petition against James Horne, of Ely, in the county of Cambridge, Wine 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 James Horne having been given, it is ordered that the said James Horne be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1883.

By the Court,

J. F. Eaden, Registrar.

The First General Meeting of the creditors of the said James Horne is hereby summoned to be held at the Office of this Court, No. 15, Sidney-street, Cambridge, on the 8th day of December, 1883, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of a Bankruptcy Petition against John Howitt, trading as Howitt and Co., of Norfolk-street East, Wisbech Saint Peter, in the county of Cambridge, Grocer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said John Howitt having been given, it is ordered that the said John Howitt be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1883.

By the Court,

F. H. Partridge, Registrar.

The First General Meeting of the creditors of the said John Howitt is hereby summoned to be held at the Court-house, in King's Lynn, on the 7th day of December, 1883, at half-past o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of a Bankruptcy Petition against George Harrison, late of No. 163, Cemetery-road, Sheffield, in the county of York, Medical Student, but now of No. 96, Northgate, Huddersfield, in the said county of York, Chemist and Druggist.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said George Harrison having been given, it is ordered that the said George Harrison be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1883.

By the Court,

F. R. Jones, Registrar.

The First General Meeting of the creditors of the said George Harrison is hereby summoned to be held at the County Court-house, Queen-street, Huddersfield, on the 6th day of December, 1883, 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 London Bankruptcy Court.

In the Matter of William Waddell, now or late of No. 11, St. Mary Abbott's-terrace, Kensington, in the county of Middlesex, and of No. 1, Queen Victoria-street, in the city of London, Public Accountant, a Bankrupt.

Arthur Cooper, of No. 14, George-street, Mansion House, in the city of London, Chartered Accountant, and Frederick Whinner, of No. 8, Old Jewry, in the city of London, Chartered Accountant, have been appointed Trustees of the property of the bankrupt. The Court has

appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 14th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of James Waddell, now or late of No. 1, Queen Victoria-street, in the city of London, and 126, Queen's-gate, in the county of Middlesex, Public Accountant, a Bankrupt.

Arthur Cooper, of No. 14, George-street, Mansion House, in the city of London, Chartered Accountant, and Frederick Whinner, of No. 8, Old Jewry, in the city of London, Chartered Accountant, have been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 14th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Thomas Langton, of 45, King's-road, Saint Pancras, in the county of Middlesex, Wood Turner, a Bankrupt.

Henry Wilby Praill, of 165, Great College-street, Camden Town, in the county of Middlesex, Fancy Stool Maker, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 13th day of December, 1883, 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, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Robert Green, of Elm Grove, High-street, Lower Norwood, in the county of Surrey, Carman and Contractor, a Bankrupt.

William Henry Edwards, of 23, Borough High-street, Southwark, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, on the 7th day of December, 1883, 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 13th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Joseph Aarons, trading in copartnership with Joel Phillips, under the style or firm of Smith, Phillips, and Company, both at No. 66, Finsbury-pavement, London, and at Sydney, Australia, as Merchants, a Bankrupt.

William Alfred Stone, of No. 90, Cannon-street, in the city of London, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 1st day of December, 1883, 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 15th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of George Salisbury, of 7, South-street, Greenwich, in the county of Kent, Carver, Gilder, and Picture Frame Maker, a Bankrupt.

Edward Harvey, of Grecian-chambers, Temple, in the county of Middlesex, Chartered Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bank-

rupt to take place at the Court-house, Burney-street, Greenwich, in the county of Kent, on the 18th day of December, 1883, 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 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport in the Matter of Edward Cole, of Castle Wharf, Newport, in the county of Monmouth, and Hope Villa, Caerl-on-road, in the same county, Brewers' Agent, a Bankrupt.

Edwin Gerald Balding, of Newport, in the county of Monmouth, Chartered 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 a Court to be holden at Victoria-buildings, Newport aforesaid, on the 6th day of December, 1883, 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 16th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Abraham Finger, of 32, Stafford-street, in the city of Liverpool, Jeweller and Diamond Merchant, a Bankrupt.

Henry Bolland, of 1, South John-street, Liverpool, Chartered 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, Government-buildings, Victoria-street, Liverpool, on the 14th day of December, 1883, at half-past twelve 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 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Robert Fisher, residing in lodgings at No. 33, Sandal-street, Newton Heath, near the city of Manchester, Joiner and Builder, and lately residing in lodgings at No. 29, Sandal-street aforesaid, and lately carrying on business at Sandal-street-passage, Sandal-street aforesaid, as a Joiner and Builder, a Bankrupt.

Thomas Sutton, of 2, Cooper-street, in the city of Manchester, Chartered 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, situate Quay-street, in the said city of Manchester, on the 13th day of December, 1883, at a half-past twelve 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 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Arthur Morris, of No. 40, Belvedere, and also of No. 13, Paragon, both in the city of Bath, Grocer and Lodging-house Keeper, a Bankrupt.

Henry William Bowles, of No. 41, Broad-street, in the city of Bath, 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 Guildhall, Bath, on the 6th day of December, 1883, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 6th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of Rachel Cairnie Ferris, of No. 22, Paradise-street, Wells-road, in the city of Bath, Widow, a Bankrupt.

Henry William Bowles, of 41, Broad-street, in the city of Bath, 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 Guildhall, Bath, on the 20th day of December, 1883, 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 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of William Haggis, formerly of Queensbury, in the county of York, Worsted Spinner, carrying on business in copartnership with Haggis Hodgson and Francis Fleming, at Salterloo Mills, Northowram, in the parish of Halifax, in the said county, and at Square-road and West-parade, in Halifax aforesaid, under the style of H. Hodgson and Co., but now of No. 47, Derby-street, Great Horton, in Bradford, in the county of York, Overlooker, a Bankrupt.

Sidney Smith, of Swales Moor, near Halifax, in the county of York, Stone Merchant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the said Court on the 11th day of December, 1883, 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 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford, by transfer from the County Court of Yorkshire, holden at Dewsbury.

In the Matter of Arthur Craven, of Liversedge, near Normanton, in the county of York, Builder, a Bankrupt.

Peter Kerr Chesney, of Bradford, in the county of York, Chartered 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-house, Manor-row, in Bradford aforesaid, on the 11th day of December, 1883, 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 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull, by transfer from the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Edward Hodgson, residing at Yew Villa, Milton-street, Eastbourne, Darlington, in the county of Durham, out of Business, a Bankrupt.

Joseph Gregson, of Exchange-buildings, in the borough of Kingston-upon-Hull, 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, Townhall, Hull, on the 11th day of December, 1883, at three 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 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Charles Augustus Bishop, of the Briers, Silverdale, Sydenham, in the county of Kent, and Charles Kenwick Kenelm Bishop, of 18, Provost-road, Haverstock Hill, in the county of Middlesex, trading in copartnership together as Bishop and Son, at 250, Marylebone-road, in the county of Middlesex, as Organ Builders, adjudicated Bankrupts on the 28th day of August, 1879.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named bankrupts will be held at the offices of Messrs. Rundle and Hobrow, Solicitors, No. 80, Coleman-street, in the city of London, on Wednesday, the 5th day of December, 1883, at three o'clock in the afternoon precisely, pursuant to section 53, sub-section 4, of the above-mentioned Act, to remove Robert Gifford, the Trustee of the estate and effects of the said bankrupts, and to appoint another person to fill his office.—Dated this 23rd day of November, 1883.

THOS. REED, a Member of the Committee of Inspection.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of David Sinclair, of 80, Barnwell-road, Brixton, Surrey, Traveller, adjudicated a Bankrupt on the 18th November, 1881.

A GENERAL Meeting of the Creditors of the above-named bankrupt will be held at 114, Ludbrooke Grove-road, Notting Hill, Middlesex, on Saturday, 1st of December, 1883, at three o'clock, for the following purposes:—1. To hear Trustee's report; 2. To consider an application to the Court for bankrupt's discharge; 3. To release the Trustee.—Dated this 20th day of November, 1883.

W. YOUNG, Trustee.

In the County Court of Cambridgeshire, holden at Cambridge.

On the 19th day of December, 1883, at twelve o'clock at noon, at the Guildhall, Cambridge, Henry Baker, late of Newmarket All Saints, in the county of Cambridge, Grocer and General-shop Keeper, but now of No. 1, Willow-walk, Highgate-road, in the county of Middlesex, Grocer, adjudicated bankrupt on the 9th day of March, 1878, will apply for an Order of Discharge.—Dated this 21st day of November, 1883.

In the County Court of Norfolk, holden at Great Yarmouth.

On the 18th day of December, 1883, at twelve o'clock at noon, at the Townhall, Great Yarmouth, Alfred Fisher, of Gorleston, in the county of Suffolk, Outfitter, adjudicated bankrupt on the 3rd day of May, 1882, will apply for an Order of Discharge.—Dated this 20th day of November, 1883.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Henry Bazley Kendrick, of No. 64, Basinghall-street, in the city of London, Woolen Cloth Merchant, adjudicated bankrupt on the 14th day of July, 1881. Creditors who have not proved their debts by the 8th day of December, 1883, will be excluded.—Dated this 22nd day of November, 1883.

Jabez Walker, Trustee.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of William Henry Stevens, of 270, Commercial-road, in the county of Middlesex, Draper, adjudicated bankrupt on the 22nd day of August, 1882. Creditors who have not proved their debts by the 3rd day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

A. E. Clements, Trustee.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Robert Smith, of No. 100, Exmouth-street, Commercial-road East, in the county of Middlesex, Credit Draper, adjudicated bankrupt on the 20th day of October, 1882. Creditors who have not proved their debts by the 3rd day of December, 1883, will be excluded.—Dated this 20th day of November, 1883.

A. E. Clements, Trustee.

In the County Court of Denbighshire, holden at Wrexham.

A Dividend is intended to be declared in the matter of Henry Kelsall Aspinall, of Hafod Alyn, near Wrexham, in the county of Denbigh, Gentleman, adjudicated bankrupt on the 12th day of February, 1879. Creditors who have not proved their debts by the 3rd day of December, 1883, will be excluded.—Dated this 19th day of November, 1883.

J. E. Edwards, Trustee.

In the County Court of Carnarvonshire, holden at Bangor.

A Dividend is intended to be declared in the matter of Thomas Wells, of the Manchester Arms, Holyhead-road, Upper Bangor, in the county of Carnarvon, Licensed Victualler and Car Proprietor, adjudicated bankrupt on the 8th day of September, 1883. Creditors who have not proved their debts by the 30th day of November, 1883, will be excluded.—Dated this 15th day of November, 1883.

John Pritchard, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A Dividend is intended to be declared in the matter of William Deighton, late of the Bull's Head Inn, Sheffield Moor, Sheffield, in the county of York, Licensed Victualler, now of 13, Prince-street, Sheffield Moor, Sheffield aforesaid, Moulder, adjudicated bankrupt on the 31st day of October, 1878. Creditors who have not proved their debts by the 5th day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

W. Wake, Registrar-Trustee.

In the County Court of Lancashire, holden at Oldham.

A Dividend is intended to be declared in the matter of John Lees, of 44, Morton-street, Oldham, in the county of Lancashire, Coal Dealer, adjudicated bankrupt on the 18th day of March, 1882. Creditors who have not proved

their debts by the 1st day of December, 1883, will be excluded.—Dated this 21st day of November, 1883.

Lees Firth, Trustee.

In the County Court of Cornwall, holden at Truro.

A Dividend is intended to be declared in the matter of Richard Boyns, of the parish of St. Just-in-Penwith, in the county of Cornwall, Grocer and General Dealer and Mine Purser, adjudicated bankrupt on the 31st day of August, 1883. Creditors who have not proved their debts by the 20th day of December, 1883, will be excluded.—Dated this 20th day of November, 1883.

James Berryman, Trustee.

In the County Court of Surrey, holden at Kingston.

A Dividend is intended to be declared in the matter of Arthur H. H. S. Mercer, of Woodbine Villa, Walton-on-Thames, in the county of Surrey, Lieutenant in the Royal Navy, adjudicated bankrupt on the 31st day of October, 1878. Creditors who have not proved their debts by the 1st day of December, 1883, will be excluded.—Dated this 14th day of November, 1883.

William Edmonds, Trustee.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court,**

In the Matter of J. C. Hodges, of No. 30, New Bridge-street, Blackfriars, in the city of London, adjudicated a Bankrupt on the 17th day of March, 1880.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Messrs. Trowen and Southcott, 2, King-street, Chesapside, London, E.C., on Friday, the 30th day of November, at three o'clock, for the following purpose:—To pass the Trustee's accounts, and to vote his remuneration; also to fix a date closing the bankruptcy and to release the Trustee.—Dated this 17th day of November, 1883.

THOMAS SOUTHCOTT, Trustee.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Joseph Palmer, of No. 12, Borough High-street, in the county of Surrey, and No. 111, High-street, Lewisham, in the county of Kent, Auctioneer and House and Estate Agent, a Bankrupt. Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 21st day of July, 1883, reporting that the whole of the property of the bankrupt has been realized for the benefit of the estate, but no dividend has been declared, the same not being sufficient for costs, and upon hearing the Solicitor for the Trustee, and reading the report of the Official Assignee, dated the 20th day of October, 1883, and no person appearing to oppose, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of the estate, but no dividend has been declared, the same not being sufficient for costs, doth order and declare that the bankruptcy of the said Joseph Palmer has closed.—Given under the Seal of the Court this 15th day of November, 1883.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of William Hammond, of 508, Commercial-road East, in the county of Middlesex, and 3, the Terrace, Walthamstow, in the county of Essex, Baker and Confectioner, a Bankrupt.

Before Mr. Registrar Brougham, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 16th day of July, 1883, reporting that as much of the property of the bankrupt as could be had been realized for the benefit of his creditors as shown by the statement hereunto annexed, which realization was not sufficient to pay the expenses, and upon the application of the Trustee and reading of the report of the Official Assignee, and no creditor appearing to oppose, the Court being satisfied that so much of the property of the bankrupt as can be had been realized for the benefit of his creditors, which realization was not sufficient to pay expenses, doth order and declare that the bankruptcy of the said William Hammond has closed.—Given under the Seal of the Court this 16th day of November, 1883.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Joseph Chase, of No. 19, Chase-road Grove-road, Woodford, in the county of Essex, Builder a Bankrupt.

Before Mr. Registrar Murray, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 31st day of August, 1883, reporting that the whole of the property of the bankrupt that he had been able to discover had been realized for the benefit of his creditors, and a dividend to the amount of seven shillings and three pence in the pound had been paid, as

shown by the statement thereunto annexed, and upon reading the report of the Official Assignee, dated the 12th day of November, 1883, and upon hearing Messrs. G. F. Hudson, Matthews, and Co., of 32, Queen Victoria-street, the Solicitors for the Trustee, and no creditors appearing to oppose, the Court being satisfied that the whole of the property of the bankrupt that the Trustee had been able to discover had been realized for the benefit of his creditors, and a dividend to the amount of seven shillings and three pence in the pound had been paid, doth order and declare that the bankruptcy of the said Joseph Chase has closed.—Given under the Seal of the Court this 17th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Joseph Whittell, of Beestones Cottage, Stainland, in the parish of Halifax, in the county of York, carrying on business at Beestones Mill, Stainland aforesaid, as a Woollen Manufacturer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 17th day of November, 1883, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and upon hearing Mr. John Law Garsed, Solicitor for the Trustee, the Court being satisfied that the whole of the property of the bankrupt had been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said Joseph Whittell has closed.—Given under the Seal of the Court this 19th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of James Chisholm Wilson, of Regent-street, Swindon, in the county of Wilts, Grocer and Provision Dealer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 10th day of November, 1883, reporting that sufficient of the property of the bankrupt has been realized for the benefit of creditors, and dividends of fifteen shillings and five shillings in the pound respectively, together with interest on the several claims of the creditors at the rate of four pounds per centum per annum have been paid, as shown in the statement already filed and the one thereunto annexed, and the Court being satisfied that sufficient of the property of the bankrupt has been realized for the benefit of creditors, and dividends of fifteen shillings and five shillings in the pound respectively, together with interest on the several claims of the creditors at the rate of four pounds per centum per annum have been paid, doth order and declare that the bankruptcy of the said James Chisholm Wilson has closed.—Given under the Seal of the Court this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Edward Lloyd, of 653, Rice-lane, Walton, in the county of Lancaster, Draper, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 7th day of November, 1883, reporting that so much of the property of the bankrupt as can, according to the joint opinion of himself and the Committee of Inspection, thereunto annexed, in writing under our hands, be realized without needlessly protracting the bankruptcy has been realized, as shown by the statement thereunto annexed, and dividends to the amount of six shillings in the pound have been paid, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said Edward Lloyd has closed.—Given under the Seal of the Court this 16th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Thomas Hollingsworth, of Haslington, near Crewe, in the county of Chester, Shoemaker, Wringing Machine Agent, Insurance Agent, and Money Lender, a Bankrupt.

UPON reading the report of the Trustee of the property of the bankrupt, dated the 17th day of November, 1883, reporting that so much of the property of the bank-

rupt as can, according to the joint opinion of himself and the Committee of Inspection, be realized without needlessly protracting the bankruptcy had been realized, and the Court being satisfied that so much of the property of the bankrupt as can be realized without needlessly protracting the bankruptcy has been realized, doth order and declare that the bankruptcy of the said Thomas Hollingsworth has closed.—Given under the Seal of the Court this 21st day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of William French Trask, of Court House, Lower Woodford, in the county of Wilts, Farmer, a Bankrupt.

UPON reading the report of the Trustee of the property of the bankrupt, dated the 13th day of November, 1883, that the whole of the property of the bankrupt has been realized for the benefit of the creditors, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of the creditors, doth order and declare that the bankruptcy of the said William French Trask has closed.—Given under the Seal of the Court this 21st day of November, 1883.

THE estates of George Kemp, Auctioneer and Messenger-at-Arms, Hamilton, carrying on business there under the name or firm of James Kemp and Son, Auctioneers and Messengers-at-Arms, of which firm he is the sole Partner, were sequestrated on the 17th day of November, 1883, by the Sheriff of the county of Lanark.

The first deliverance is dated the 17th day of November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Tuesday, the 27th day of November current, within the Royal Hotel, Hamilton.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. B. SOUTTER, Solicitor, Hamilton, Agent.

THE estates of James Thomson Findlay, Draper, 623, Gallowgate, Glasgow, were sequestrated on the 17th day of November, 1883, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th day of November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 27th day of November, 1883, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

M'LAREN and M'NEE, Agents.

107, St. Vincent-street, Glasgow,
19th November, 1883.

THE estates of Hugh Freeland Macdonald, of Freeland-bank, near Airdrie, and residing there, were sequestrated on the 19th day of November, 1883, by the Sheriff of the county of Lanark.

The first deliverance is dated the 19th day of November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Friday, the 30th day of November, 1883, within the Royal Hotel, Airdrie.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN M. ALSTON, Writer, Coatbridge, Agent.

All Letters must be Post paid, and all communications on the business of the London Gazette, to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex,

Friday, November 23, 1883.

Price One Shilling.