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FRIDAY, NOVEMBER 30, 1883.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 28th 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 Areas declared by Orders of Council to be Areas infected with foot-and-mouth disease (namely),—(1.) the parishes of Melchbourne, Yelden, and Dean, in the county of Bedford; (2.) the parishes of Pertenhall, and Keysoe, in the county of Bedford; (3.) the parishes of Poddington, Wymington, and Farn-dish, in the county of Bedford; and (4.) the parishes of Sharnbrook, and Bletsoe, in the county of Bedford,—are, except such portions thereof as are respectively included in the Areas described in Article 2 of this Order, hereby declared to be free from foot-and-mouth disease, and the Areas above described, except as aforesaid, shall, as from the commencement of this Order, cease to be Areas infected with foot-and-mouth disease.

2. The following Areas (namely),—the parish of Melchbourne, in the county of Bedford; (2.) the parish of Keysoe, in the county of Bedford; (3.) the parish of Poddington, in the county of Bedford; and (4.) the parish of Bletsoe, in the county of Bedford,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

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

Herbert M. Suft.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 28th 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 Croft, and Skegness, 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 parish of Croft, 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-ninth day of November, one thousand eight hundred and eighty-three.

Herbert M. Suft.

(FOOT-AND-MOUTH DISEASE.)

AT the Council Chamber, Whitehall, the 29th 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),—all that portion of the county of Salop situated to the north or north-east of the following boundary road, namely,—the road running from Ightfield by Calverhall to Bletchley, and thence to Rose Hill, and thence by Colehurst and Sutton to the boundary of the county at Four Alls,—which was declared by Order of Council dated the second day of October, 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 thirtieth day of November, one thousand eight hundred and eighty-three.

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 29th 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 parishes of Pottsgrove, Battlesden, Milton Bryant, Eversholt, Hockliffe, Tilsworth, Toddington, Houghton Regis, Tingrith, Chalgrave, Heath, and Reach, in the county of Bedford,—is, except such portions thereof as are included in the Areas described in Article 3 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.

2. The following Area declared by Order of Council to be an Area infected with foot-and-mouth disease (namely),—the parishes of Aspley Guise, Husborne-Crawley, Ridgmount, Steppingley, Lidlington, Marston Moretaine, Wootton, Kempston, Stagsden, Woburn, Bromham, Oakley, Biddenham, Stevington, Hulcote, Flitwick, and Turvey, in the county of Bedford,—is, except such portions thereof as are included in the Areas 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 Areas (namely),—(1.) the parish of Eversholt, in the county of Bedford ; (2.) the parish of Hockliffe, in the county of Bedford ; and (3.) the parish of Toddington, in the county of Bedford,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

4. The following Areas (namely),—(1.) the parishes of Husborne-Crawley, Ridgmount, Lidlington, Marston Moretaine, and Woburn, in the county of Bedford ; (2.) the parishes of Kempston, Stagsden, and Bromham, in the county of Bedford ; and (3.) the parish of Flitwick, in the county of Bedford,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

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

C. L. Peel.

(FOOT-AND-MOUTH DISEASE.)

AT the *Council Chamber, Whitehall*, the 30th 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 petty sessional of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of the

main-road from Long Sutton to Wisbech, and to the south of the Sutton Bridge main-road up to the county boundary next Cambridgeshire and Norfolk ; exclusive of the said main-roads,—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. The following Area declared by Order of Council to be an Area infected with foot-and-mouth disease (namely),—the whole of the parish of Crowland, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire,—is, except such portions thereof as are included in the Areas described in Article 5 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area 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),—so much of the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of a direct line from Holbeach main-road to Fleet Mill and Fleet Haven and along it to Boston Deepes, and to the north of the said Holbeach main-road from the said line up to the county boundary next Norfolk ; exclusive of the said main-road,—is, except such portions thereof as are included in the Areas described in Article 6 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area 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 declared by Order of Council to be an Area infected with foot-and-mouth disease (namely),—so much of the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of the direct highways from Holbeach Railway-station to Saturday Bridge, Holbeach St. Johns, along Jerkins Bank and New river Gate, across Shell Bridge and along Holbeach river by Holbeach Drove, and thence up to the county boundary next Cambridgeshire, and as lies to the south of the Holbeach Railway Line from Holbeach-station up to Fleet-station, thence east of the direct highway up to Holbeach main-road, thence south of such Holbeach main-road up to the Old Toll Bar-lane at Sutton, thence west of such lane up to the said Railway, thence south of such Railway up to Seagate-lane, Long Sutton, thence east of such lane up to the Sutton Bridge main-road, thence south of such road up to its junction with the main-road to Wisbech, and thence west or southwest of such Wisbech-road up to the county boundary next Cambridgeshire ; exclusive of all the said roads and lanes,—is, except such portions thereof as are included in the Areas described in Article 7 of this Order, hereby declared to be free from foot-and-mouth disease, and the Area 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.

5. The following Areas (namely),—(1.) so much of the parish of Crowland (including Postland), in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the east of the main-road from Brotherhouse Bar to the Guide Post at Hull's Drove Corner, and thence to the north of Hull's Drove and of the

highway to Whaplode Drove; exclusive of all the said boundary-roads, and (2.) so much of Crowland Common, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, as lies to the north of Deeping High Bank leading from Deeping St. James Railway-station to the Bridge Hotel and to the west of the Common-road from the Bridge Hotel to the Forty Feet Drain; exclusive of the said boundary-roads,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

6. The following Areas (namely).—(1.) in Holbeach Fen, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, the highway leading from Holbeach Railway-station to Hurdle Tree Bank on the west, Mr. William Bailey's arable field on the north and east, and Mr. Martin Coward's grazing field on the south; exclusive of the said highway; (2.) in Holbeach Fen, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, the Little South Holland Drain from Saturday Bridge to Hilliam's Bridge on the south, thence a gravel-lane in a northwardly direction to and along the highway to the Red Lion Public-house at Hurdle Tree Bank Corner on the east, thence Hurdle Tree Bank to Holbeach St. Johns-road on the north, and thence Holbeach St. Johns-road to Saturday Bridge on the west; exclusive of all boundary-roads; (3.) in Sutton St. Edmund, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, Sutton Gate from South Eau Bank to Kingston Hall Chase on the west, thence along such Chase and an imaginary line across two of Mr. Pearson's fields to Hall Gate on the north, thence Hall Gate to South Eau Bank on the east, and the said Bank to Sutton Gate on the south; exclusive of all the said boundary-roads; (4.) in Sutton St. Edmund, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, Hall Gate from Mr. Howard's eight acres grazing field to the southern boundary fence of his farm on the east, the said southern boundary fence on the south, thence Sutton Gate to the said eight acres field on the west, and the said field on the north; exclusive of the said boundary-roads; (5.) in Sutton St. James, and Sutton St. Mary, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised with the following boundaries, that is to say, the Sutton St. James and Long Sutton highway from St. James village to Ropers-lane on the west and north, thence the said lane to Drawdyke-road on the east, and Drawdyke-road to St. James village on the south; exclusive of all the said boundary-roads; (6.) in Tydd St. Mary, and Sutton St. James, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, Drawdyke-road from Mr. Granger's house to Green-lane on the north, thence Green-lane on the east, and two contiguous arable fields on the south and west sides of Mr. T. J. Peacock's seven acres eddish field there situate; exclusive of the said boundary-roads; and (7.) in Gedney, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, a Green-lane from the Vicarage Railway Crossing to Mr. T. W. Snushall's low bullock yard on the west, thence an imaginary direct line across Mr. Snushall's lands to his farmhouse on the south, thence Gedney Broadgate and

Stonegate to Stonegate Crossing on the east, and the Railway Line to the Vicarage Crossing on the north; exclusive of all the said boundary-roads,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

7. The following Areas (namely).—(1.) in Gedney Dyke, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, Sutton-lane from the White Lion Public-house to and including Mr. Folley's Jetty field on the south, the said field on the east, Mr. King's Hill ground and inclusive of it on the north, and Gedney Dyke and village-road to the White Lion Public-house on the west; exclusive of the said boundary-roads, and (2.) in Sutton, in the petty sessional division of Elloe, in the Parts of Holland, Lincolnshire, comprised within the following boundaries, that is to say, the highway from Sutton Vicarage to Coll's Pit Corner on the east and south, and Needham's-lane to the Vicarage aforesaid on the west and north; exclusive of the said boundary-roads,—shall continue to be and are hereby declared to be Areas infected with foot-and-mouth disease.

8. This Order shall take effect from and immediately after the first day of December, one thousand eight hundred and eighty-three.

C. L. Peel.

THE ENGLAND AND WALES MARKETS AND FAIRS TEMPORARY ORDER OF 1883.

At the Council Chamber, *Whitshall*, the 30th 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:

Short Title.

1. This Order may be cited as THE ENGLAND AND WALES MARKETS AND FAIRS TEMPORARY ORDER OF 1883.

Commencement and Duration.

2. This Order shall commence and take effect from and immediately after the twenty-sixth day of December, one thousand eight hundred and eighty-three; and shall cease to have effect from and immediately after the twenty-ninth day of February, one thousand eight hundred and eighty-four, without prejudice to the institution or prosecution of any proceeding in respect of an offence committed on or before that day.

Extent.

3. This Order extends throughout England and Wales except the Districts described in the Schedule to this Order and except to—

- (i.) Foreign animals wharves; and
- (ii.) Any dock, quay, wharf, or place approved by the Privy Council for the landing and lairage of foreign animals; and
- (iii.) Areas for the time being declared by the Privy Council to be Areas infected with foot-and-mouth disease (for which Areas provision is made, as regards public and private sales, by The Foot-and-Mouth Disease No. 2 Order of 1881, and The Foot-

- and-Mouth Disease No. 2 Order of 1881, Amendment); and
- (iv.) Areas for the time being declared by the Privy Council to be Areas infected with swine-fever so far as regards public and private sales of swine (for which Areas provision is made, as regards public and private sales of swine, by The Swine-Fever Order of 1882); and
- (v.) The Metropolitan Market, save so far as this Order relates to the exposure or exhibition for sale in another market of animals marked as in this Order required (provision being made for the Metropolitan Market by The Metropolis (Foot-and-Mouth Disease) No. 2 Order of 1881, and The Metropolis (Foot-and-Mouth Disease) No. 2 Order of 1881, Amendment No. 4).

Interpretation.

4. In this Order—

Animals means cattle (that is, bulls, cows, oxen, heifers, and calves), and sheep, and swine.

Fat animals means animals intended for slaughter.

Store animals means animals other than fat animals.

Public sale includes a market or fair, and any sale, whether conducted by auction or not, which is open to the public, whether on payment of entrance-money or other payment or not, whether it is held in a public place or not, and whether animals of different owners are exposed thereat or not; and includes also an exhibition.

Private sale means any sale other than a public sale.

The Metropolitan Market means the Metropolitan Cattle Market, at Islington, in the Metropolis, including the lairs therein.

Expose means expose for sale or in any manner put up or offer for sale, or exhibit at an exhibition.

Farm or premises includes two or more adjoining farms or premises in the same occupation.

Other terms have the same meaning as in The Animals Order.

Suspension of The Foot-and-Mouth Disease (Regulation of Markets and Fairs) Order of 1883.

5.—(a.) So long as this Order continues in force the provisions of The Foot-and-Mouth Disease (Regulation of Markets and Fairs) Order of 1883 shall not extend to the District of any Local Authority to which this Order for the time being extends; and

(b.) All Regulations made under that Order by any such Local Authority, and in force at the commencement of this Order, shall thereupon be deemed to be revoked and shall cease to operate.

Public and Private Sales.

6. No public or private sale of an animal or animals, fat or store, shall be held except as expressly authorized by this Order.

Public Sales of Fat Animals by Licence of Local Authority.

7.—(a.) A public sale of fat animals may be held with a licence of the Local Authority, on the following conditions (namely):

- (i.) Animals exposed at the public sale so licensed shall, after their arrival thereat, and before they are moved therefrom, be marked by and at the expense of the owner, consignee, or other person exposing them, as follows:

Cattle.—By the clipping of a broad arrow, about five inches long, on the left hind quarter of each of the cattle.

Sheep and Swine.—By the painting or stamping of the letter M, about six inches long, on the left side of each of the sheep or swine with the following composition, namely:—Rosin, five parts; oil of turpentine, two parts; and blue or red ochre, one part; melted and used warm: or with some other adhesive composition of a blue or red colour.

(ii.) Every animal that is exposed at the public sale so licensed, whether it is sold thereat or not, shall be slaughtered within six days after the day on which the sale is held.

(iii.) Animals exposed at the public sale so licensed shall not afterwards be exposed at any other public sale.

(b.) A licence of a Local Authority for a public sale of fat animals under this Article shall be signed by the clerk of the Local Authority, by special direction of the Local Authority, and shall give notice of the conditions contained in this Article by specifying the same as conditions on which the licence is granted, and may impose such further conditions, if any, as the Local Authority think expedient, and shall be granted to the person entitled to hold the sale (as owner of a market, or as an auctioneer, or otherwise), and shall specify the place where the sale is to be held, and may authorize the holding of periodical sales on stated days, but may be renewed from time to time, and shall be published in such manner as the Local Authority consider best fitted to insure publicity for the same.

(c.) If the Privy Council are of opinion, with respect to any licence of a Local Authority for a public sale of fat animals under this Article, that the holding of the public sale thereby licensed is inexpedient, or that the licence is objectionable in any particular, and direct the revocation thereof, the same shall thereupon cease to operate.

Public or Private Sales, Fat or Store, without Licence of Local Authority.

8. A public or private sale of an animal or animals, fat or store, may be held without a licence of the Local Authority, in any case where the sale is held in accordance with the following conditions (namely):

(i.) That the sale is held on a farm or premises not in a Place infected with foot-and-mouth disease:

(ii.) That no animal on the farm or premises is affected with foot-and-mouth disease:

(iii.) That the animal or each animal exposed at the sale has been on the farm or premises not less than fourteen clear days immediately before the day on which the sale is held.

Sales by Licence of Privy Council.

9. Without prejudice to the foregoing provisions and in addition thereto, a public or private sale of an animal or animals, fat or store, may be held in any circumstances, with a licence of the Privy Council.

Offences.

10.—(a.) If a public or private sale of an animal or animals, fat or store, is held in contravention of this Order or of the conditions of a licence of a Local Authority or of the Privy Council thereunder, the person holding the sale, and the occupier of the place or farm or premises where the sale is held, and the owner or consignee of each animal exposed thereat, and the person exposing the same thereat, and the auctioneer, if any, or other person conducting the sale, and the person, if any, taking entrance-money or other payment for admission thereto, and the purchaser thereat of any animal, such last-mentioned person or such purchaser knowing the sale to be held in

contravention as aforesaid, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Act of 1878.

(b.) If an animal is not marked as required by this Order, the owner, consignee, or other person exposing the same, and the person for the time being in charge thereof, and the purchaser thereof, and the person holding the sale, and the auctioneer, if any, or other person conducting the sale, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Act of 1878.

(c.) If any person, with a view to unlawfully evade or defeat the operation of this Order, by clipping, or washing, or in any other manner, takes out, effaces, or obliterates, or attempts to take out, efface, or obliterate, any mark clipped, painted, or stamped on an animal, as required by this Order, the person doing the same, and the person causing, directing, or permitting the same to be done, and the owner of the animal, and the person for the time being in charge thereof, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Act of 1878.

(d.) If an animal is not slaughtered as required by this Order, the person failing to cause the same to be so slaughtered shall be deemed guilty of an offence against the Act of 1878.

C. L. Peel.

SCHEDULE.

Districts excepted from the Provisions of this Order.

County of Cornwall.
 Borough of Bodmin.
 Borough of Falmouth.
 Borough of Helston.
 Borough of Launceston.
 Borough of Liskeard.
 Borough of Penryn.
 Borough of Penzance.
 Borough of St. Ives (Cornwall).
 Borough of Truro.
 County of Cumberland.
 Borough of Carlisle.
 County of Devon.
 Borough of Barnstaple.
 Borough of Bideford.
 Borough of Dartmouth.
 Borough of Devonport.
 Borough of Exeter.
 Borough of Honiton.
 Borough of Plymouth.
 Borough of South Molton.
 Borough of Tiverton.
 Borough of Torrington.
 Borough of Totnes.
 County of Gloucester.
 Borough of Bristol.
 Borough of Cheltenham.
 Borough of Gloucester.
 Borough of Tewkesbury.
 County of Hereford.
 Borough of Hereford.
 Borough of Leominster.
 County of Monmouth.
 Borough of Monmouth.
 Borough of Newport.
 County of Oxford.
 Borough of Banbury.
 Borough of Chipping Norton.
 Borough of Henley-upon-Thames.
 Local Board of Oxford.
 County of Westmorland.
 Borough of Kendal.

County of Wilts.
 Borough of Calne.
 Borough of Chippenham.
 Borough of Devizes.
 Borough of Marlborough.
 Borough of Salisbury.
 County of Brecon.
 Borough of Brecon.
 County of Cardigan.
 Borough of Aberystwith.
 Borough of Cardigan.
 County of Carmarthen.
 Borough of Carmarthen.
 Borough of Llandovery.
 County of Glamorgan.
 Borough of Aberavon.
 Borough of Cardiff.
 Borough of Neath.
 Borough of Swansea.
 County of Merioneth.
 County of Pembroke.
 Borough of Haverfordwest.
 Borough of Pembroke.
 Borough of Tenby.
 County of Radnor.

India Office, November 24, 1883.

THE Queen has been pleased to appoint Philip Perceval Hutchins, Esq., of the Madras Civil Service, to be one of the Judges of the High Court of Judicature, at Madras, in succession to Lewis Charles Innes, Esq., who has resigned that office.

India Office, November 28, 1883.

THE Queen has been pleased to appoint Charles Gilbert Master, Esq., of the Madras Civil Service, to be a Member of Council at Fort Saint George, in the room of David Freemantle Carmichael, Esq.

War Office, November 8, 1883.

THE Queen has been pleased to issue a new Commission of Lieutenancy for the City of London, constituting and appointing the several persons undermentioned to be Her Majesty's Lieutenants within the said City, viz.:—The Right Honourable Henry Edmund Knight, Lord Mayor of the City of London, and the Lord Mayor of the said city for the time being; Thomas Quedsted Finnis, Esq., Sir Robert Walter Carden, Knt., William Lawrence, Esq., Sir Benjamin Samuel Phillips, Knt., Sir Thomas Gabriel, Bart., Sir James Clarke Lawrence, Bart., Sir Thomas Dakin, Knt., Sir Andrew Lusk, Bart., David Henry Stone, Esq., William James Richmond Cotton, Esq., Sir Thomas Scambler Owden, Knt., Sir Charles Whetham, Knt., Sir Francis Wyatt Truscott, Knt., Sir William McArthur, Knt., and Sir John Whittaker Ellis, Bart., Aldermen of the city of London; the Right Honourable Sir Thomas Chambers, Knt., Recorder of the city of London, and the Recorder of the said city for the time being; Simeon Charles Hadley, Esq., George Swan Nottage, Esq., John Staples, Esq., Robert Nicholas Fowler, Esq., Sir Reginald Hanson, Knt., M.A., F.S.A., Polydore De Keyser, Esq., Herbert Jameson Waterlow, Esq., James Whitehead, Esq., Henry Aaron Isaacs, Esq., and Joseph Savory, Esq., Aldermen of the city of London, and the Aldermen of the said city for the time being; Benjamin Scott, Esq., Chamberlain of the city of London, and the Chamberlain of the said city for the time being; Sir John Braddick Monckton, Knt.,

Town Clerk of the city of London, and the Town Clerk of the said city for the time being; Sir William Thomas Charley, Knt., Common Serjeant of the city of London, and the Common Serjeant of the said city for the time being; Thomas Henry Fry, Esq., Blomfield Burnell, Esq., Samuel Elliot Atkins, Esq., James Butcher, Esq., Thomas Webber, Esq., Robert Stapleton, Esq., Archibald McDougall, Esq., George Walter, Esq., William Cave Fowler, Esq., Mark Shephard, Esq., John King Farlow, Esq., Arthur Edmund Taylor, Esq., John Young, Esq., James Ebenezer Saunders, Esq., F.L.S., F.G.S., John Francis Bontems, Esq., William Brass, Esq., Thomas White, Esq., Mungo McGeorge, Esq., Henry William Nind, Esq., George Fisher, Esq., George Pepler, Esq., James Bell, Esq., James Edmeston, Esq., James Crispe, Esq., Henry Lawrence Hammack, Esq., Frederick Cox, Esq., Joseph Gosling Arnold, Esq., Peter McKinlay, Esq., Charles Grimwade, Esq., and Samuel East, Esq., Deputies of the city of London, and the Deputies of the said city for the time being; Thomas Sidney, Esq., and James Figgins, Esq., Sir Sydney Hedley Waterlow, Bart., formerly Aldermen of the city of London; Thomas Snelling, Esq., Henry de Jersey, Esq., William George Barnes, Esq., William Webster, Esq., John Parker, Esq., Sir John Bennett, Knt., William Hartridge, Esq., and Whinfield Hora, Esq., formerly Deputies of the city of London; Robert Wigram Crawford, Esq., James Pattison Currie, Esq., Benjamin Buck Greene, Esq., Henry Riversdale Grenfell, Esq., Henry Hucks Gibbs, Esq., John Saunders Gilliat, Esq., Charles Hermann Göschen, Esq., Thomson Hankey, Esq., and Henry Lancelot Holland, Esq.; the Right Honourable John Gelli- brand Hubbard; Thomas Newman Hunt, Esq., Alfred Latham, Esq., Edward Howley Palmer, Esq., Alfred Charles de Rothschild, Esq., Clifford Wigram, Esq., Henry Wollaston Blake, Esq., and Mark Wilks Collett, Esq.; the Right Honourable George Joachim Göschen; Charles Frederick Huth, Esq., Sir Alexander Matheson, Bart., Albert George Sandeman, Esq., Hugh Colin Smith, Esq., Thomas Matthias Weguelin, Esq., John William Birch, Esq., William Lidderdale, Esq., David Powell, Esq., Herbert Brooks, Esq.; Edward Charles Baring, Esq., Everard Alexander Hambro, Esq., Samuel Steuart Gladstone, Esq., Augustus Prevost, Esq., and Samuel Hope Morley, Esq.; Elliott Macnaghten, Esq., William Joseph Eastwick, Esq., John Harvey Astell, Esq., Major-General Sir Henry Creswicke Rawlinson, K.C.B., General Sir Robert John Hussey Vivian, G.C.B., the Right Honourable Sir Laurence Peel, Knt.; the Right Honourable Dudley Coutts, Baron Tweedmouth; Charles John Baker, Esq., Henry Vigne, Esq., William Pole, Esq., Henry Jeffreys Bushby, Esq., John Neville Warren, Esq., Sir Moses Montefiore, Bart., Jonathan Muckleston Key, Esq., Sir William Henry Poland, Knt., William Croft, Esq., Daniel Britten, Esq., William Hugues Hughes, Esq., Alfred Wilson, Esq., Cornelius Lea Wilson, Esq., William Peters, Esq., John Masterman, Esq., Frederick Mildred, Esq., Joseph Maynard, Esq., William Roper Maynard, Esq., John Walter, Esq., Charles Hill, Esq., Heathfield Smith, Esq., William Fowler Mountford Copeland, Esq., Joseph Anderson, Esq., Samuel Christie-Miller, Esq., Bonamy Dobree, Esq., William Jones Loyd, Esq., John Henry Smith, Esq., William Henry Challis, Esq., Alfred Wilberforce Challis, Esq., John Ridley Hunter, Esq., Robert Bousfield, Esq., Edward Jones Williams, Esq., Edward Hunter, Esq., Edward Masterman, Esq., John Francis Moon,

Esq., George Wodehouse Currie, Esq., Lewis Loyd, Esq., Charles Magniac, Esq., Thomas Kerr Lynch, Esq., Charles Skipper, Esq., the Right Honourable George Grenfell, Baron Wolverton; Alexander Angus Croll, Esq., Stephen William Silver, Esq., John William Carter, Esq., Alfred James Waterlow, Esq., Travers Barton Wire, Esq., Josiah Hale, Esq., Joseph Sebag, Esq., James Duke Hill, Esq., Henry Doulton, Esq., Howard John Kennard, Esq., Coleridge John Kennard, Esq., Sir Nathaniel Meyer de Rothschild, Bart., and James Anderson Rose, Esq.; Field-Marshal the Right Honourable Hugh Henry, Baron Strathnairn, G.C.B.; John Rose Holden Rose, late Lieutenant-Colonel in our Army; Joseph D'Aguilar Samuda, Esq., Charles John Todd, Esq., Joseph Hoare, Esq., Charles Kaye Freshfield, Esq., Henry Raye Freshfield, Esq., Hugh Mackaye Matheson, Esq., Francis Augustus Bevan, Esq., Henry Alers Hankey, Esq., Frederick Collier, Esq., William Vivian, Esq., Robert Malcolm Kerr, Esq., Sir Thomas James Nelson, Knt., Thomas Gabriel, Esq., John Henry Tritton, Esq., Percy Shawe Smith, Esq., Alfred James Copeland, Esq., George Frederick White, Esq., Samuel Morley, Esq., John Alldin Moore, Esq., Charles Booth, Esq., Arthur Burnand, Esq., Jeremiah Colman, Esq., William Sedgwick Saunders, Esq., M.D., William Holme Twentymen, Esq., William Collinson, Esq., George Croshaw, Esq., Sir John Lubbock, Bart., Charles William Cookworthy Hutton, Esq., Francis Tagart, Esq., Edwin Lawrence, Esq., Samuel Henry Phillips, Esq., Charles Robert Besley, Esq., Oswald Augustus Smith, Esq., Eric Carrington Smith, Esq., George Faudell Phillips, Esq., John Fenwick Fenwick, Esq., Reginald Northall Laurie, Esq., Bartle John Laurie Frere, Esq., James Lionel Ridpath, Esq., James Spicer, Esq., Montagu Cleugh Wilkinson, Esq., John Henry Horton, Esq., Septimus Davidson, Esq., Joseph Travers Smith, Esq., Richard Rothwell, Esq., Frederick Thomas Isitt, Esq., John Hampton Hale, Esq., Robert White, Esq., John Flower Jackson, Esq., Frederick William Harris, Esq., Walter Blandford Waterlow, Esq., Sir Frederick Perkins, Knt., William Hamilton Crake, Esq., William Haywood, Esq., Henry Bayley, Esq., Edward Brooke, Esq., Alfred Jameson Waterlow, Esq., James Freeman Truscott, Esq., Edward Levy Lawson, Esq., William Henry Willans, Esq., Cyril Flower, Esq., John Merry Le Sage, Esq., Stephen Philpot Low, Esq., Henry Palmer Stone, Esq., Henry Hodson Heath, Esq., Edward Hart, Esq., Campbell Clarke, Esq., William Hewett, Esq., John Richard Somers Vine, Esq., George Dunbar Whatman, Esq., Hugh Gough Arbuthnot, Esq., Charles White, Esq., William Henry Cotton, Esq., and Robert Ryrie, Esq.; the Honourable Pascoe Charles Glyn; Charles William Mills, Esq., John Thomas Bedford, Esq., Richard Cox, Esq., William Quartermaine East, Esq., James Hughes, Esq., Lumley Smith, Esq., Q.C., Thomas Charles Baring, Esq., William Thomas Makins, Esq., James Taddy Friend, Esq., Samuel Hoare, Esq., Cecil Herbert Thornton Price, Esq., William Lowndes Toller Foy, Esq., John Dunkin Lee, Esq., Frederic Manuelle, Esq., Arthur Turner Hewitt, Esq., David Smith, Esq., Henry Home- wood Crawford, Esq., Jonah Hadley, Esq., John Orwell Phillips, Esq., Robert Burn Blyth, Esq., Leopold de Rothschild, Esq.; Arthur Clarges Loraine Fuller, Esq., John Hennings Nix, Esq., Samuel Hopgood Hart, Esq., Charles George Nottage, Esq., William Henry Beane Trego, Esq., Joseph Cockfield Dimsdale,

Esq., Richard Knight Causton, Esq., Stephen Perceval Norris, Esq., Thomas Sutherland, Esq., Horace Brooks Marshall, Esq., George Burt, Esq., Henry Pryor Powell, Esq., John Derby Alleroff, Esq., John Baggallay, Esq., Thomas Bevan, Esq., John Mowlem Burt, Esq., Sir Donald Currie, K.C.M.G., John Dixon, Esq., C. E. Stuart Knill, Esq., George Shaw, Esq., William Jameson Soulsby, Esq., Thomas Henry Staples, Esq., Robert Thornton, Esq., Charles Langley Wetham, Esq., Philip Hickson Waterlow, Esq., Edward Hegley Byas, Esq., Frederick William Steward, Esq., George Wyatt Truscott, Esq., Edmond Kelly Bayley, Esq., John Crawford, Esq., Charles Messenger Major, Esq., James Chapman Amos, Esq., Charles Henry Robarts, Esq., Lionel Louis Cohen, Esq., Samuel Ernest Palmer, Esq., Richard Musgrave Harvey, Esq., Henry Russell, Esq., Thomas Anthony Denny, Esq., Frederick George Mountford, Esq., John Shaw, Esq., Edward Eyre Ashby, Esq., Alexander McArthur, Esq., William Alexander McArthur, Esq., Joseph Herbert Tritton, Esq., George Sydney Waterlow, Esq., Andrew Holmes Reed, Esq., Jervoise Smith, Esq., John Henderson, Esq., John Aird, Esq., Thomas Boor Crosby, Esq., M.D., Henry Ellis, Esq., Edwin Freshfield, Esq., John Hollams, Esq., John Robert Hollond, Esq., Ralph Daniel Makinson Littler, Esq., Q.C., James McMaster, Esq., William Thackeray Marriott, Esq., Q.C., Robert Collier Driver, Esq., Stephen Soames, Esq., Henry Dexter Truscott, Esq., Henry Manning Knight, Esq., Frederick William Nelson Lloyd, Esq., John Sugden, Esq., Howard Vyse, Esq., Joseph Hicks Buckingham, Esq., and John Warren, Esq.

Education Department, Whitehall,

November 27, 1883.

THE Lords of the Committee of the Privy Council on Education have issued an order this day, under section 63 of the Elementary Education Act, 1870, for the formation of a School Board in the undermentioned Parish:—

Llanfairtalhaiarn Denbigh

Education Department, Whitehall.

November 29, 1883.

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

Bangor Carnarvon

Admiralty, 28th November, 1883.

Royal Marine Light Infantry.

THE following Officers to be Lieutenant-Colonels, by Brevet, under the provisions of Her Majesty's Order in Council of 19th March, 1883:—

Major Henry Monckton Kay. Dated 23rd November, 1883.

Major Nowell Fitzupton Way. Dated 23rd November, 1883.

War Office, Pall Mall,

30th November, 1883.

Staff, Lieutenant-Colonel and Colonel William Kidston Elles, C.B., half-pay, has been appointed to command a Brigade of the Madras Army, with the rank of Brigadier-General, vice Honorary Major-General G. F. de Berry, retired. Dated 1st October, 1883.

MEMORANDA.

The local rank of Lieutenant-Colonel granted to Major Thomas Robert Disney, Royal Artillery,

in the Gazette of 11th September, 1883, is cancelled.

Major George Arthur French, C.M.G., Royal Artillery, to have the local rank of Colonel whilst employed as Commandant of the Colonial Forces in Queensland. Dated 1st September, 1883.

Major Thomas Robert Disney, Royal Artillery, to have the local rank of Colonel whilst employed as Commandant of the Colonial Forces in Victoria. Dated 1st September, 1883.

The undermentioned Officers to have the local rank of Lieutenant-Colonel whilst employed with the Colonial Forces in Victoria. Dated 1st September, 1883:—

Major Henry Studholme Brownrigg, the Rifle Brigade (the Prince Consort's Own).

Major Arthur Greenwood Walker, half-pay, Royal Artillery.

Captain Peregrine Henry Thomas Fellowes, the East Surrey Regiment, to have the local rank of Major whilst employed with the Colonial Forces in Victoria. Dated 1st September, 1883.

Lieutenant Frederick William Ind, Royal Artillery, to have the local rank of Captain whilst employed with the Colonial Forces in Victoria. Dated 1st September, 1883.

India Office, 30th November, 1883.

HER Majesty has approved of the removal from the Service, under the terms of the Royal Warrant of the 17th January, 1881, of the undermentioned Officers, who have failed to pass the necessary tests:—

MADRAS STAFF CORPS.

Lieutenant Donald Mackenzie. Dated 24th November, 1883.

BOMBAY STAFF CORPS.

Lieutenant Harry Clements Powell. Dated 16th October, 1883.

EXCHEQUER BILLS.

THE Lords Commissioners of Her Majesty's Treasury hereby give notice to the holders of Exchequer Bills issued under the authority of the Act 29 V., c. 25, and dated the 11th June, 1881, that the Interest thereon for the half year ending on the 11th December, 1883, will be payable at the Bank of England, on and after the 11th proximo; and that the Interest of such Exchequer Bills for the following half year, to 11th June, 1884, will be at the rate of two and a half per centum per annum.

Treasury Chambers, Whitehall,
November 30, 1883.

NOTICE TO MARINERS.

(No. 343.)—SWEDEN—WEST COAST.

THE SKAGERRAK.

(1.) *Soteskär—Light on Klöfskär.*

WITH reference to Notice to Mariners, No. 164 (1), of 21st June, 1883, on the intended exhibition of a light on Klöfskär, south side of Sote Ford.

The Swedish Government has given further notice, that on 14th October, 1883, the light was exhibited.

The light shows fixed white between the bearings of N. 7° E. and N. 19° E.; flashing white with one flash from N. 19° E. to N. 27° E.; fixed white from S. 28° W. to S. 16° W.; and flashing white with one flash from S. 16° W. to S. 8° W. To the southward, the limit between the fixed and flashing lights passes over the east point of Nord Buskär; northward, the limit between the fixed

and flashing lights leads westward of Saltskär. The light is elevated 49 feet above the sea, and should be visible in clear weather from a distance of 12 miles.

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

The light is shown from a low tower at the gable end of a building coloured red.

Position approximate, lat. $58^{\circ} 25' 10''$ N., long. $11^{\circ} 13' 00''$ E.

NOTE.—In connection with the exhibition of Klöfskär Light, Hällo Light will be obscured eastward of a line joining these two lights.

(2.) *Skaftö Island—Fixed Light and intended Leading Lights.*

Also, with reference to Notice to Mariners, No. 164 (2), of 21st June, 1883, on the intended exhibition of a light on Hlandsberg, south-west end of Skaftö Island.

Further notice has been given, that in the autumn of 1883, the light will be exhibited.

The light will be a fixed white light, visible from the fairway of the channel southward of Bonden (or Fågeln), also to the south-westward in the fairway of the channel between Gräsholmar and Gullholm (Gullholmen).

Position, lat. $58^{\circ} 11' 55''$ N., long. $11^{\circ} 24' 40''$ E.

On the exhibition of Hlandsberg Light, two leading lights will also be shown in the vicinity—the southern light will be situated on the south-west part of Fredagsholmen, south-eastward of Hlandsberg Light; the northern light will be on Osö, northward of Hlandsberg Light.

These lights, fixed white or fixed red, will lead to the anchorages in Ellelos Fiord, and at Grund-sund and Gäsö. Further particulars concerning them will be given in due course.

[The bearings are magnetic. Variation $13\frac{1}{4}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

15th November, 1883.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; The Skager-rak or Sleeve, No. 2289; Mäseskär to Hällö, No. 156 (2). Also, Admiralty List of Lights in the North Sea, &c., 1883, page 32; and Norway Pilot, Part I, 1854, pages 117, 124.

NOTICE TO MARINERS.

(No. 344.)—UNITED STATES.—MAINE.

(1.) *Automatic Signal Buoy off Schoodic Island.*

THE United States Government has given notice, that on or about 1st November, 1883, an automatic signal buoy would be moored in 17 fathoms water, with the south extreme of Schoodic Island bearing N.N.W., distant three-eighths of a mile.

The buoy, painted red, is surmounted by a whistle, giving from 20 to 30 blasts per minute.

Position approximate, lat. $44^{\circ} 19\frac{1}{4}'$ N., long. $68^{\circ} 4\frac{1}{2}'$ W.

MARYLAND.—CHESAPEAKE BAY.

(2.) *Fixed and Flashing Light, and Fog Signal on Sandy Point Shoal.*

Also, that on 30th October, 1883, a light will be exhibited from a lighthouse recently erected on Sandy Point Shoal, west side of Chesapeake Bay:—

The light is a fixed white light of the fifth order, varied by a white flash every ninety seconds; it is elevated 50 feet above high water, and should be visible in clear weather from a distance of about 12 miles.

The lighthouse is a red brick structure on an

on caisson; the lantern and caisson are painted d.

Position approximate, lat. $39^{\circ} 0' 50''$ N., long. $76^{\circ} 23' 10''$ W.

Also, that a fog signal has been established at Sandy Point Shoal Lighthouse:—

The signal is a bell, struck by machinery, which, during thick or foggy weather, will be sounded at intervals of ten seconds.

[The bearing is magnetic. Variation 16° Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

15th November, 1883.

This Notice affects the following Admiralty Charts:—Bay of Fundy to Block Island, No. 2492 (1); Great Egg Harbour to Albemarle Sound, No. 266 (2). Chesapeake Bay, Nos. 355b, 2843a (2): Also, Admiralty List of Lights in the United States, 1883, No. 228; and Sailing Directions for the principal ports of the United States, 1882, pages 16, 171.

NOTICE TO MARINERS.

(No. 345.)—BAL TIC.—SWEDEN.—EAST COAST.

KALMAR SOUND.

(1.) *Leading Light at Skägganäs.*

WITH reference to Notice to Mariners, No. 307 (3), of 11th October, 1883, on the intended exhibition of a leading light from the Pilot's house (red) at Skäganäs (Skägenäs), western side of Kalmar Sound:—

The Swedish Government has given further notice, that on 31st October, 1883, the light would be exhibited:—

The light is a fixed white light of the fifth order, placed nearly in the centre of the sector of fixed white light shown from Grimskär Light-house: it is intensified toward Grimskär, and is fainter on both sides of that direction. The light is elevated 18 feet above the sea (15 feet above the ground), and should be visible in clear weather from a distance of 9 miles.

Position, lat. $56^{\circ} 46' 20''$ N., long. $16^{\circ} 29' 10''$ E.

(2.) *Gottska Sandö—Red Flashing Light on South-East Point.*

Also, with reference to Notice to Mariners, No. 173 (6), of 25th June, 1883, on the intended exhibition of a light on the south-east point of Gottska Sandö (Gotska Sandön):—

Further notice has been given, that about the end of the month of October, 1883, the light would be exhibited from a wooden tower, 38 feet high, erected near the seaward gable of the keeper's dwelling (red):—

The light is a red flashing light, showing a flash every five seconds, visible seaward where the land admits, or between the bearings of about east and S. 50° W.; it is elevated 39 feet above the sea, and should be seen in clear weather from a distance of about 11 miles.

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

Position, lat. $58^{\circ} 20' 20''$ N., long. $19^{\circ} 18' 00''$ E.

[The bearings are magnetic. Variation $7\frac{1}{2}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

17th November, 1883.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Kalmar Sound and Oland, No. 2251 (1); Kalmar Sound, No. 2377 (1); Gottland, No. 2250 (2); Landsört to Gulf of Bothnia, No. 2362 (2). Also, Admiralty

List of Lights in the North Sea, &c., 1883, page 60; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 38, 55.

NOTICE TO MARINERS.

(No. 346.)—BALTIC—GULF OF FINLAND.
GULF OF VIBORG.

THE Russian Government has given notice, that on 5th October, 1883, the undermentioned leading lights (burning night and day) of small power will be exhibited, until navigation is closed, from wooden structures erected in the approach to and in the Gulf of Viborg:—

(1.) *Flashing Light near Vidskär.*

The light exhibited on Stora Fiskarö Islet, near Vidskär, is a flashing white and red light, showing about twenty-six flashes every minute, visible between the bearings of N.N.W., through west, and S.S.E. It is elevated 18 feet above the sea, and should be seen in clear weather from a distance of about 4 miles.

Position, lat. 60° 24' 30" N., long. 27° 57' 50" E.

This light leads eastward of Kongolo (Kuohova or Kaukoluoto) Shoal, marked by staff and ball.

(2.) *Flashing Light on Rondö Holm.*

The light exhibited on Rondö Holm is a flashing white and red light, showing about fifty flashes every minute, visible between the bearings of N. 71½° E., through south, and S. 76½° W. It is elevated 23 feet above the sea, and should be seen in clear weather from a distance of about 5 miles.

Position, lat. 63° 27' 5" N., long. 28° 22' 35" E.

(3.) *Flashing Light on Alvati Point.*

The light exhibited on Alvati (Alvatinierni) Point, northern extreme of Pei-sari (Peis-aari) Island, is a flashing white and red light, showing about fifty flashes every minute, visible between the bearings of N. 69° E., through south, and S. 69° W. It is elevated 14 feet above the sea, and should be visible in clear weather from a distance of 4 miles.

Position, lat. 60° 27' 50" N., long. 28° 27' 40" E.

(4.) *Flashing Light on Rödhäll.*

The light exhibited on the north-west point of Rödhäll (Tuppuransaari) Holm is a flashing white and red light, showing about twenty-six flashes every minute, visible between the bearings of S. 18½° E., through east, and S. 70½° W. It is elevated 18 feet about the sea, and should be seen in clear weather from a distance of about 4 miles.

Position, lat. 60° 34' 10" N., long. 28° 26' 20" E.

[The bearings are magnetic. Variation 1½° Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

17th November, 1883.

This Notice affects the following Admiralty Charts:—Gulf of Finland, No. 2191; Hogland to Seskär, No. 2247. Also, Admiralty List of Lights in the North Sea, &c., 1883, page 50; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 103.

NOTICE TO MARINERS.

(No. 347.)—BALTIC—GULF OF BOTHNIA—
ALAND ISLANDS.

(1.) *Flashing Light on Botskär.*

THE Russian Government has given notice, dated 3rd October, 1883, that a light is now exhibited on Botskär (Bätskär), near Nyhamn:—

The light is a flashing white and green light, showing about fifty flashes every minute, visible between the bearings of N. 40½° W., through east, and S. 40½° E. It is elevated 31 feet above the

No. 25292.

B

sea, and should be seen in clear weather from a distance of about 6 miles.

Position, lat. 59° 58' N., long. 19° 57' E.

On the neighbouring islet, Lilla Botskär, there is a beacon.

(2.) *Flashing Light on Kobbak.*

Also, dated 3rd October, 1883, that a light is now exhibited on Kobbak (Kobbaklinterne) near the beacon, to mark the entrance to Mariehamn:—

The light is a flashing white and red light, showing about fifty flashes every minute, visible between the bearings of N. 28½° E., through east, and S. 41° W. It is elevated 26 feet above the sea, and should be seen in clear weather from a distance of about 5 miles.

Position, lat. 60° 2' 0" N., long. 19° 52' 50" E.

COAST OF FINLAND.

(3.) *Flashing Light on Helgrund.*

Also, that on 5th October, 1883, a light was exhibited on Helgrund (Hellgrund) holm:—

The light is a flashing white and red light, showing about fifty flashes every minute, visible between the bearings of S. 66° E., through south and west, and N. 14° E. It is elevated 12 feet above the sea, and should be seen in clear weather from a distance of 4 miles.

Position, lat. 63° 38' 35" N., lon. 22° 26' 00" E.

NOTE.—The above-mentioned lights are not constantly attended to, but should a light become extinguished, it will be re-lighted when the defect is known.

[The bearings are magnetic. Variation (1), (2) 7½°; (3) 6°; Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

17th November, 1883.

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Landsort to the Gulf of Bothnia, No. 2362 (1, 2); Hangö Head to South Quarken, No. 2297 (1, 2); Södra Björkö to Egmö Land, No. 2300 (3). Also, Admiralty List of Lights in the North Sea, &c., 1883, page 52; Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 85; and Bothnia Pilot, 1855, pages 67, 86.

NOTICE TO MARINERS.

(No. 348.)—MEDITERRANEAN.—GULF OF VOLO.
1. *Position of Sunken Rock Eastward of Palea Trikiri Island.*

WITH reference to Notice to Mariners, No. 320, of 20th October, 1883, on the existence of a detached sunken rock eastward of Palea Trikiri Island, and half a mile distant from the nearest shore, which had been discovered in the Greek Gun-vessel "Paralos."

The Greek Government has published the following amended information:—The rock lies with the eastern extreme (Cape Aléxi) of Palea Trikiri Island bearing S.W. by W. ½ W., distant 2½ cables, and has 14 feet water on it.

BLACK SEA.—SEA OF AZOV.

(2.) *Fixed Lights at Berdiansk.*

With reference to Notice to Mariners, No. 45 (3), of 14th February, 1883, on the intended exhibition of two lights from a lighthouse, then in course of construction, at Berdiansk.

The Russian Government has given further notice, that on 1st October, 1883, the lights would be exhibited from a lighthouse erected near the north-west extremity of the town of Berdiansk.

The lights are fixed white lights, placed vertically, visible through an arc of 30, or between the bearings of N. 17° E. and N. 47° E.; they are elevated about 165 feet above the sea, and

should be seen in clear weather from a distance of about 15 miles.

The lighthouse consists of a square two-storied tower, constructed of stone and painted white; keeper's dwelling adjoining.

Position, lat. $46^{\circ} 46' 40''$ N., long. $36^{\circ} 46' 20''$ E. [The bearings are magnetic. Variation (1) 7° ; (2) $\frac{1}{2}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
19th November, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Mediterranean Sea, No. 2158*b*; Grecian Archipelago, No. 2836*b*; Gulf of Volo, No. 1556. Also, Mediterranean Pilot, Vol. IV, 1882, page 263.

(2.) Black Sea, No. 2214; Sea of Azov, No. 2234; Berdiansk-road, No. 2209. Also, Admiralty List of Lights in the Mediterranean, &c., 1883, No. 735; and Black Sea Pilot, 1871, page 71.

NOTICE TO MARINERS.

(No. 349.)—AUSTRALIA—NORTH-WEST COAST.

(1.) *Reef North-Eastward of Troughton Island.*

INFORMATION has been received of the existence of a reef, lying with Troughton Island bearing S.W. $\frac{1}{4}$ S., distant about $6\frac{1}{2}$ miles.

This reef (Guichen Reef), on which the French steam vessel of war "Guichen" struck, is stated to be of some extent, with several rocky heads that uncover at low water.

Position approximate on Admiralty Charts, lat. $13^{\circ} 39'$ S., long. $126^{\circ} 18'$ E.

SOUTH PACIFIC OCEAN.—TONGA OR FRIENDLY ISLAND.

(2.) *Tongatābu Island—Shoal in Tongatābu Harbour Approach.*

The German Government has given notice, on the authority of the Commander of the German vessel of war "Hyäne," of the existence of a shoal lying in the northern approach to Tongatābu Harbour, Tongatābu Island:—

The bottom was seen from the "Hyäne" when passing near this shoal (Hyäne), and a depth of 6 fathoms was obtained about 2 cables northward of a spot on which the sea was breaking, to the northward the depth increased to 9 and 16 fathoms. For the position of the 6 fathoms, the following bearings are given:—

Mallenoah Islet, south.

South extreme of Atataa Islet, S.W. $\frac{1}{4}$ S.

Position, $20^{\circ} 55\frac{1}{2}'$ S., long. $175^{\circ} 5'$ W.

[The bearings are magnetic. Variation (1) $1\frac{3}{4}^{\circ}$, (2) 10° , Easterly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
19th November, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Australia, general, No. 2759*a*; Australia, north-west coast, No. 475; Cape Ford to Buccaneer Archipelago, No. 1047; Admiralty Gulf and Vansittart Bay, No. 1050. Also, Australia Directory, Vol. III, 1881, page 133.

(2.) Tonga or Friendly Islands, No. 2421.

NOTICE TO MARINERS.

(No. 350.)—NORTH ATLANTIC OCEAN.

Floating Wreck northward of the Azores.

INFORMATION has been received from Lloyd's, that the Commander of the Belgian steam-vessel "Danish Steinman" reports having

passed, on 31st October, 1883, a derelict vessel named "Locus" (wooden, about 100 tons burden, painted black, dismantled and bowsprit gone) in lat. $47^{\circ} 36'$ N., long. $32^{\circ} 29'$ W., or about 1,000 miles westward of Cape Clear, and 450 miles northward of Flores, Azores.

This wreck presents a danger to shipping crossing the northern part of the Atlantic.

In this locality, the drift current may be considered to set in an E.N.E. direction (true), at the rate of about three-quarters of a mile an hour.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
19th November, 1883.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic, General, No. 2050; North Atlantic, eastern part, No. 2060*a*. Also, Pilot Charts for Atlantic Ocean.

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction consisting of two hundred and twenty pounds sterling, which has been paid to us in favour of the vicarage of Christ Church, Coatham, in the county of York, and in the diocese of York, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Christ Church, Coatham, to meet such benefaction, one other capital sum of two hundred and twenty 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 Christ Church, Coatham.

In witness whereof, we have hereunto set our common seal, this twenty-second 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, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Llandingat, in the county of Carmarthen, and in the diocese of Saint David's, one yearly sum or stipend of one hundred and twenty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-third day of August, in the year one thousand eight hundred and eighty-three, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage shall be paid only upon the production to us, on or after each of the said lastly-mentioned days in each and every year, of a certificate under the hand of the Bishop of the said diocese of Saint David's, that an Assistant-Curate, duly licensed by such Bishop, has been employed within the parish of Llandingat aforesaid during the quarter of the year then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said parish and vicarage of Llandingat.

In witness whereof, we have hereunto set our common seal, this twenty-second 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 Llanfair-ar-y-bryn, in the county of Carmarthen, and in the diocese of Saint David's, 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 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.

In witness whereof, we have hereunto set our common seal, this twenty-second 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 of seven hundred and fifty pounds sterling which has been paid to us in favour of the vicarage of Saint Peter, Middlesbrough, in the county of York, and in the diocese of York, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant to the Incumbent of the said vicarage of Saint Peter, Middlesbrough, and to his successors, Incumbents thereof, to meet the said benefaction, one yearly sum or stipend of eight pounds six shillings and eight pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also, in further consideration of the aforesaid benefaction, hereby grant and appropriate out of our said common fund to the said vicarage of Saint Peter, Middlesbrough, one capital sum of five 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 Saint Peter, Middlesbrough, Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of eight pounds six shillings and eight pence, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this twenty-second 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, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Saint Matthew, Moorfields, in the county of Gloucester, and in the diocese of Gloucester and Bristol, and to his successors, Incumbents of the same vicarage, all those two pieces or parcels of land and hereditaments, with the appurtenances thereto belonging, which are particularly described in the schedule hereunto annexed, and are now vested in us (subject to certain reservations and conditions respecting mines and minerals), under and by virtue of a deed of conveyance dated the twenty-fourth day of October, in the year one thousand eight hundred and eighty-three, and made between William Henry Campbell Salmon, of the city of Worcester, Solicitor, and Edward Augustus Salmon, of the city of Bristol, Gentleman, of the first part, Mary George, of Clifton, in the said city of Bristol, of the second part, George Albinus Gerrish, of Whitehall, in the parish of Saint George, in the said county of Gloucester, Market Gar-

dener, of the third part, and us, the said Ecclesiastical Commissioners for England, of the fourth part, which said deed of conveyance is intended to be deposited, in the Diocesan Registry, with this instrument, immediately after the publication of these presents in the London Gazette: To have and to hold the said two pieces or parcels of land and hereditaments (subject to the reservations and conditions aforesaid), to the use of the Incumbent of the said vicarage of Saint Matthew, Moorfields, and his successors for ever: Provided always, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said two pieces or parcels of land and hereditaments for and in respect of the period intervening between the twenty-fourth day of October, in the year one thousand eight hundred and eighty-three, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

Schedule.

Firstly. All that piece or parcel of land, containing by admeasurement nineteen perches, or thereabouts, situate within the limits of the consolidated chapelry or new parish of Saint Matthew, Moorfields; in the county of Gloucester, and bounded on the north by the piece or parcel of land secondly hereinafter described, on the east by land belonging to the said William Henry Campbell Salmon and the said Edward Augustus Salmon, on the west by land now or lately belonging to Mr. Colston and on the south by the road called Dean-lane leading from Bristol to Whitehall, and to Saint George's; and Secondly. All that other piece or parcel of land, containing by admeasurement sixteen perches or thereabouts, situate within the limits of the same consolidated chapelry or new parish, and bounded on the south by the piece or parcel of land firstly hereinbefore described, on the east by land belonging to the said George Albinus Gerrish, and on the north and west by land belonging to W. Colston, or his trustees, both of which said two pieces or parcels of land are more particularly delineated on the plan hereunto annexed, and are thereon coloured pink.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of one hundred and fifty pounds sterling, which has been paid to us in favour of the rectory of Ufton, in the county of Warwick, and in the diocese of Worcester, and in respect of which we have agreed to pay to the Incumbent of the same rectory, and to his successors, a yearly sum of five pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said rectory of Ufton, and to his successors, to meet such benefaction, one other yearly sum or stipend of five pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the fourteenth day of November, 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 if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the yearly sum or stipend so

payable out of our common fund, as lastly herein mentioned, or any part thereof, shall be annexed by us to said rectory, 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 twenty-second 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 or benefice of Rivington, in the county of Lancaster, and in the diocese of Manchester, one capital sum of one thousand four hundred and seventy pounds sterling, to be applicable towards defraying the cost of providing a new parsonage or house of residence for the said vicarage or benefice, 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 or benefice of Rivington.

In witness whereof, we have hereunto set our common seal, this twenty-second 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 Totmonslow North, in the county of Stafford, 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 George Hotel, Leek, on Wednesday, the 12th day of December, 1883, at half-past twelve o'clock in the afternoon, 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 Totmonslow North aforesaid.

Chas. Keith-Falconer.

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 28, 1883.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862, 1867, and 1877, and in the Matter of the Swansea Zinc Ore Company Limited.

NOTICE is hereby given, that the Vice-Chancellor Sir James Bacon has fixed the 11th 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.

SOLDIERS' BALANCES UNCLAIMED.

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

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

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

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

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

Further lists will from time to time be published, and therefore it will facilitate the applicant's inquiries to give the number and date of the notice in which the deceased soldier's name appeared.—
EFFECTS 1882-3.

By order of the said Principal Secretary,

RALPH THOMPSON.

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

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

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Adams, James	Private	75th Regiment	1	6	4
Bailey, H.	Private	1st Battalion 24th Regiment	0	4	3
Brown, Charles	Private	37th Regiment	2	11	9
Burke, James	Private	2nd Battalion 12th Regiment	30	11	2
Caruthers, James ... ..	... ..	59th Regiment	10	8	6
Coombs, Charles	Private	2nd Battalion 17th Regiment	6	8	6
Darvell, S.	Sergeant	Royal Artillery	1	10	6
Dempsey, Thomas	Private	Kildare Rifles	0	3	0
Edwards, J.	Private	1st Battalion 24th Regiment	0	2	1
Flaherty, Thomas	Private	Royal Longford Militia	0	2	0
Gardiner, —	Private	1st Battalion 24th Regiment	0	16	6
Harris, G.	Private	1st Battalion 24th Regiment	1	5	0
Kirk, —	Private	1st Battalion 24th Regiment	0	2	6
Lynch, —	Trumpeter	Dublin Artillery Militia	0	1	4
Markland, —	Private	1st Battalion 24th Regiment	0	4	6
McDermott, Francis	Pensioner	Royal Artillery	0	14	1
Richards, R.	Private	1st Battalion 24th Regiment	1	4	10
Scaplehorn, Thomas	Private	2nd Battalion 24th Regiment	11	5	5
Sherry, Robert	Private	44th Regiment	4	4	8
Sopp, Edward	Driver	Royal Artillery	1	6	9
Stantz, —	Ox Driver ... ..	... ..	2	1	7
Strain, Thomas ... ..	... ..	1st Battalion 12th Regiment	0	8	0
Thirkell, —	Private	1st Battalion 24th Regiment	0	1	5
Wicks, —	Private	1st Battalion 24th Regiment	0	15	6
Wilson, William	Private	66th Regiment	17	8	1

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

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Allen, George ...	Pensioner ...	...	0	18	1
Andrews, Robert ...	Private ...	6th Dragoon Guards ...	10	13	9
Armstrong, John ...	Private ...	1st Battalion Durham Light Infantry ...	10	11	3
Atkin, Thomas ...	Corporal ...	75th Regiment ...	0	4	6
Atkinson, T. B. ...	Private ...	100th Regiment ...	1	10	1
Atkinson, John ...	Private ...	70th Regiment ...	9	1	8
Barry, James ...	Gunner ...	Royal Artillery ...	34	0	4
Bennett, Henry ...	Gunner ...	Royal Artillery ...	22	5	4
Beskins, James ...	Gunner ...	Royal Horse Artillery ...	7	11	4
Brain, William ...	Private ...	2nd Battalion Leicestershire Regiment	2	6	6
Byrne, James ...	Gunner ...	Royal Horse Artillery ...	19	13	6
Doss, Jeven ...	Private ...	China Gun Lascars ...	5	18	6
Forrest, James ...	Private ...	1st Battalion Border Regiment ...	11	5	10
Grey, George ...	Bombardier ...	Royal Artillery ...	24	10	3
Hatch, William ...	Pensioner ...	...	2	4	6
Hern, James ...	Pensioner ...	...	1	17	1
Hiro, John ...	Pensioner ...	...	0	9	9
Hulme, Richard ...	Pensioner ...	...	0	17	0
Jackson, William ...	Pensioner ...	...	0	16	11
Keating, Owen ...	Pensioner ...	...	0	1	6
Kelly, Christopher ...	Gunner ...	Royal Artillery ...	32	18	4
Orr, Joseph ...	Gunner ...	Royal Artillery ...	12	18	2
O'Callaghan, James ...	Gunner ...	Royal Artillery ...	2	2	2
Porter, John ...	Gunner ...	Royal Artillery ...	26	3	6
Roberts, Thomas ...	Driver ...	Royal Artillery ...	23	15	9
Savage, Thomas ...	Pensioner ...	...	0	6	11
Smith, Edward ...	Private ...	1st Battalion Connaught Rangers ...	11	2	7
Wade, Thomas ...	Private ...	1st Battalion Worcestershire Regiment	16	4	7
Wybury, John ...	Pensioner ...	...	0	7	2

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

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Armstrong, George ...	Gunner ...	L-5th Brigade Royal Artillery ...	18	15	10
Atterwell, James ...	Private ...	59th Regiment ...	9	13	2
Ashley, John ...	Private ...	2nd Battalion 8th Regiment ...	1	1	11
Baldwin, Alfred ...	Private ...	72nd Regiment ...	38	1	7
Bangs, Henry ...	Private ...	51st Regiment ...	1	10	5
Baskey, Charles ...	Private ...	2nd Battalion 8th Regiment ...	1	7	4
Barry, John ...	Gunner ...	15-8th Brigade Royal Artillery ...	2	11	8
Bell, John ...	Private ...	72nd Regiment ...	3	13	5
Bidwell, William ...	Private ...	9th Lancers ...	25	13	11
Brennan, Thomas ...	Private ...	2nd Battalion 8th Regiment ...	1	5	2
Cassidy, Patrick ...	Private ...	68th Regiment ...	12	18	8
Crane, Richard ...	Private ...	2nd Battalion 8th Regiment ...	0	12	6
Conway, John ...	Private ...	2nd Battalion 8th Regiment ...	0	10	4
Dawes, Robert ...	Private ...	2nd Battalion 9th Regiment ...	12	15	10
Douglas, John ...	Private ...	72nd Regiment ...	34	19	2

Name.	Rank.	Regiment.	Amount.		
			£	s.	d.
Dewar, William ...	Private ...	72nd Regiment ...	10	10	6
Driscoll, John ...	Private ...	2nd Battalion 9th Regiment ...	3	17	7
Ferguson, James...	Private ...	2nd Battalion 14th Regiment ...	1	12	8
Francis, John ...	Private ...	2nd Battalion 8th Regiment ...	0	16	5
Fraser, John ...	Private ...	72nd Regiment ...	22	13	11
Foster, Thomas ...	Gunner ...	Royal Artillery ...	17	11	7
Guyton, George ...	Private ...	70th Regiment ...	13	17	7
Headcock, Walter	Private ...	2nd Battalion 9th Regiment ...	16	13	0
Henry, John ...	Gunner ...	O-5th Brigade Royal Artillery	0	12	1
Hickey, William...	Private ...	63rd Regiment ...	19	15	8
Hughes, Rowland	Private ...	63rd Regiment ...	13	6	9
Jackson, George...	Gunner ...	6-11th Brigade Royal Artillery	12	3	1
Jones, James ...	Private ...	65th Regiment ...	29	3	4
Jones, John ...	Private ...	85th Regiment ...	2	9	4
Jordan, James ...	Private ...	40th Regiment ...	1	0	5
Keane, Michael ...	Private ...	1st Battalion 18th Regiment ...	27	8	11
Keefe, Robert ...	Private ...	1st Battalion 18th Regiment ...	24	3	3
Kerr, James ...	Private ...	72nd Regiment ...	22	14	5
Key, William ...	Private ...	2nd Battalion 9th Regiment ...	19	9	9
Kitto, Frederick ...	Private ...	72nd Regiment ...	10	9	2
Lee, Robert ...	Private ...	2nd Battalion 9th Regiment ...	16	15	11
Lennon, Joseph ...	Gunner ...	G-A Brigade Royal Horse Artillery	25	1	8
Leishman, James	Private ...	72nd Regiment ...	19	16	3
Lewis, William ...	Paymaster Sergeant	2nd Battalion 22nd Regiment ...	29	4	10
Longbottom, Henry	Private ...	2nd Battalion 14th Regiment ...	12	15	3
McGregor, John ...	Sergeant ...	51st Regiment ...	59	12	0
McGowan, James	Private ...	72nd Regiment ...	41	11	6
McLean, John ...	Private ...	72nd Regiment ..	21	5	5
McKay, Thomas ...	Private ...	2nd Battalion 9th Regiment ...	20	0	8
McQueen, John ...	Private ...	72nd Regiment ...	31	3	9
McMenaim, Anthony	Gunner ...	12-9th Brigade Royal Artillery	22	16	6
Mackins, John ...	Sergeant ...	51st Regiment ...	2	16	5
Madden, Michael	Private ...	68th Regiment ...	14	3	5
Magee, John ...	Private ...	1st Battalion 25th Regiment ...	10	2	6
Maguire, James ...	Private ...	63rd Regiment ..	30	15	10
Moore, James ...	Private ...	1st Battalion 18th Regiment ...	25	17	1
Morris, William ...	Private ...	2nd Battalion 22nd Regiment ...	17	11	11
Nixon, John ...	Private ...	2nd Battalion 8th Regiment ...	1	1	6
Petifer, Richard ...	Driver ...	L-5th Brigade Royal Artillery	11	3	7
Phillips, Joseph ...	Private ...	72nd Regiment ...	24	14	8
Raby, James ...	Private ...	2nd Battalion 9th Regiment ...	20	9	10
Reid, John ...	Private ...	72nd Regiment ...	12	14	4
Robson, Thomas	Private ...	68th Regiment ...	4	9	9
Richards, William	Private ...	2nd Battalion 9th Regiment ...	21	15	11
Robinson, John ...	Private ...	2nd Battalion 8th Regiment ...	1	0	2
Sealey, George ...	Sergeant ...	65th Regiment ...	5	5	8
Scott, Luke ...	Gunner ...	9-11th Brigade Royal Artillery	4	2	7
Smith, George ...	Private ...	2nd Battalion 8th Regiment ...	0	16	8
Stewart, John ...	Private ...	2nd Battalion 14th Regiment ...	16	9	3
Taylor, John ...	Private ...	72nd Regiment ...	19	8	7
Taylor, William ...	Private ...	72nd Regiment ...	8	17	8
Tilson, Robert ...	Private ...	85th Regiment ...	2	15	2
Ventman, Charles	Private ...	63rd Regiment ...	12	1	5
Ward, Samuel ...	Private ...	68th Regiment ...	41	12	2
Watson, Robert ...	Private ...	68th Regiment ...	5	12	0
Whelan, Michael	Private ...	1st Battalion 18th Regiment ...	20	3	5
Whitly, Thomas...	Private ...	2nd Battalion 24th Regiment ...	16	9	5
Williams, John ...	Gunner ...	F-4th Brigade Royal Artillery...	16	1	1
Wright, William...	Gunner ...	12-9th Brigade Royal Artillery	1	8	9
Youngman, Richard	Gunner ...	E-4th Brigade Royal Artillery	20	13	9

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

Name.	Rank.	Regiment.	Amount.
Adams, T.	Private	4th Battalion Rifle Brigade	£ s. d. 26 0 3
Beaumont, W.	Private	4th Battalion Rifle Brigade	8 4 5
Bryan, Michael	Gunner	9-11th Brigade Royal Artillery	2 19 3
Clee, D.	Private	4th Battalion Rifle Brigade	5 4 1
Cox, J.	Private	1st Battalion 5th Regiment	0 4 9
Connors, William	Private	2nd Battalion 8th Regiment	1 18 9
Cox, Charles	Corporal	51st Regiment	44 13 3
Crawford, C.	Private	4th Regiment	17 9 9
Dennis, J.	Private	4th Battalion Rifle Brigade	11 5 11
Donoghue, John	Private	59th Regiment	2 2 3
Edwards, W.	Private	4th Battalion Rifle Brigade	4 13 4
Everett, T. J.	Private	4th Battalion Rifle Brigade	7 4 3
Ellard, George	Corporal	1st Battalion 12th Regiment	31 1 9
Evans, John	Sergeant	54th Regiment	38 1 0
Gray, H.	Private	4th Regiment	10 13 1
Hynes, M.	Private	1st Battalion 5th Regiment	56 2 5
Hanlon, John	Private	2nd Battalion 21st Regiment	0 16 7
Kitchen, G.	Private	4th Battalion Rifle Brigade	11 16 9
Kavanagh, F.	Private	4th Battalion Rifle Brigade	5 8 5
Knight, F. E.	Private	2nd Battalion 8th Regiment	1 13 6
Lloyd, Walter	Private	9th Lancers	24 0 4
Looney, Daniel	Driver	C-4th Brigade Royal Artillery	23 17 1
McArdle, H.	Private	4th Battalion Rifle Brigade	11 8 8
Mabon, Thomas	Private	9th Lancers	22 4 11
Patterson, William	Gunner	10-8th Brigade Royal Artillery	1 14 8
Stevens, George	Private	67th Regiment	13 14 1
Sherratt, C.	Private	4th Regiment	14 17 3
Simmons, George	Private	85th Regiment	21 18 6
Thompson, Alexander	Private	85th Regiment	11 17 4
Thomas, Wm. Alexander	Private	67th Regiment	124 13 8
Vernon, C.	Private	4th Regiment	12 11 0
Walters, Thomas	Lance-Sergeant	1st Battalion 12th Regiment	51 13 9

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

Name.	Rank.	Regiment.	Amount.
Allie, S. H.	Gun Lascar ... ..	... ..	£ s. d. 13 7 5
Armstrong, W.	Private	108th Regiment	0 3 3
Baker, John	Gunner	N-2nd Brigade Royal Artillery	5 15 2
Barton, J. W.	Private	2nd Battalion 24th Regiment	7 11 4
Bowen, Denis	Private	1st Battalion 13th Regiment	20 2 5
Brady, James	Gunner	Depôt 5th Brigade Royal Artillery	0 3 7
Broderick, M.	Private	2nd Battalion 24th Regiment	9 6 5
Byard, A.	Private	2nd Battalion 24th Regiment	2 19 1
Carneron, Colin	Private	3rd Battalion 60th Regiment	7 5 4
Cassey, Patrick	Gunner	7-11th Brigade Royal Artillery	24 3 1
Chambers, John	Corporal	94th Regiment	0 12 0

Name.	Rank.	Regiment.	Amount.
Chick, J. ...	Private ...	2nd Battalion 24th Regiment ...	£ s. d. 7 4 11
Connolley, John ...	Private ...	1st Battalion 24th Regiment ...	16 10 7
Davis, J. ...	Private ...	2nd Battalion 24th Regiment ...	4 12 2
Davis, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	2 14 7
Farist, John ...	Gunner ...	6-8th Brigade Royal Artillery ...	5 3 3
Finn, T. ...	Private ...	2nd Battalion 24th Regiment ...	2 4 8
Fitton, G. ...	Private ...	2nd Battalion 24th Regiment ...	10 13 4
Fitzgerald, G. G. ...	Ord. Room. Sergt.	1st Battalion 24th Regiment ...	15 15 7
Gurney, John ...	Private ...	2nd Battalion 24th Regiment ...	10 8 11
Harvey, Arthur ...	Gunner ...	6-8th Brigade Royal Artillery ...	13 2 7
Healey, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 1
Hehir, Patrick ...	Private ...	104th Regiment ...	1 0 0
Holbrow, Joseph ...	Driver ...	N-5th Brigade Royal Artillery ...	2 2 10
Hughes, F. ...	Private ...	2nd Battalion 24th Regiment ...	9 0 6
Jones, E. ...	Private ...	2nd Battalion 24th Regiment ...	8 13 1
Jones, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 17 6
Kelly, J. ...	Private ...	2nd Battalion 24th Regiment ...	1 18 4
Kennedy, T. ...	Private ...	2nd Battalion 24th Regiment ...	9 5 5
Kilson, Edward ...	Private ...	3rd Battalion 60th Regiment ...	7 9 7
Knight, Frederick ...	Private ...	19th Hussars ...	6 10 8
Lingley, Henry ...	Gunner ...	N-4th Brigade Royal Artillery ...	1 11 8
Male, Albert ...	Private ...	89th Regiment ...	14 3 7
Moore, F. ...	Private ...	2nd Battalion 24th Regiment ...	12 6 4
McCaffery, F. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 11
McCormack, J. ...	Private ...	2nd Battalion 24th Regiment ...	20 19 10
McDoon, G. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 2
McGuire, J. ...	Private ...	2nd Battalion 24th Regiment ...	7 3 3
Neal, John ...	Private ...	5th Lancers ...	4 13 0
Nobes, R. ...	Private ...	2nd Battalion 24th Regiment ...	10 0 10
O'Keefe, T. ...	Private ...	2nd Battalion 24th Regiment ...	5 0 1
Price, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 3 9
Reeve, Frederick ...	Driver ...	K-3rd Brigade Royal Artillery ...	0 5 11
Reid, — ...	Sergeant ...	5-10th Brigade Royal Artillery ...	0 12 4
Richard, Edward ...	Private ...	2nd Battalion 24th Regiment ...	6 7 7
Saunders, T. ...	Private ...	2nd Battalion 24th Regiment ...	9 14 10
Shaw, William ...	Private ...	2nd Battalion 24th Regiment ...	3 5 6
Smith, D. ...	Private ...	2nd Battalion 24th Regiment ...	8 7 2
Smith, James ...	Private ...	2nd Battalion 14th Regiment ...	0 11 11
Smith, John ...	Private ...	3rd Battalion 60th Regiment ...	0 6 0
Smith, M. ...	Private ...	2nd Battalion 24th Regiment ...	15 9 7
Smith, R. ...	Private ...	2nd Battalion 24th Regiment ...	5 6 8
Spurgeon, Joseph ...	Private ...	1st Battalion 24th Regiment ...	17 9 6
Tinker, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	2 18 6
Watkius, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 1 1
White, J. ...	Private ...	2nd Battalion 24th Regiment ...	4 15 0
Whittaker, R. ...	Private ...	2nd Battalion 24th Regiment ...	1 4 3
Williams, T. ...	Lance-Sergeant ...	2nd Battalion 24th Regiment ...	8 0 10

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

Name.	Rank.	Regiment.	Amount.
Beckett, C. ...	Private ...	2nd West India Regiment ...	£ s. d. 0 11 11
Campbell, Henry ...	Private ...	1st West India Regiment ...	4 15 10

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Copeland, Edward ...	Private ...	15th Regiment ...	3 9 3
Cox, Edward ...	Private ...	108th Regiment...	5 9 3
Delaney, Michael ...	Private ...	88th Regiment ...	5 5 9
Dowdón, Timothy ...	Private ...	57th Regiment ...	3 1 0
Duncan, William ...	Private ...	1st West India Regiment	5 11 7
Greenwood, John ...	Private ...	109th Regiment ...	2 12 9
Harrigan, James...	Corporal ...	109th Regiment ...	1 5 10
James, E. G. ...	Private ...	1st West India Regiment	5 12 0
Kelly, Henry ...	Private ...	1st Battalion 13th Regiment	5 14 2
Mimicke, Frederick ...	Private ...	109th Regiment...	15 6 6
Morgan, John ...	Private ...	104th Regiment...	1 4 7
McGauley, John...	Private ...	85th Regiment ...	1 16 10
McCarthy, Daniel ...	Private ...	104th Regiment...	6 2 8
Powell, John ...	Private ...	2nd Battalion 6th Regiment	4 10 4
Robinson, Robert ...	Private ...	28th Regiment ...	4 7 9
Roberts, John ...	Private ...	88th Regiment ...	1 11 0
Riley, T. ...	Sergeant ..	Royal Engineers	8 11 6
Samuels, Alex. ...	Private ...	1st West India Regiment	4 5 6
Simmons, John ...	Private ...	1st West India Regiment	4 5 10
Smith, T. B. ...	Private ...	20th Regiment ...	0 11 8
Spencer, Samuel ...	Lance-Sergeant ...	1st West India Regiment	3 7 2
Stevens, T. ...	Private ...	1st Battalion 2nd Regiment	6 9 6
Stewart, Hugh ...	Private ...	109th Regiment...	9 2 2
Wilder, George ...	Private ...	65th Regiment ...	10 18 9
Wilson, Henry ...	Private ...	1st Battalion 20th Regiment	1 8 10
Wilton, S. ...	Private ...	3rd Regiment ...	0 4 8
Bain, William (6/31710)	Private ...	79th Regiment ...	0 4 3
Smith, Henry (6/31179)	Gunner ...	Riding Establishment ...	0 2 10

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 28th day of November, 1883.

ISSUE DEPARTMENT.

	£		£
Notes issued ...	36,893,870	Government Debt ...	11,015,100
		Other Securities ..	4,734,900
		Gold Coin and Bullion ...	21,143,870
		Silver Bullion ...	
	<u>£36,893,870</u>		<u>£36,893,870</u>

Dated the 29th day of November, 1883.

F. May, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital ...	14,553,000	Government Securities ...	14,989,292
Rest ...	3,083,043	Other Securities ...	19,782,699
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts) ...	6,313,812	Notes ...	12,079,580
Other Deposits ...	23,683,475	Gold and Silver Coin ..	956,739
Seven Day and other Bills ...	174,980		
	<u>£47,808,310</u>		<u>£47,808,310</u>

Dated the 29th 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 17th 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 27th day of November, 1883.

Name, Title, and Principal Place of Issue.				Average Amount.
Godalming Bank	Godalming	Mellersh and Co. ...		£ 5,631

J. S. PURCELL, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 29, 1883.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 28th 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	10,781	159	10,940	119,219	...	119,219
Spain and Canaries	1,872	...	1,872	...	...	...
British Possessions in S. Africa	2,086	96	2,182	...	...	...
Mexico, South America (except Brazil), and West Indies ...	...	24	24	25,728	114,685	140,413
United States ... ..	...	130	130	43,630	116,875	160,505
Other Countries	559	21	580	4,809	14,640	19,449
...
...
...
Aggregate of the Importations registered in the Week ... }	15,298	430	15,728	193,386	216,200	439,586
Declared Value of the said Importations }	£ 59,580	£ 1,690	£ 61,270	£ 40,825	£ 51,277	£ 92,102

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 ... ..	...	5,139	25	5,164	...	...	400
France ... ..	...	...	110	110	...	8,000	8,000
Spain ... ..	...	...	57,056	57,056	...	...	...
West Coast of Africa	18	...	...	18	6,195	...	6,195
British East Indies ... ..	...	...	5,970	5,970	...	669,653	88,548
Hong Kong ... ..	...	...	...	...	...	147,000	...
Other Countries	52	...	90	142	2,822	...	1,176	
...	
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week ... }	70	5,139	63,251	68,460	9,017	824,653	90,124	
Declared Value of the said Exportations }	£ 270	£ 20,000	£ 256,310	£ 276,280	£ 2,478	£ 168,970	£ 20,330	

Statistical Department, Custom House, London, November 29, 1883.

S. SELDON, Principal.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict., cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ending Saturday, the 17th day of November, 1883.

Name and Title as set forth in Licence.	Name of the Firm	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ending as above.			Average Amount of Coin held during four Weeks ending as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
			£						
Bank of Scotland	The Governor and Company of the Bank of Scotland	Edinburgh	343418	303017	658774	961791	697571	76984	774555
Royal Bank of Scotland	Royal Bank of Scotland	Edinburgh	216451	283413	577703	861116	711380	89709	801089
British Linen Company	British Linen Company	Edinburgh	438024	198991	513842	712833	318865	78925	397790
Commercial Bank of Scotland Limited	Commercial Bank of Scotland Limited	Edinburgh	374880	255992	611605	867597	598823	53165	651988
National Bank of Scotland Limited	National Bank of Scotland Limited	Edinburgh	297024	205226	510250	715476	482524	54353	536877
Union Bank of Scotland Limited	Union Bank of Scotland Limited	Edinburgh	454346	289761	595200	884961	446113	122859	568972
Town and County Bank Limited	Town and County Bank Limited	Aberdeen	70133	97999	128115	226114	180503	16786	197289
North of Scotland Bank Limited	North of Scotland Bank Limited	Aberdeen	154319	185346	233658	419004	289059	18074	307133
Clydesdale Bank Limited	Clydesdale Bank Limited	Glasgow	274321	225718	420886	646604	396255	59505	455760
Caledonian Banking Company Limited	Caledonian Banking Company Limited	Inverness	53434	37755	77253	115008	77429	6961	84390

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of) have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 29th day of November, 1883.

J. S. PURCELL, Registrar of Bank Returns.

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 24th, 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	32	8	40	356	106	..	1	170	291	..	..
Berks	3	..	3	41	..	..	..	8	38	..	..
Buckingham ..	8	3	11	97	129	..	10	64	152	..	..
Cambridge (ex. Liberty of the Isle of Ely).	11	4	15	203	66	..	1	117	151	..	..
Chester	24	5	29	190	63	..	2	122	129	..	..
Derby	31	8	39	352	103	..	1	289	165	1	56
Dorset	5	..	5	309	90	..	..	120	779	..	..
Durham	6	2	8	30	70	..	..	13	87	..	..
Essex	110	47	157	1,141	538	..	3	644	1,077	2	28
Hants	6	1	7	143	23	8	..	10	148	..	..
Hertford	15	2	17	405	89	..	..	204	290	..	..
Huntingdon ..	28	15	43	332	137	..	..	258	211	..	..
Kent (ex. Metropolis).	34	14	48	441	153	..	1	143	455	1	9
Lancaster	37	4	41	233	73	..	2	112	197	..	..
Leicester	36	26	112	819	285	12	5	418	669	2	37
Lincoln, Parts of Holland.	49	9	58	929	88	..	..	301	716	1	4
„ Parts of Kesteven.	36	9	45	1,506	601	..	1	489	1,617	1	41
„ Parts of Lindsey.	74	19	93	2,143	841	..	7	1,199	1,733	1	2
Middlesex (ex. Metropolis).	10	4	14	72	22	..	..	46	48	..	4
Norfolk	338	123	511	7,234	4,318	..	1	3,219	8,332	3	209
Northampton (ex. Soke of Peterborough).	38	20	108	852	364	..	..	534	682	1	6
Northumberland	2	23	25	26	258	..	..	7	277	..	..
Notts	64	29	93	511	330	..	6	331	504	..	..
Rutland	10	8	18	92	68	..	..	48	112	..	..
Salop .. ..	..	1	1	..	1	..	..	..	1	..	..
Somerset	5	1	6	14	14	..	..	12	16	..	..
Stafford	22	4	26	213	51	..	..	121	143	..	..
Suffolk	110	34	144	2,644	523	..	2	1,513	1,652	2	32
Surrey (ex. Metropolis).	4	6	10	170	61	..	..	48	183	..	..
Sussex	17	14	31	178	163	..	4	89	248	..	..
Warwick	13	3	16	54	28	..	..	51	31	..	2
Worcester	2	..	2	16	..	..	..	..	16	..	..
York, East Riding.	102	32	134	1,564	1,002	6	7	788	1,765	..	3
„ North Riding.	73	22	95	1,209	450	..	1	412	1,246	..	50
„ West Riding.	187	74	261	1,381	813	12	4	662	1,516	3	17
Liberty of the Isle of Ely.	28	10	38	297	222	..	2	190	327	..	..
Soke of Peterborough.	6	5	11	126	43	..	..	115	54	..	..
The Metropolis	3	1	4	5	20	21	..	1	3	..	..
WALES.											
COUNTY.*											
Anglesey	2	..	2	16	5	..	1	4	16	..	..
Carnarvon	1	..	1	9	..	..	..	..	9	1	9
Denbigh	21	1	22	222	187	..	1	194	214	..	..
Flint	4	1	5	22	8	..	..	21	9	..	..
Montgomery ..	2	..	2	29	11	..	..	5	35	..	..
SCOTLAND.											
COUNTY.*											
Berwick .. ..	..	1	1	..	6	..	..	..	6	..	..
Edinburgh	1	2	3	10	8	2	..	..	16	..	..
Forfar	2	5	7	14	165	..	..	..	179	..	..
Haddington ..	5	3	8	140	108	..	..	72	176	..	..
Lanark .. ..	..	2	2	..	10	10	..	..	..	..	..
Linlithgow ..	..	2	2	..	39	..	..	..	39	..	..
Perth .. ..	..	4	4	..	34	..	..	..	34	..	..
TOTAL ..	1,767	611	2,378	27,300	12,842	71	68	13,164	26,339	19	509

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 Out-breaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Bedford .. ..	..	1	1	..	8	6	2	..	..	..	..
Berks .. ..	..	1	1	..	8	2	1	..	..	..	..
Buckingham ..	2	..	2	..	..	..	..	..	..	..	..
Cambridge (ex. Liberty of the Isle of Ely).	5	5	10	..	30	20	10	..	..	..	..
Chester .. ..	..	2	2	..	2	..	..	..	2	..	..
Derby .. ..	..	2	2	..	3	1	2	..	..	..	..
Dorset	1	..	1	..	..	..	..	..	..	..	..
Essex	3	..	3	..	8	4	4	..	..	..	..
Gloucester ..	3	1	4	..	5	..	2	..	3	..	..
Huntingdon ..	1	..	1	..	..	..	..	..	..	..	..
Lancaster ..	1	1	2	..	1	1	..	..	..	..	..
Lincoln, Parts of Holland.	1	..	1	..	..	..	..	..	..	..	..
Middlesex (ex. Metropolis).	1	..	1	..	..	..	..	..	..	..	..
Monmouth ..	3	..	3	..	..	..	..	..	..	1	[4
Northampton (ex. Soke of Peterborough).	5	3	8	1	11	6	2	..	4	..	..
Notts .. ..	..	1	1	..	2	2	..	..	..	..	..
Oxford	9	..	9	1	6	6	1	..	..	1	1
Salop	2	1	3	2	1	2	1	..	..	..	..
Stafford	1	3	4	..	4	2	1	..	1	..	..
Sussex	1	..	1	..	..	..	..	..	..	..	..
Wilts	1	4	5	..	41	40	1	..	..	..	..
York, East Riding.	..	1	1	..	1	1	..	..	..	..	..
„ West Riding.	2	4	6	1	7	8	..	..	..	..	..
WALES.											
COUNTY.*											
Glamorgan ..	1	3	4	1	3	3	6	..	..	..	..
TOTAL ..	43	33	76	6	141	104	33	..	10	2	5

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 Out-breaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Kent (ex. Metropolis).	1	..	1	1	..	..	..	..	1	..	..
Surrey (ex. Metropolis).	..	1	1	..	1	1	..	..	..	..	..
The Metropolis	7	5	12	1	11	10	1	..	1	..	..
TOTAL ..	8	6	14	2	12	11	1	..	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.*											
Cornwall	1	..	1	2	..	2	..	..	..	1	2
Lancaster	1	..	1	1	..	..	..	..	1	..	..
The Metropolis	1	5	6	..	7	7	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Roxburgh.. ..	..	1	1	..	2	..	..	..	2	..	..
TOTAL ..	3	6	9	3	9	9	..	..	3	1	2

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 .. ..	..	1	1	..	1	1	..	..	..	..	..
Kent (ex. Metropolis).	1	..	1	..	..	..	..	..	..	..	..
Lancaster	3	1	4	..	1	1	..	..	..	..	..
Leicester	3	..	3	..	..	..	..	..	..	..	..
Middlesex (ex. Metropolis).	3	..	3	..	..	..	..	..	..	..	..
Norfolk .. ..	..	1	1	..	3	2	1	..	..	..	..
Suffolk	1	..	1	..	..	..	..	..	..	..	..
York, West Riding.	1	1	2	..	2	2	..	..	..	..	..
The Metropolis	..	1	1	..	1	1	..	..	..	..	..
SCOTLAND.											
COUNTY.*											
Fife	3	..	3	..	1	1	..	..	..	..	..
Perth	1	..	1	..	..	..	..	..	..	..	..
Roxburgh.. ..	1	..	1	..	..	..	..	..	..	..	..
TOTAL ..	19	5	24	..	9	8	1	..	..	..	..

* 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, 30th November, 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.

Parliament.—Session 1884.

Milford Docks.

(Repeal of Act of 1883; to cancel and render null and void all Contracts and Proceedings under said Act; to cancel the several Classes of Debenture Stock issued under said Act; to cancel all Debentures, Preference Stocks, and Shares issued in excess of the Company's Parliamentary Powers; and other Purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill to authorize or require the repeal of the Milford Docks 'Further Powers' Act, 1883, or some of L Sections thereof, and to release the Company from all liabilities, penalties, forfeitures, and obligations in respect to the same. The Bill will declare null and void and cancel all debentures, preference stock, and shares of every kind and description which were issued at any time in excess of the Parliamentary powers of the Company, and the several classes of debenture stock and all stocks and shares of every kind and description issued under the powers of the said Act. The Bill will also declare null and void all acts and proceedings done or to be done by the Arbitrator, or his successor, or by any other person or persons whomsoever, appointed or to be appointed under the said Act, and all payments made and all contracts, agreements, and obligations of every kind and description by or on behalf of the Company under or in pursuance of the said Act. The Bill will contain all provisions incidental or necessary to the purposes aforesaid, and it will vary or extinguish all rights and privileges which would interfere with the objects thereof, and confer other rights and privileges. In the event of the Bill being brought in on petition, 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 15th day of November, 1883.

Board of Trade.—Session 1884.

Dawlish Pier.

(Power to Construct a Pier and other Works, and to Levy Tolls; Agreements with the Great Western Railway Company and the Dawlish Local Board, and other matters.)

APPLICATION is intended to be made to the Board of Trade for a Provisional Order, pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 Amendment Act, and any other Acts enabling them in that behalf for the following purposes, or some of them, viz. :—

To empower Lockington Dale Bunn, his heirs and assigns, and such other person, persons, or Company, as may be named by the Order in that behalf, or any or either of them to make and maintain the works hereinafter described, namely—

A pier, jetty, and landing-place, commencing at or near the centre of the Viaduct south-west of Dawlish Station, which carries the Great Western Railway over the foreshore at Dawlish, and extending in a south-easterly direction for a distance of 300 yards, or thereabouts, into the sea.

Together with all proper landing-stages, landing-places, tramways, roads, footpaths, sheds, toll-houses, toll-gates, or bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains and other works and conveniences connected therewith.

The said pier will be situate in the parish of Dawlish, in the county of Devon.

To erect and construct upon or near to the said pier and works, pavilions, or assembly-rooms, concert rooms, aquaria, shops, saloons and bazaars, and reading, refreshment, and other rooms, and baths, washhouses, and other conveniences connected therewith.

To provide, charter, or build, maintain and use steam and other vessels and boats for passenger traffic to and from the said pier and works, and to let the same for hire, and to sell the same.

To purchase, take on lease, or otherwise acquire, lands and hereditaments for the construction of the said pier and works, and approaches thereto.

To deviate in constructing the said pier and works, or any of them, laterally or vertically.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of their works and property, and the regulation and control of vessels, persons, animals, vehicles, and goods, using, frequenting, or resorting to the same, and the conduct of officers and servants of the Company, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier masters and other officers and servants, and to define the limits within which the powers of such pier masters, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To demise and lease the pier and works and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.

To make and carry into effect agreements with the Great Western Railway Company and the Dawlish Local Board, with reference to any of the matters aforesaid.

To raise, by means of shares and by borrowing on mortgage or bond, any moneys which may be required for the purposes of the said Provisional Order.

A copy of this advertisement, with plans and sections of the said pier and works, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Devon, at Exeter; at the custom house at the sub-port of Teignmouth; and at the office of the Board of Trade, Whitehall, London, and at the Parliament and Private Bill Offices.

Printed copies of the draft Provisional Order will be deposited, on or before the 23rd day of December next, at the offices of Messrs. Eldred and Bignold, Solicitors, 11, Queen Victoria-street, London, E.C., and of Messrs. Sherwood and Co., Parliamentary Agents, 7, Great George-street, Westminster, at which offices such copies will be purchaseable and furnished to all persons applying for the same, at a price not exceeding one shilling each.

Dated this 22nd day of November, 1883.

Eldred and Bignold, 11, Queen Victoria-street, London, E.C., Solicitors.

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

Board of Trade.—Session 1884.

The Tramways Act, 1870.

Burton-on-Trent Tramways.

(Construction of Tramways in the Townships of Burton-on-Trent, Burton Extra, and Horninglow, in the Borough of Burton-on-Trent, in the County of Stafford and in the Townships of Winshill and Stapenhill in the said Borough, in the County of Derby; Provisions as to use of Steam or other Mechanical or other Power; Repeal and Amendment of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences, hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

Tramway No. 1.—A tramway commencing in the Tutbury-road at a point 40 yards or thereabouts north-westward from Patch-lane, passing thence south-eastwardly along Tutbury-road, Horninglow-road North, and Horninglow-road, and terminating therein at a point in or nearly in line with the north-western side of Derby-street.

Tramway No. 2.—A single line tramway commencing in the Tutbury-road by a junction with Tramway No. 1 at a point 17 yards or thereabouts from its commencement, passing thence into and along Rollestone-road, and terminating therein at a point 28 yards or thereabouts north-eastward from the Tutbury-road.

Tramway No. 3.—A single line tramway commencing in Rollestone-road by a junction with Tramway No. 2 at a point 17 yards or thereabouts from the termination of that tramway, passing thence into and along Horninglow-road North and terminating therein by a junction with Tramway No. 1 at a point 7 yards or thereabouts south-eastward from Rollestone-road.

Tramway No. 4.—A tramway commencing in Horninglow-road at the termination of Tramway No. 1, passing thence along the roadway extending to and along Little Burton Bridge (over the Midland Railway) and Horninglow-street, and terminating therein at a point 7 yards or thereabouts eastward from Guild-street.

Tramway No. 5.—A tramway commencing in Horninglow-street at the termination of Tramway No. 4, and passing thence along Horninglow-street, Bridge-street, and Burton Bridge, and terminating thereon at the boundary between the counties of Stafford and Derby at or near the centre of the River Trent.

Tramway No. 6.—A tramway commencing on Burton Bridge at the termination of Tramway No. 5, passing thence along the said bridge, into and along the Stapenhill-road, Spring-terrace-road, St. Peter's-road, and Main-street (Stapenhill), and terminating therein at a point 17 yards or thereabouts northward from Ferry-street.

Tramway No. 7.—A tramway commencing on Burton Bridge by a junction with Tramway No. 6, at a point 40 yards or thereabouts from the commencement of that tramway, passing into and along Newton-road, Bearwood Hill-road, and Church Hill-street, and terminating therein at a point 34 yards or thereabouts north-eastward from West-street.

Tramway No. 8.—A tramway commencing in Horninglow-street by a junction with Tramway No. 5 at the commencement of that tramway, passing thence into and along Guild-street, and terminating therein at a point 6 yards or thereabouts north-eastward from Station-street.

Tramway No. 9.—A single line tramway commencing in Horninglow-street by a junction with Tramway No. 4, at a point 21 yards or thereabouts eastward from the "Rising Sun Inn," passing thence into and along Guild-street, and terminating therein by a junction with Tramway No. 8, at a point 3 yards or thereabouts from Horninglow-street.

Tramway No. 10.—A tramway commencing in Guild-street at the termination of Tramway No. 8, passing thence into and along Station-street, the approaches to and the bridge over the Midland Railway, Derby-street, and Horninglow-road, and terminating therein by a junction with Tramway No. 1 at the termination of that tramway.

Tramway No. 11.—A tramway commencing in Guild-street by a junction with Tramway No. 8 at its termination, passing thence across Station-street, and into and along Union-street, New-street, Lichfield-street, and Branstone-road, and terminating therein at a point 46 yards or thereabouts south-westward from West-street.

Tramway No. 12.—A single line tramway commencing in Station-street by a junction with Tramway No. 10, at a point 6 yards or thereabouts westward from Union-street, and passing thence into and terminating in Union-street by a junction with Tramway No. 11 at a point 5 yards or thereabouts from Station-street.

The tramways throughout will be laid as single lines, except in the following instances where they will be laid as double lines, viz.:—

Tramway No. 1.—In Horninglow-road North—

(a.) Between points respectively 9 yards or thereabouts south-eastward from Rollestone-road and 53 yards or thereabouts north-westward from the "New Inn."

(b.) Between points respectively 32 yards or thereabouts, and 98 yards or thereabouts south-eastward from the "New Inn."

(c.) Between points respectively 249 yards or thereabouts, and 99 yards or thereabouts north-westward from Arthur-street;

In Horninglow-road—

(d.) Between points respectively 7 yards or thereabouts, and 95 yards or thereabouts south-eastward from the "Foresters' Arms Tavern."

Tramway No. 4.—In the roadway extending from Horninglow-road to Little Burton Bridge, Little Burton Bridge, and Horninglow-street—

(a.) Between points respectively 29 yards or thereabouts from the commencement of the tramway, and 10 yards or thereabouts north-westward from the roadway leading to the Union Workhouse.

In Horninglow-street—

(b.) Between points respectively 94 yards or thereabouts, and 28 yards or thereabouts north-westward from Brook-street.

Tramway No. 5.—In Horninglow-street—

(a.) Between points respectively 2 yards or thereabouts, and 68 yards or thereabouts from the commencement of the tramway.

(b.) Between points respectively 49 yards or thereabouts, and 115 yards or thereabouts eastward from Trinity Church.

- On Burton Bridge—
 (c.) From its western end to the termination of the tramway.
- Tramway No. 6.—On Burton Bridge and in Stapenhill-road—
 (a.) For a distance of 88 yards or thereabouts from the commencement of the tramway.
- In Stapenhill-road—
 (b.) Between points respectively 35 yards or thereabouts north-eastward and 31 yards or thereabouts south-westward from the centre of the carriage entrance to the Cemetery.
- (c.) Between points respectively 71 yards or thereabouts, and 137 yards or thereabouts south-westward from Elms-road.
- In Stapenhill-road and Spring Terrace-road—
 (d.) Between points respectively 141 yards or thereabouts south-westward from the centre of the principal entrance gateway to Albury House, and 68 yards or thereabouts north-westward from the southern side of Clay-street, at its junction with Spring Terrace-road.
- In Spring Terrace-road—
 (e.) Between points respectively 58 yards or thereabouts north-westward and 8 yards or thereabouts south-eastward from the southern side of Malvern-street.
- In St. Peter's-road and Main-street—
 (f.) From a point in St. Peter's-road 47 yards or thereabouts eastward from the Board School to the "Punch Bowl Inn" in Main-street.
- (g.) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.
- Tramway No. 7.—On Burton Bridge and in Newton-road and Bearwood Hill-road—
 (a.) For a distance of 77 yards or thereabouts from the commencement of the tramway.
- In Bearwood Hill-road—
 (b.) For a distance of 66 yards or thereabouts eastward from the western side of Oxley-road.
- In Bearwood Hill-road and Church Hill-street—
 (c.) Between points respectively 23 yards or thereabouts westward and 43 yards or thereabouts eastward from the western side of High Bank-road.
- In Church Hill-street—
 (d.) Between points respectively 88 yards or thereabouts and 22 yards or thereabouts from the termination of the tramway.
- Tramway No. 8.—In Guild-street—
 (a.) Between points respectively 48 yards or thereabouts, and 114 yards or thereabouts from Horninglow-street.
- (b.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.
- Tramway No. 10.—In Station-street—
 (a.) Between points respectively 6 yards or thereabouts and 72 yards or thereabouts westward from Guild-street.
- In Station-street and the eastern approach to the bridge over the Midland Railway.
 (b.) Between points respectively 29 yards or thereabouts eastward, and 30 yards or thereabouts westward from the eastern side of Mosley-street.
- In Derby-street—
 (c.) Between points respectively 73 yards or thereabouts and 7 yards or thereabouts south-westward from Byrkley-street.
- (d.) Between points respectively 43 yards or thereabouts and 114 yards or thereabouts north-eastward from Albert-street.
- (e.) Between points respectively 89 yards or

- thereabouts and 23 yards or thereabouts from the termination of the tramway.
- Tramway No. 11.—In Union-street—
 (a.) Between points respectively 7 yards or thereabouts and 73 yards or thereabouts from Station-street.
- In New-street—
 (b.) Between points respectively 8 yards or thereabouts and 74 yards or thereabouts eastward from Union-street.
- (c.) Between points respectively 86 yards or thereabouts and 20 yards or thereabouts westward from High-street.
- In Lichfield-street—
 (e.) Between points respectively 50 yards or thereabouts north-eastward and 16 yards or thereabouts southward from the southern side of Park-street.
- (f.) Between points respectively 72 yards or thereabouts, and 6 yards or thereabouts north-eastward from the centre of the level crossing of the Bond End Branch of the Midland Railway.
- In Branstone-road—
 (g.) For a distance of 66 yards or thereabouts north-eastward from the south-western side of Queen-street.
- (h.) Between points respectively 102 yards or thereabouts, and 168 yards or thereabouts south-westward from Trent-street.
- (i.) Between points respectively 88 yards or thereabouts, and 22 yards or thereabouts from the termination of the tramway.
- The following is a description of each point at which the said tramways, or some or one of them, are proposed to be laid, 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 footpath and the nearest rail of the tramways on both sides of the road, except where otherwise stated, viz. :—
- Tramway No. 1.—In Tutbury-road—
 (a.) For a distance of 12 yards or thereabouts from the commencement of the tramway.
- In Horninglow-road North—
 (b.) Between Patch-lane and a point 53 yards or thereabouts north-westward from the "New Inn."
- (c.) Between points respectively 32 yards or thereabouts and 98 yards or thereabouts south-eastward from the "New Inn."
- Tramway No. 4.—On Little Burton Bridge and in Horninglow-street—
 (a.) Between points respectively 62 yards or thereabouts from the commencement of the tramway, and 16 yards or thereabouts north-westward from the roadway leading to the Union Workhouse.
- Tramway No. 5.—On Burton Bridge—
 From its western end to the termination of the tramway.
- Tramway No. 6.—On Burton Bridge—
 (a.) For a distance of 40 yards or thereabouts from the commencement of the tramway.
- In Stapenhill-road—
 (b.) Between points respectively 71 yards or thereabouts and 137 yards or thereabouts south-westward from Elms-road.
- (c.) Between points respectively 117 yards or thereabouts and 165 yards or thereabouts south-westward from the centre of the principal entrance gateway to Albury House.
- In Spring Terrace-road, St. Peter's-road and Main-street—
 (d.) Between Malvern-street and a point 74 yards or thereabouts from the termination of the tramway.
- Tramway No. 7.—In Bearwood Hill-road—
 (a.) Between points respectively 120 yards or

thereabouts and 161 yards or thereabouts from Newton-road.

(b.) Between points respectively 194 yards or thereabouts and 238 yards or thereabouts from Newton-road.

(c.) On the south side thereof for a distance of 57 yards or thereabouts eastward from Oxley-road.

In Bearwood Hill-road and Church Hill-street—

(d.) On the north side thereof, between a point 262 yards or thereabouts from Newton-road and the termination of the tramway.

(e.) On the south side thereof between points respectively 119 yards or thereabouts eastward from Oxley-road and 11 yards or thereabouts south-westward from the north-eastern side of Eldon-street.

In Church Hill-street—

(f.) On the south-eastern side thereof for a distance of 88 yards or thereabouts from the termination of the tramway.

Tramway No. 8.—In Guild-street—

(a.) Between points respectively 48 yards or thereabouts and 114 yards or thereabouts from Horninglow-street.

(b.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 10.—In Station-street—

(a.) Between points respectively 6 yards or thereabouts and 72 yards or thereabouts westward from Guild-street.

In Derby-street—

(b.) Between points respectively 56 yards or thereabouts and 35 yards or thereabouts from Horninglow-road.

Tramway No. 11.—In Union-street—

(a.) Between points respectively 7 yards or thereabouts and 73 yards or thereabouts from Station-street.

In Lichfield-street—

(b.) Between points respectively 52 yards or thereabouts and 17 yards or thereabouts northward from Abbey-street.

(c.) Between points respectively 56 yards or thereabouts westward from Abbey-street and 16 yards or thereabouts southward from Park-street.

(d.) Between points respectively 72 yards or thereabouts and 21 yards or thereabouts north-eastward from the centre of the level crossing of the Bond End branch of the Midland Railway.

In Branstone-road—

(e.) For a distance of 28 yards or thereabouts north-eastward from Queen-street.

(f.) Between points respectively 102 yards or thereabouts and 168 yards or thereabouts south-westward from Trent-street.

(g.) Between points respectively 88 yards or thereabouts and 22 yards or thereabouts from the termination of the tramway.

The aforesaid tramways will be made or pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some or one of them (that is to say):—

The townships or places of Burton-on-Trent, Burton Extra, and Horninglow in the parish and borough of Burton-on-Trent, in the county of Stafford, and of Winshill in the said parish and borough, in the county of Derby, and of Stapenhill in the parish of Stapenhill in the said borough in the said county of Derby.

The proposed tramways will be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be prescribed by the Provisional Order, and it will be provided that so much of Section 34 of

the Tramways Act, 1870, as limits the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the proposed tramways.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

To authorise and empower the Promoters from time to time to enter upon, and open, and break up the surface of, and to cross, alter, and stop up, remove and otherwise interfere with streets, roads, lanes, highways, public and private roadways, railways, tramways, footways, water-courses, bridges, canals, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes, townships, or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the tramways and works, or of substituting others in their place, or for other the purposes of the intended Order.

To enable the Promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters for all or any of the purposes of the proposed tramways and works to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To empower the Promoters from time to time, and either temporarily or permanently, to make and maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this Notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the Promoters, or for effecting junctions or connections with the tramways of any other company, body, or person.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, and the carriage of goods, minerals, and other traffic upon the same.

To enable the Promoters and the Corporation of Burton-on-Trent to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works

connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof.

To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or to grant licenses to use the same, and to reserve in any such lease the right for the Promoters and the Local Authority to use the same for conveyance or for sanitary purposes.

To authorise the promoters and all persons, corporations, and companies lawfully using the intended tramways, or any of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or other motive power, in addition to or in substitution for animal power, and to hold and acquire patent and other rights, or licences to use patent rights in relation to any such locomotive power as aforesaid.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to repeal, amend, alter, or extend all or some of the provisions of all or some of the following, among other Acts (that is to say):—"The Tramways Act, 1870," "The Locomotives Act, 1861," and "The Locomotives Act, 1865," and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Act of Parliament which may in any wise affect such tramways, engines, or carriages.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the before-mentioned purposes.

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

And notice is also given, that duplicate plans and sections of the proposed tramways and works, 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Derby, at his office at Derby, and that a copy of such plans and sections, together with a copy of this Notice, will on or before the said 30th day of November instant, be deposited in the office of the Clerk of the Parliaments, House of Lords; in the Private Bill office of the House of Commons; and at the office of the Board of Trade, Whitehall-gardens, London (together with a published map and diagram); and with the Town Clerk of the borough of Burton-on-Trent, at his office at Burton-on-Trent, and also that a copy of so much of the said plans and sections as relates to each of the parishes, townships, places, or extra-parochial places, from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this Notice, will, on or before such 30th day of November instant, be deposited for public inspection with the parish clerk of each of such parishes, at his place of abode; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same, at the office of the undersigned, Messrs. Slater and Marshall, Solicitors, Darlaston, and of Messrs. Best, Webb, and Templeton, 6, Essex-street, Strand, in the county of Middlesex.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, 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 Promoters or their agents.

Dated this 12th day of November, 1883.

<p><i>Slater and Marshall, Darlaston,</i> <i>Best, Webb, and Templeton,</i> <i>6, Essex-street, Strand,</i> <i>London,</i></p>	}	<p>Solicitors and Parliamen- tary Agents for the Promo- ters.</p>
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In Parliament.—Session 1884.

Brighton and South Coast Tramways.

(Construction of Tramways; Gauge; Power to Use Animal, Mechanical, or other Motive Power; Provisions as to User, Repair, &c., of Streets or Roads; to Levy Tolls; Agreements with Local Road and other Authorities; Working and other Agreements; Incorporation of Tramways Act, 1870.)

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 Promoters of the said Bill, or to empower other persons to construct and maintain wholly in the county of Sussex, the following road or street tramways, or some or one of them, or some part or parts thereof respectively (that is to say):—

Tramway No. 1 (double line), in High-street, Newhaven, commencing at a point opposite the east end of the Ship Hotel, and terminating at a point 0·50 chain west of the south-west corner of Lewes-road, in Newhaven.

Tramway No. 2 (single line), commencing at the termination of No. 1 Tramway, and terminating at a point 1·50 chains east of a point in the centre of the gap in the first bend of the north side of the road west of Lewes-road.

Tramway No. 3 (double line), commencing at the termination of Tramway No. 2, and terminating at a point 3·0 chains west of the centre of the gap referred to in Tramway No. 2.

Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and terminating at a point 7 furlongs 1 chain from the commencement of Tramway No. 1.

Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, and terminating at a point 1·0 chain west of the boundary of Newhaven and Piddinghoe parishes.

Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and termi-

nating at a point in the road 9·0 chains west of the Newhaven and Piddinghoe parish boundary.

Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and terminating at a point 2 furlongs 1 chain west of the same parish boundary.

Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and terminating at a point 9·83 chains west of the north-east corner of Hoddon Turnpike Cottage.

Tramway No. 9 (double line), commencing at the termination of Tramway No. 8, and terminating at a point 1 furlong 3·83 chains west of the north-east corner of Hoddon Turnpike Cottage.

Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and terminating at a point 1 furlong 8·88 chains west of a point in the road opposite the centre of Farm-road, on the north side of Brighton Turnpike-road, and opposite a gravel pit on the south side of the said road.

Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and terminating at a point 5 chains west of the termination of No. 10 Tramway.

Tramway No. 12 (single line), commencing at the termination of Tramway No. 11, and terminating at a point 5·48 chains west of a point in the Brighton Turnpike-road, opposite the centre line of the circular gravel pit, on the south side of the turnpike-road, as shown on the deposited plans.

Tramway No. 13 (double line), commencing at the termination of Tramway No. 12, and terminating at a point 4 chains west of the termination of Tramway No. 12.

Tramway No. 14 (single line), commencing at the termination of Tramway No. 13, and terminating at a point 2 chains east of a point in the road crossed by the parish boundary of Piddinghoe and Telscombe.

Tramway No. 15 (double line), commencing at the termination of Tramway No. 14, and terminating at a point 5 chains west of the termination of No. 14 Tramway.

Tramway No. 16 (single line), commencing at the termination of Tramway No. 15, and terminating at a point in the turnpike-road 3 furlongs 5·04 chains west of the north-east corner of Portobello Toll House.

Tramway No. 17 (double line), commencing at the termination of Tramway No. 16, and terminating at a point 8 chains west of the termination of No. 16 Tramway.

Tramway No. 18 (single line), commencing at the termination of Tramway No. 17, and terminating at a point 2 furlongs 6·74 chains west of a point in the turnpike-road, opposite the south-east corner of Saldean Coastguard Station.

Tramway No. 19 (double line), commencing at the termination of Tramway No. 18, and terminating at a point 8 chains west of the termination of Tramway No. 18.

Tramway No. 20 (single line), commencing at the termination of Tramway No. 19, and terminating at a point 2·57 chains east of a point in the centre of the junction of High-street, Rottingdean, with the Brighton Turnpike-road.

Tramway No. 21 (double line), commencing at the termination of Tramway No. 20, and terminating at a point 9 chains west of the termination of No. 20 Tramway.

Tramway No. 22 (single line), commencing at the termination of Tramway No. 21, and terminating at a point 1 furlong 8 chains west of the

point in the centre of the junction of High-street, Rottingdean, with the Brighton Turnpike-road.

Tramway No. 23 (double line), commencing at the termination of Tramway No. 22, and terminating at a point 6 chains west of the termination of No. 22 Tramway.

Tramway No. 24 (single line), commencing at the termination of Tramway No. 23, and terminating at a point 2 furlongs west of the south-west corner of the Ovingdean-road.

Tramway No. 25 (double line), commencing at the termination of Tramway No. 24, and terminating at a point 4 chains west of the termination of No. 24 Tramway.

Tramway No. 26 (single line), commencing at the termination of Tramway No. 25, and terminating at a point 1 furlong 9 chains east of the north-west corner of Roedean Cottage.

Tramway No. 27 (double line), commencing at the termination of Tramway No. 26, and terminating at a point 5 chains west of the termination of No. 26 Tramway.

Tramway No. 28 (single line), commencing at the termination of Tramway No. 27, and terminating at a point 11 chains west of the north-west corner of Roedean Cottage.

Tramway No. 29 (double line), commencing at the termination of Tramway No. 28, and terminating at a point 5 chains west of the termination of Tramway No. 28.

Tramway No. 30 (single line), commencing at the termination of Tramway No. 29, and terminating at a point 1 chain west of the south-east corner of Black Rock Coastguard Station.

Tramway No. 31 (double line), commencing at the termination of Tramway No. 30, and terminating at a point opposite the south-west corner of Arundel-road, Marine-parade, Brighton.

Tramway No. 32 (single line), commencing at the termination of Tramway No. 31, and terminating at a point opposite the south-west corner of Seymour-street, Brighton.

Tramway No. 33 (double line), commencing at the termination of Tramway No. 32, and terminating at a point 6 chains west of the termination of Tramway No. 32.

Tramway No. 34 (single line), commencing at the termination of Tramway No. 33, and terminating at a point 4 chains east of the north-west turnstile of Brighton Aquarium.

Tramway No. 35 (double line), commencing at the termination of Tramway No. 34, and terminating at a point opposite, and on the north side of the north-west turnstile of Brighton Aquarium.

The tramways and works hereinbefore described will be situate in and pass from, through, or into the parishes or places following, or some or one of them, viz., Newhaven, Piddinghoe, Telscombe, Rottingdean, and Brighton.

At the following places, it is proposed to lay the tramways, 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 footpath on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

In High-street, Newhaven, on both sides of the street, from its commencement to its junction with Brighton, and Newhaven Turnpike-road.

In Brighton and Newhaven Turnpike-road, on the north side, from its commencement at the junction with High-street, Newhaven, to a point opposite the south-west corner of Arundel-road, Brighton, and on the south side from the commencement to the end of the houses fronting the Brighton and New-

haven Turnpike-road, in the village of Rottingdean.

It is intended to lay the tramways on a gauge of 8 feet 6 inches.

It is not intended to run on the proposed tramways, carriages or trucks adapted for use upon railways.

To authorize, and empower the Promoters, and all persons, corporations, and companies lawfully using the proposed tramways, or any or either of them, to work such tramways for the purposes of traffic of every description, subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other fixed, or moveable, or mechanical, or motive power, in addition to, or in substitution for, animal labour.

To authorize the Promoters to enter upon, and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes, and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Promoters, 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 offices, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

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

To provide for and regulate the user by the Promoters, 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 Promoters the exclusive right of using on the proposed tramway carriages with flange wheels, or other wheels, specially or particularly adapted to run on an edged rail or on a grooved rail.

To prohibit, except by agreement with the Promoters, upon terms to be prescribed by the Bill, the use of the proposed tramway by persons or Corporations other than the Promoters, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorize and give effect to agreements between the Promoters, and any other persons or Corporations for the use of the said tramways, with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage

of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters, and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or 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 Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or for providing access to any stables, or carriage sheds, or works of the Promoters.

To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of the tramways 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 to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway, or part of the tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters and the bodies or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramway, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To empower the Promoters on the one hand, and any Corporation or person 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, any or either of them, of their tramways and works, or any part or parts thereof respectively, and the management, regulation, collection, transmission and delivery of traffic upon, or coming from, the tramways.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

To empower the Promoters to sell or lease their undertaking.

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, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and, so far as may be necessary for the purposes of the Bill, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of that Act, and of the following, among other Acts:—"The Locomotive Act, 1861," and "The Locomotives Act, 1865," or any Act amending such Act.

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 East and Western Divisions of the county of Sussex, at his office, at the County Hall, Lewes, in the same county, and with the Clerk of the Peace for the borough of Brighton, at his office at Brighton, 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 and extra-parochial places 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 as follows:—For the Local Authority of Newhaven, with the Clerk to the said Local Authority, at their office at Newhaven; for the Corporation of Brighton, with their Clerk, at the Townhall, Brighton; for all other Urban, Road, or Local Authorities, with the Clerk of each such Local or Urban Authority, at his or their respective offices; and for all parishes, with the parish clerk of each such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 12th day of November, 1883.

Frederic Clift, LL.D., 111, Cheapside,
London, E.C., Solicitor for the intended Act.

In Parliament—Session 1884.

Swindon and Cheltenham Extension Railway.
(Construction of New Railways and Deviation Railway; Abandonment of Portion of Authorised Line; Additional Capital; Compulsory Purchase of Lands; Tolls; Running Powers over portions of Great Western Railway; Power to take parts of Certain Properties; Amendment of Acts.)

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

To authorise the Company to construct the railways and works hereinafter described, or some of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences therewith respectively, that is to say:—

(1.) A deviation railway (No. 1) commencing in the parish of Preston, in the county of Gloucester, by a junction with the authorised line of the Swindon and Cheltenham Extension Railway, at a point measuring in a north-easterly direction along the centre of that railway as now marked out for a distance of 40 yards or thereabouts from the centre of the bridge now in course of construction carrying King's-hill-lane over that railway, and terminating in the parish of Dowdeswell by a junction with the Banbury and Cheltenham Direct Railway at the bridge adjoining the Andoversford Station, carrying the last-mentioned railway over the public road from Andoversford to Cheltenham, and passing through or

into the following parishes or places, viz., Preston, Cirencester, Ampney, Crucis, Baunton, Coln, Rogers, North Cerney, Rendcomb, Chedworth, Withington, Shipton Oliffe, Shipton Sollars, Dowdeswell, and Whittington, all in the county of Gloucester.

(2.) A railway (No. 2) wholly situate in the parish of Kemble, in the county of Wilts, commencing by a junction with the Great Western Railway (South Wales Branch) opposite the mile or distance post indicating 91½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating by a junction with the Great Western Railway (Cirencester Branch) at a point opposite the mile or distance post indicating 91¼ miles from Paddington, as shown on the said Ordnance parish map.

(3.) A railway (No. 3) commencing in the parish of Kemble, in the county of Wilts, by a junction with the intended Railway No. 2, at the termination thereof above described, and also with the Great Western Railway (Cirencester Branch), opposite the mile or distance post indicating 91½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating in the parish of Siddington, in the county of Gloucester, by a junction with the said Cirencester Branch opposite the mile or distance post, indicating 93¼ miles from Paddington, as shown on the Ordnance parish map, and passing through the parishes or places of Kemble, in the county of Wilts, and Siddington, in the county of Gloucester.

(4.) A railway (No. 4) wholly situate in the parish of Siddington, in the county of Gloucester, commencing by a junction with the intended Railway (No. 3) at the termination thereof above described, and also by a junction with the said Cirencester Branch opposite the mile or distance post indicating 93¼ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating by a junction with the Swindon and Cheltenham Extension Railway, as constructed at a point measuring in a southerly direction along that railway for a distance of 370 yards or thereabouts from the centre of the bridge carrying that railway over the public road leading from Siddington to Ashton Keynes.

(5.) A railway (No. 5) wholly situate in the parish of Siddington, in the county of Gloucester, commencing by a junction with the intended Railway (No. 4) at the occupation road leading from Overtown Bridge, Upper Siddington, to Clarke's-lane, and numbered 140 on the Ordnance parish map (1-2500 scale) at a point on that road 156 yards or thereabouts, measuring in a northerly direction from the junction of such occupation road with Clarke's-lane, and terminating by a junction with the Swindon and Cheltenham Extension Railway at the centre of the bridge carrying the last-mentioned railway over the Thames and Severn Canal.

To authorise the Company to deviate laterally from the lines of the intended railways and other works to the extent shown on the plans to be 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 to be deposited as hereinafter mentioned.

To purchase by compulsion or agreement lands, buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

To levy tolls, rates, and duties for or in respect of the use of the said intended 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 authorise and require the Company to abandon the making of so much of the Railway No. 1, authorised by "The Swindon and Cheltenham Extension Railway Act, 1881," as lies between the commencement of the intended Deviation Railway No. 1 above described, and the termination of the Railway No. 1, authorised by the said Act of 1881, and which will be rendered unnecessary by the construction of such deviation railway, and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify, or alter, or cancel, and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said portion of railway.

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 to raise for such purposes and for the general purposes of their undertaking additional capital, by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage, or borrowing, or by any of such means.

To authorise the Company and all companies and persons lawfully working or using the railways of the Company, or the intended railways, or any part thereof, to run over and use with their engines and carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds—

(1.) So much of the Cirencester Branch of the Great Western Railway as lies between the mile or distance posts respectively indicating 91½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale) of the parish of Kemble, in the county of Wilts, and 93½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale) of the parish of Siddington, in the county of Gloucester.

(2.) So much of the South Wales Branch of the Great Western Railway as lies between the mile or distance post indicating 91½ miles from Paddington, as shown on the said Ordnance parish map (1-2500 scale) of the said parish of Kemble, and the junction of the Midland Railway with the Great Western Railway at Standish, in the parish of Standish, in the county of Gloucester.

Together with the use of all stations, sidings, platforms, points, signals, junctions, and roads, water engines, engine-sheds, standing room for engines, booking and other offices, warehouses,

machinery, works, and conveniences connected with such railway or portions of railway as aforesaid, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the intended Act.

To confirm or provide for the confirmation of any agreement or agreements made or which may be made between or on behalf of the Company and the Swindon Marlborough and Andover Railway Company in relation to the undertakings of the said Companies respectively, or the working by the Company of the railways or undertaking of the Swindon Marlborough and Andover Railway Company, or any part thereof, or of the railway of the Company, by the Swindon Marlborough and Andover Railway Company, and of any acts done by the said two Companies, or either of them, in contemplation or anticipation of, or in any way relating to any of the objects of the intended Act, and to authorise agreements between the said two Companies.

To make provisions for the consolidation and rearrangement of the capital of the Company.

To authorise the Company, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices attached or belonging to, or any other part of any house, building, manufactory, or other premises which they may require for the purposes of the intended Act, without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

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

To repeal, alter, or amend all or some of the provisions of the Swindon and Cheltenham Extension Railway Act, 1881, and any other Acts relating to or affecting the Swindon and Cheltenham Extension Railway Company; the Swindon Marlborough and Andover Railway Act, 1873, and any other Acts relating to or affecting that Company; the Act (local and personal) 7 and 8 Vic., cap. 18, and any other Acts relating to or affecting the Midland Railway Company; and the Act 5 and 6 Will., cap. 107, and any other Acts relating to or affecting the Great Western Railway Company; the Banbury and Cheltenham Direct Railway Act, 1873, and any other Acts relating to the Banbury and Cheltenham Direct 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 Wilts, at his office in Marlborough; with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; 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 30th day of November,

1883, and will be accompanied by a copy of this notice as published in the London Gazette.

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 15th day of November, 1883.

J. C. Townsend, Swindon;
George Davis, Son, and Co., 80, Coleman-street, London;

Solicitors for the Bill.

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

In Parliament.—Session 1884.

Whitchurch, Nantwich, and Cheshire Lines Junction Railway.

(Incorporation of Company; Construction of Railways in the Counties of Salop and Chester; Compulsory Purchase of Lands; Tolls and Alteration of London and North Western Railway Company and the Cheshire Lines Committee Tolls; Running Powers over Portions of the London and North Western Railway and Cheshire Lines Committee Railway, and Use of Stations belonging to them; Working and other Agreements with the London and North Western Railway Company, the Cheshire Lines Committee, the Great Northern, Midland, Manchester Sheffield and Lincolnshire, Cambrian, and Great Western Railway Companies, and Compulsory Facilities and Short Distance Route; Payment of Interest during Construction; Amendment of Acts).

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, that is to say:—

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, stations, roads, approaches, junctions, rails, sidings, turntables, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway (No. 1) commencing by a junction with the Cambrian Railway, in the township of Dodington, in the parish of Whitchurch, in the county of Salop, at a point distant $3\frac{1}{2}$ chains or thereabouts, measured in an easterly direction along the centre line of the said railway, from the eastern end of the bridge which carries the public road leading from Whitchurch to Alkington over that railway, and terminating in the township of Hinton, in the parish of Whitchurch, in the county of Salop, in a field numbered 237 on the ordnance published map of the scale $\frac{1}{25000}$ of such parish, which said field is in the occupation of Harriet Emma Vernon, and belonging to or reputed to belong to Robert Peel Ethelston.

A railway (No. 2) commencing by a junction with Railway (No. 1) at its termination as before described, and terminating in the township of Spurstow, in the parish of Bunbury, in the county of Chester, at the centre of the public road or lane known as Capper's-lane, leading from Faddiley to Bunbury, at a point distant 4 chains or thereabouts, measured in an easterly direction along the centre of the said public road or lane, from opposite the front entrance to the farmhouse known as the Red Hall, in the occupation of James Cookson.

A railway (No. 3) commencing by a junction
No. 25292.

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with Railway (No. 2) at its termination as before described, and terminating in the township of Weaverham-cum-Wilton, in the parish of Whitegate, in the county of Chester, by a junction with the Winsford Branch of the Cheshire Lines Committee, at the eastern face of the bridge which carries the Tarporley and Warrington turnpike-road over such branch, which said intended Railways Nos. (1), (2), and (3) will pass from, through, in, or into the following parishes, townships, extra-parochial and other places, or some of these, that is to say:—Whitchurch (parish and township), Dodington and Hinton, in the county of Salop, and Whitchurch (parish), Wirswall, Malpas, Marbury (parish), Marbury-cum-Quoisley, Norbury, Wrenbury, Wrenbury-cum-Frith, Bickley, Chorley, Faddiley, Acton, Brindley, Bunbury (parish and township), Haughton, Spurstow, Tilstone-Fearnall, Tiverton, Tarporley (parish and township), Eaton, Rush-ton, Little Budworth (parish and township), Whitegate, Marton, Weaverham-cum-Wilton, Delamere, and Oakmere, in the county of Chester.

A railway (No. 4) commencing in the township and parish of Whitchurch, in the county of Salop, by a junction with the London and North Western Railway (Tattenhall and Whitchurch Branch), at a point distant 9 chains or thereabouts, measured in a westerly direction along the centre of the said railway, from the centre of the bridge which carries the turnpike-road from Whitchurch to Tarporley over the said railway, and terminating by a junction with Railway (No. 2) at the commencement thereof, as before described, which said intended railway is situate wholly in the parish of Whitchurch, and townships of Whitchurch and Hinton, in the county of Salop.

A railway (No. 5) commencing by a junction with Railway (No. 3), at the commencement thereof as before described, and terminating by a junction with the Nantwich and Market Drayton (Great Western) Railway at the north side of the bridge which carries the public road leading from Nantwich to Baddington Bank over such railway, which said intended railway will pass from, through, in, or into the following parishes, townships, extra-parochial and other places, or some of them, that is to say: Bunbury, Spurstow, Haughton, Acton (parish and township), Nantwich (parish and township), Brindley, Brindley detached, Baddiley detached (parish and township), Hurleston, Henhull, Burland, Eddlestone, and Baddington, in the county of Chester.

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 cross, divert, alter, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, that it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To purchase and take by compulsion or by agreement lands, houses, tenements, and here-

ditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with or affecting the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and duties, upon or in respect of the intended railways and works, and upon the railways, portions of railway, stations, and works hereinafter mentioned belonging to the London and North-Western Railway Company and the Cheshire Lines Committee, and to alter the tolls, rates, and duties which that Company and Committee are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any part or parts thereof, 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, for the purposes of their traffic of every description, the portions of railways and stations hereinafter mentioned, that is to say:—

So much of the railway of the Cheshire Lines Committee as lies between the point of termination of Railway (No. 3) and Cuddington Station, including the use of that station.

So much of the London and North-Western Railway as lies between the point of commencement of Railway (No. 4) and the Whitechurch Station, including the use of that station, 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 railways and stations.

To enable the Company on the one hand, and the London and North Western Railway Company, the Cheshire Lines Committee, the Great Northern, Midland, Manchester Sheffield and Lincolnshire, Cambrian, and Great Western Railway Companies (hereinafter called "the seven Companies"), or any one or more of them, on the other hand, from time to time to enter into, carry into effect, vary, and rescind contracts, agreements, and arrangements as 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 of every description upon, or coming from, passing over, or destined for the railways and 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 or either of them, or any part thereof, and to employ officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require the seven Companies and each and every or any one of them, or the Companies or persons working the railways of the Company, upon such terms and conditions as shall be agreed upon or as may be settled by arbitration, or be provided by the Bill to receive, book through, forward, accommodate, and deliver all traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to or from or over the whole or any part of the railways, stations, warehouses, and booking-offices under their respective management or control, or over, or to which they have running powers, or the means or the right of forwarding traffic to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and as to all traffic passing over their lines or the lines of any or either of them, destined for places to which the railways of the Company form a portion of the shortest route, to forward all such traffic (not specially consigned) over the railways of the Company.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, out of moneys raised or to be raised by the Company under the powers of the Bill, to pay interest or dividends during the construction of the intended railways and works until the completion thereof respectively, or until such other time 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 vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or with such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

And it is intended, as far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—The 9th and 10th Vict., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company; 23 Vict., caps. 16 and 90, and all other Acts relating to or affecting the Cheshire Lines Committee; 9 and 10 Vict., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 5 and 6 William IV, cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; 12 and 13 Vict., cap. 81, and all other Acts relating to or affecting the Manchester Sheffield and Lincolnshire Railway Company; the Cambrian Railways Act, 1864; the Cambrian and Coast Railway Act, 1865; the Aberystwith and Welsh Coast Railway Act, 1865, and all or any of the Acts relating to the Cambrian Railway Company or their undertaking, or any part thereof, passed respectively in the years 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1875, and 1877.

On or before the 30th day of November instant plans and sections of the intended railways and works 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 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 Chester, at his office at Chester, and on or before the said 30th day of

November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made, or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1883.

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

In Parliament.—Session 1884.

East and West Junction Railway.

(Compulsory Sale or Transfer, or Vesting of the Whole or Part or Parts of the Undertaking of the East and West Junction Railway Company, with or without the Rights and Liabilities Attaching thereto, to Certain other Railway Companies Jointly or Separately; Agreements and Confirmation of Agreements; Sale of that Undertaking by Auction; Application of Proceeds of Sale and Assets; Stay of Proceedings in the High Court of Justice; Winding up and Dissolution of Company; Amendment or Repeal of Acts; Costs of Act, &c.)

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

1. To authorise and empower all, or some, or one of the judgment and other creditors and debenture stockholders of the East and West Junction Railway Company (hereinafter called "the Company"), jointly, or all, or some, or one of either such creditors, or of such debenture stockholders or any receiver appointed or to be appointed by the High Court of Justice, to sell and transfer to the Midland Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Stratford-upon-Avon Towcester and Midland Junction Railway Company, and the Evesham Redditch and Stratford-upon-Avon Junction Railway Company (hereinafter called "the five Companies"), or to any or either of those Companies, and to empower the five Companies, or any or either of them, to purchase the whole or any part or parts of the undertaking, lands, and property of the Company, and to vest or provide for the vesting of such undertaking, lands, and property, or such part or parts thereof respectively, in the purchasing Companies or Company, upon such terms and conditions as have been or may be agreed on, or as may be defined by the Bill or prescribed by Parliament.

2. To enable the purchasing Companies or Company to have and exercise all or some of the rights, powers, and privileges of the Company, and either subject to or exonerated from all or any of the debts, liabilities, contracts, agreements, and engagements of the Company,

3. To confer upon the purchasing Companies or Company all such powers (including power to apply their funds and revenues, and to raise additional capital by new, ordinary, and prefer-

ence shares, or either, and by borrowing) as may be necessary or expedient to enable them, or either of them, as the case may be, to accept, complete, and carry into effect any such transfer, sale, purchase, or vesting.

4. To authorise the making and entering into any contracts and agreements touching any of the matters aforesaid, and to confirm any such contracts and agreements as may have been or may be entered into during the progress of the Bill.

5. To provide for the application of the proceeds of any sale or sales made under the powers of the intended Act among the judgment and other creditors, debenture stockholders, and the shareholders of the Company, or some of them, or some class or classes thereof respectively, and if need be to prescribe, define, alter, and regulate the rights and priorities as between themselves of such several classes and of the persons, companies, and bodies constituting the same respectively.

6. To stay any suits and proceedings (if any) against the Company, and to provide for the costs of those proceedings, and to direct as to the appropriation of any moneys in the hands of, or which may be paid to or received by the receiver, and how any other assets of the Company may be applied.

7. To empower or require the Company or the receiver aforesaid, or the managers for the time being appointed by the High Court of Justice of their undertaking to sell and dispose of and transfer the undertaking, lands, property rights, powers, and privileges of the Company by public auction, and to empower all or any other railway or other company to purchase and acquire, hold, exercise, and enjoy the same, and to apply their funds and revenue, and to raise further money by shares or stock, ordinary or preferential, or both, and by borrowing, for the purposes of any such purchase.

8. To provide for the distribution of the assets of the Company amongst the mortgagees, creditors, stock and shareholders of the Company in such proportions and with such priorities as may be defined in the Bill, the winding up of the affairs of the Company, and their dissolution.

To amend or repeal, so far as may be necessary or expedient, the provisions, or some of the provisions of the following local and personal Acts, namely: 27 and 28 Vict., cap. 76, and any other Act relating to the Company; and 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; and 5 and 6 William the Fourth, cap. 107, and any other Acts relating to the Great Western Railway Company; and 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North-Western Railway Company; and 42 and 43 Vict., cap. 223, and any other Acts relating to the Stratford-upon-Avon Towcester and Midland Junction Railway Company; and 36 and 37 Vict., cap. 245, and any other Acts relating to the Evesham Redditch and Stratford-upon-Avon Junction Railway Company.

The Bill will vary and extinguish all rights and privileges which will or may interfere with any of its objects, and will confer other rights and privileges, and will make provision for the payment of the costs, charges, and expenses of and incidental to the preparing, applying for, promoting and passing of the intended Act out of the proceeds of any sale, transfer, or vesting made or effected thereunder, or out of any existing or future assets of the Company, whether in their hands or the hands of any receiver, or of any person or persons, company or companies,

on their or his behalf, or out of such other fund or funds, or by such person or persons, company or companies, body or bodies, as may be defined in the Bill or prescribed by Parliament.

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

Dated this 17th day of November, 1883.

In the Board of Trade.—Session 1884.

The Tramways Act, 1870.

Gravesend, Rosherville, and Northfleet
Tramways Company, Limited.

(Construction of New Tramways in the parish of Northfleet; User of Public Streets; Tolls; Steam and Mechanical Power on existing and new Tramways; Regulation of Traffic along the Streets and Tramways; Release of portion of Former Deposit; and other provisions).

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Gravesend, Rosherville, and Northfleet Tramways Company, Limited (hereinafter referred to as "The Company"), for a Provisional Order (hereinafter referred to as "The Order") under and subject to the provisions of "The Tramways Act, 1870," for the following, or some of the following, purposes, that is to say:—

To authorise the Company to construct and maintain the street tramways hereinafter mentioned, or some of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith or incidental thereto respectively, to be wholly situate in the parish of Northfleet, in the county of Kent, that is to say:—

Tramway No. 1.—A tramway (single line) in High-street, Northfleet, commencing in a line with the eastern side of College-road, and terminating at a point 25 links eastward of that line.

Tramway No. 2.—A tramway (double line) in High-street aforesaid, commencing at the termination of Tramway No. 1, and terminating at a point 2 chains eastward of the eastern side of College-road.

Tramway No. 3.—A tramway (single line) in High-street aforesaid, commencing at the termination of Tramway No. 2, and terminating at a point 8 chains eastward of the eastern side of Samaritan-grove.

Tramway No. 4.—A tramway (double line) in High-street aforesaid, commencing at the termination of Tramway No. 3, and terminating at a point 2½ chains eastward of that point.

Tramway No. 5.—A tramway (double line) in High-street aforesaid commencing at the termination of Tramway No. 4, and terminating at point about 80 links eastward of the eastern fence of the Northfleet Vicarage grounds.

Tramway No. 6.—A tramway (double line) in high-street aforesaid and Northfleet-hill, commencing at the termination of Tramway No. 5, and terminating at a point 2½ chains south-eastward therefrom.

Tramway No. 7.—A tramway (single line) in Northfleet-hill, commencing at the termination of Tramway No. 6, and terminating at a point 2½ chains northward of the north corner of the "Leather Bottle Inn."

Tramway No. 8.—A tramway (double line) in Northfleet-hill and London-road, commencing at the termination of Tramway No. 7, and terminating by a junction with the existing tramway opposite the "Leather Bottle Inn."

In the following places the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the edge of the footpath on the side or sides of the road specified in each case.

In High-street, on both sides between points respectively 6 yards and 44 yards east of the eastern side of College-road, and on both sides between points respectively about 42 yards and 231 yards measured eastward from the east side of Samaritan-grove; and on the south side between the last mentioned point and a point about 143 yards measured westward from the eastern fence of the Northfleet Vicarage grounds.

The said tramways are intended to be constructed on a gauge of 3 feet 6 inches, and it is not proposed to run thereon carriages or trucks adapted for use on railways.

To empower the Company and all companies and persons lawfully using the Company's tramways authorised by the Gravesend, Rosherville, and Northfleet Tramways Order, 1881, and the tramways proposed to be authorised by the Order, to work the same by means of steam or other mechanical or motive power in addition to or in substitution for animal power.

To empower the Company to levy tolls, rates, and charges upon and in respect of the proposed tramways for the conveyance of passengers, goods, animals, and other traffic thereon, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the Company to enter upon, and open, alter, remove, stop up, and otherwise interfere with, the surface of public streets and roads, footpaths, drains, sewers, watercourses, bridges, culverts, gas and water pipes, and telegraphic and telephonic pipes, tubes, and apparatus for the purpose of laying down, maintaining, altering, and repairing the proposed tramways or substituting others in their stead, and to provide for and regulate the use and disposal by the Company of the paving, metalling, and other materials excavated or removed by them in constructing the proposed tramways.

To provide for the regulation of the traffic (whether of the Company or otherwise) along the public streets and roads in which the proposed tramways will be laid, and preventing obstructions to such traffic.

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such additional tramways, crossings, passing-places, sidings, junctions, curves, turnouts, and other works in addition to those already constructed, and to those particularly specified in this notice, as may be necessary for or convenient to the efficient working of the proposed tramways, or for substituting others in their stead in the same or any neighbouring streets, for facilitating the passage of traffic along streets, and for providing access to any stables, carriage-houses, engine-sheds, works, buildings, and premises of the Company, and to sanction and confirm the construction of the existing sidings into the Company's car sheds.

To confer upon the Company the exclusive right of using on the proposed tramways carriages having flanged or other wheels specially adapted to run on an edge or a grooved rail, and to confer all such other powers, rights and privileges as may be necessary or convenient for carrying into effect the intended objects, and to vary and extinguish all powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

To provide for the release of so much of the money deposited in the High Court of Justice (Chancery Division) upon the application for the

Gravesend, Rosherville, and Northfleet Tramways Order, 1881, as is applicable in respect of the tramways thereby authorised and not constructed, and for the appropriation thereof for the purposes of the money deposit in respect of the proposed tramways.

Duplicate plans and sections of the proposed tramways and works, 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 Kent, at his office at Maidstone, and a copy of the said plans and sections, and of this notice, will on or before the same day, be also deposited for public inspection at the office of the Northfleet Local Board at Northfleet, and with the parish clerk of Northfleet at his residence. A copy of the said plans, sections, and notice will also be deposited at the same time at the office of the Board of Trade, Whitehall, London, S.W.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Order when deposited, and of the Order when made, will be obtainable at the price of one shilling each by persons applying for them at the office of the undersigned.

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 of January, 1884, and copies of such objections must at the same time be sent to the Company at the office of the undersigned; and in forwarding such objections to the Board of Trade, the objectors or their agents must state that a copy has been sent to the Promoters or their agents.

Dated this 15th day of November, 1883.

Durnford and Co., 38, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade—Session 1884.

Edgbaston and Harborne Tramways.

Provisional Order.

(Construction of Tramways in the parishes or places of Birmingham and Edgbaston, in the County of Warwick; Agreements with Local Authorities; Running Powers; Extension of Time for the Commencement and Completion of the Tramways authorised by the Edgbaston and Harborne Tramways Order, 1883; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them with all necessary and proper rails, plates, sleepers, turntables, works, and conveniences connected therewith respectively (that is to say):—

Tramway (No. 1) commencing in Colmore-row, opposite the entrance to the Council House, thence proceeding in a south-westerly direction along Colmore-row, thence along Congreve-street, thence along Edmund-street, and terminating in that street at a point 7 chain or thereabouts south-west of the intersection of Congreve-street with Edmund-street. Tramway No. 1 will be a double line, except in Colmore-row from the

point of its commencement for a distance of 1 chain, where it will be a single line.

Tramway (No. 2) commencing in Edmund-street by a junction with Tramway No. 1 at its termination, thence proceeding in a south-westerly direction along Edmund-street, and terminating in that street at a point 8 chain or thereabouts north-east of the south-west corner of that street. Tramway No. 2 will be a single line.

Tramway (No. 3) commencing in Edmund-street by a junction with Tramway No. 2 at its termination, thence crossing Easy-row and proceeding along Broad-street and terminating in that street opposite the south-east corner of Baskerville-place. Tramway No. 3 will be a single line.

Tramway (No. 4) commencing in Broad-street by a junction with Tramway No. 3 at its termination, thence proceeding in a south-westerly direction along Broad-street, and terminating in that street at its junction with the Five Ways. Tramway No. 4 will be a double line.

Tramway (No. 5) commencing in Edmund-street by a junction with Tramway No. 2 at its termination, thence proceeding in a north-westerly direction along Easy-row, thence along Cambridge-street, thence along King Alfred's-place, thence along Broad-street, and terminating in that street by a junction with Tramway No. 4, at a point 7 chain or thereabouts south-west of the intersection of King Alfred's-place with Broad-street. Tramway No. 5 will be a single line except in Easy-row from the point of its commencement for a distance of 2.05 chains, and in Cambridge-street at a point where that street turns at right angles for a distance of 1 chain or thereabouts, measured both in a southerly and westerly direction along Cambridge-street from the point of intersection of the centre lines of that street, and in Broad-street from the point of termination of the tramway for a distance of 1.3 chain or thereabouts, measured in a northerly direction, where it will be a double line. A less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, between a point of 1.24 chain and a point 3.24 chains or thereabouts, measured in a westerly direction from the west corner of the junction of the crescent with Cambridge-street, where the tramway will be laid on the south side of the street.

Tramway (No. 5A) commencing in Cambridge-street by a junction with Tramway No. 5, at a point 7 chain or thereabouts east of the intersection of King Alfred's-place with Cambridge-street, thence proceeding in a westerly direction along Cambridge-street, thence along King Edward's-place, thence along Broad-street, and terminating in that street by a junction with Tramway No. 4, at a point 7 chain or thereabouts west of intersection of King Edward's-place with Broad-street. Tramway No. 5A will be a single line, except from the point of its termination in Broad-street, for a distance of 1.1 chain or thereabouts, measured in a northerly direction, where it will be a double line.

Tramways No. 1 to No. 5A inclusive, are in the borough of Birmingham, parish of Birmingham, and county of Warwick.

Tramway (No. 6) commencing in Broad-street at the Five Ways by a junction with Tramway No. 4 at its termination, thence pro-

ceeding along the Hagley-road, and terminating in that road, opposite the south-west corner of the Monument-road. Tramway No. 6 will be a double line.

Tramway (No. 6A) commencing in Islington-row, at a point 1·3 chain from the centre of Sturge's Monument by a junction with the authorised Tramway No. 10 of the Birmingham and Western Districts Tramways Order 1883, at its termination, thence across the Five Ways in a westerly direction, thence along the Hagley-road, and terminating in that road by a junction with Tramway No. 6, at a point 2·1 chains or thereabouts, from the centre of Sturge's Monument.

Tramway (No. 7) commencing in the Hagley-road by a junction with Tramway No. 6 at its termination, thence proceeding in a westerly direction along the Hagley-road, and terminating in that road at a point ·5 chain or thereabouts east of the south-east corner of the Sandon-road. Tramway No. 7 will be a single line, except from the intersection of Rotton Park-road with the Hagley-road for a distance of 2 chains or thereabouts, in an easterly direction, and from the intersection of Hermitage-road with the Hagley-road for a distance of 2 chains or thereabouts, in an easterly direction, and at the termination of the tramway for a distance of 2 chains or thereabouts, measured in an easterly direction, where it will be a double line.

Tramway (No. 8) commencing at the Five Ways by a junction with Tramway No. 4 at its termination, thence proceeding along Harborne-road, and terminating in that road by a junction with Tramway No. 10 at the intersection of Chad-road with the Harborne-road. Tramway No. 8 will be a single line, except from its commencement for a distance of 4·1 chains in a south-westerly direction, and from the intersection of the Highfield-road with the Harborne-road, for a distance of 2 chains or thereabouts in an easterly direction, and from the intersection of the Vicarage-road with the Harborne-road for a distance of 2 chains or thereabouts in an easterly direction, where it will be a double line. A less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway between a point 5·2 chains or thereabouts and a point 7·5 chains or thereabouts south-west of the north-west corner of Calthorpe-road, where the tramway will be laid on the north-west side of the road.

Tramway (No. 8A) commencing near the Five Ways by a junction with Tramway No. 8 at a point ·9 chain or thereabouts from the centre of Sturge's Monument, thence proceeding in a south-easterly direction along Calthorpe-road, thence along Greenfield-crescent, thence along the Harborne-road in a south-westerly direction, and terminating in that road by a junction with Tramway No. 8 at a point ·7 chain or thereabouts south-west of the intersection of Greenfield-crescent and Harborne-road. Tramway No. 8A will be a single line, except at its commencement, for a distance of 1 fur. 5·60 chains, where it will be a double line.

Tramway (No. 9) commencing in the Hagley-road by a junction with Tramway No. 6 at a point 1·5 chain or thereabouts from the termination of Tramway No. 6, thence proceeding along Vicarage-road to the Harborne-road, and terminating in that road by a junction with Tramway No. 8 at a point

1 chain or thereabouts west of the intersection of the Vicarage-road with the Harborne-road.

Tramway (No. 9) will be a single line, except at its commencement for a distance of 1·8 chain or thereabouts, where it will be a double line.

Tramway (No. 10) commencing in the Hagley-road by a junction with Tramway No. 6 at a point 1·5 chain or thereabouts from the termination of Tramway No. 6, thence proceeding along Chad-road to the Harborne-road, and terminating in that road by a junction with Tramway No. 11 at a point 1 chain or thereabouts to the south of the south-east corner of the Augustus-road. Tramway No. 10 will be a single line. A less space than 9 ft. 6 in. will intervene between the outside of the footpath and the nearest rail of the tramway between a point 2·4 chains or thereabouts and a point 6 chains or thereabouts south of the north-west corner of Chad-road, where the tramway will be laid on the east side of the road.

Tramway (No. 11) commencing in Harborne-road by a junction with Tramway No. 8 at a point 1·7 chain or thereabouts east of the south-east corner of the Augustus-road, thence proceeding in a south-westerly direction along Harborne-road, and terminating in that road at the intersection of Metchley-lane with Heath-road. Tramway No. 11 will be a single line, except at its commencement, for a distance of 2 chains or thereabouts and from the intersection of the Richmond Hill-road with Harborne-road for a distance of 2 chains or thereabouts in a southerly direction, and from a point where the brook crosses under Harborne-road for a distance of 2 chains or thereabouts in a southerly direction, and from the termination of the tramway for a distance of 1 chain or thereabouts, in a north-easterly direction, where it will be a double line.

Tramways No. 6 to 11, inclusive, are in the borough of Birmingham, parish of Edgbaston, and county of Warwick.

Tramway (No. 12) commencing in Broad-street at the Five Ways by a junction with Tramway No. 4 at a point ·7 chain or thereabouts from its termination, thence proceeding along the Ladywood-road, thence along Reservoir-road, and terminating in that road at its intersection with Osler-street. Tramway No. 12 will be a single line, except in Ladywood-road from the intersection of Morville-street and Ladywood-road for a distance of 2 chains or thereabouts in a north-westerly direction, and from the intersection of Monument-road with Ladywood-road for a distance of 2 chains or thereabouts in a south-easterly direction, and from the point of the termination of the Tramway for a distance of 2 chains or thereabouts in a south-easterly direction, where it will be a double line. A less space than 9 ft. 6 in. will intervene between the outside of the footpath and the nearest rail of the tramway in Ladywood-road between a point opposite the south-east corner of Rawlins-street and a point 1·9 chain or thereabouts south-east from that corner, where the tramway will be laid on the south-west side of the road and in the Reservoir-road between a point ·3 chain or thereabouts and a point 1·7 chain or thereabouts north-west of the north-east corner of that road, and in the Reservoir-road between the south-west corner of Coxwell-road and a point 2·46 chains or thereabouts

north-west of that corner, and in the Reservoir-road between a point 2 chains or thereabouts and a point 4.4 chains or thereabouts north-west of the south-west corner of Clark-street, where the tramway will be laid on the north-east side of the road.

Tramway No. 12 is wholly in the borough of Birmingham, in the parishes of Birmingham and Edgbaston, in the county of Warwick.

Which said intended Tramways will pass or be made from, in, through, or into, or be situate within the parishes and places following or some of them (that is to say), the parishes or places of Birmingham and Edgbaston, in the county of Warwick.

To provide that the said tramways shall be constructed on a gauge of 3 ft. 6 in., and that so much of section 34 of "The Tramways Act, 1870," as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage, shall not apply to carriages used on the proposed tramways.

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

To enable the Promoters to demand, take, and recover all 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, and animals, or other traffic, upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To empower the Promoters from time to time and either permanently or temporarily to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage houses, or engine sheds, works, or buildings of the Promoters.

To enable the Promoters when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of a tramway or works so removed or discontinued, to be used or intended so to be:

To enable the Promoters and the Corporation of Birmingham and other bodies, corporate, or persons, having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, and renewing, repairing, deviating, working, and using the proposed tramways or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To incorporate and, so far as may be necessary, repeal, alter, amend, or extend, all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant or accept leases of the said tramways or any of them, or any part or parts thereof, or grant or accept licenses to use the same, and to reserve in any

such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham, or some parts thereof.

To extend the time limited for the commencement and completion of the tramways, authorised by the Edgbaston and Harborne Tramways Order, 1883, and to alter, extend, amend, or repeal, so far as may be necessary or expedient for any of the purposes of the intended Order, all or some of the provisions of the said Order of 1883.

To confer on the Promoters running powers over the whole or part or parts of the following tramways authorised by the Birmingham and Western Districts Tramways Order, 1883, viz., Tramways No. 3, No. 6, No. 8, No. 9, No. 10 and No. 15.

To enable the Promoters to enter into contracts or agreements with any person or persons, Corporation or Company, for facilitating the conveyance of passengers, goods, animals, or other traffic over the said tramways and any tramways now or hereafter to be made in the said parishes or places.

To enable the Promoters to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the said parishes or places.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this Notice above mentioned.

And the intended Order will vary or extinguish all rights and privileges inconsistent with, or which would, or might, in any way interfere with its objects, and confer other rights and privileges.

A copy of this notice, as published in the "London Gazette," with a plan and section of the said intended tramways, will on or before the 30th day of November, 1883, be deposited in the Office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and in the office of the Board of Trade, Whitehall, London; and for public inspection in the Office of the Clerk of the Peace for the county of Warwick, at his office at Leamington; and a copy of so much of the said plan and section as relates to each of the said parishes will be deposited for public inspection with the Parish Clerk of each such parish, at his residence, and with the Town Clerk of the borough of Birmingham.

On or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London; and on and after that date printed copies of the Draft Provisional Order, and of the Provisional Order when made, will be furnished by the Solicitors and Parliamentary Agents for the Promoters, at their offices respectively as under, to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, at their office, in Whitehall, London, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections, at the offices of Messrs. Mathews, Smith, and James, 29, Waterloo-street, Birmingham.

ham: 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 Promoters or their agents.

Dated this 23rd day of November, 1883.

Mathews, Smith, and James, 29, Waterloo-street, Birmingham, Solicitors for the proposed Provisional Order.

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

Board of Trade.—Session 1884.

Fulham District Electric Lighting (Power to Produce, Supply, and Store Electricity for Public and Private Lighting and other Purposes; to break up Public and Private Streets and other Places in the Area of Fulham District Board of Works, in the County of Middlesex; to Erect, Construct, Lay Down, and Maintain Wires and other Works; to Supply Lamps, Meters, and Fittings; to Acquire Lands and other Rights; Agreements with Local Authority; to Demand and Recover Rents and Charges; to make Regulations; Incorporation of Acts).

A PPLICATION is intended to be made on or before the 21st day of December next, under the provisions of "The Electric Lighting Act, 1882," to the Board of Trade, by the West Middlesex Electric Lighting Company, Limited, whose registered office is at Caxton House, The Grove, Hammersmith (hereinafter called "the Company"), for a Provisional Order empowering the Company to construct and maintain electric works and appliances, and to produce and supply electricity for public and private lighting, and other purposes as defined by "The Electric Lighting Act, 1882," within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all such roads, public places, tramways, sewers, gas and water mains, and telegraph and pneumatic pipes. To lay down, maintain, renew, and remove wires, underground apparatus, or other works or things required for enabling the Company to produce, store, supply, convey, and distribute electricity for the several public and private purposes aforesaid, within such area for the purposes of the said undertaking. To authorise the Company to hire, sell, or let all necessary machinery and lamps, and other matters required for the aforesaid purposes. To authorise the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply. To enable the Company to acquire by purchase or otherwise lands or interests in lands. To enable the Company and the Local Authority to enter into agreements as to supply of electricity. To authorise the Company to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised. To incorporate with the said Order all or some of the provisions of "The Electric Lighting Act, 1882," and of the Acts wholly or partially incorporated therewith.

The area of supply proposed to be included in such Order is the area of the Fulham District Board of Works, and the streets and roads along which it is proposed to place electric lines are the streets and roads within such area, and more particularly Hammersmith-road, King-street East and West, Broadway, Bridge-road, Walham-green, Fulham Old Town, Goldhawk-road, Shepherd's Bush Green, Brook-green-road, Fulham-road, North-end-road, New King's-road, The Grove, and the streets and roads in the Cedars Estate as delineated in the deposited map. The

tramway which the Company propose to take power to break up, pass, or cross over is the West Metropolitan Tramway.

Printed copies of the draft Order, and of the Order when granted, will be furnished, on payment of 1s. per copy, by the undersigned, and by the Company at their office as above. 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," on or before the 1st day of February next.

Dated this 8th day of November, 1883.

Richard Hewlett, Solicitor, 30, Essex-street, Strand.

In Parliament.—Session 1884.

Thames Improvement Ferries and Road Communications East of London Bridge. (Incorporation of Company; Construction of New Navigable Channel; Construction of Locks and Weirs; Construction of Roads; Construction of Bridges; Establishment of Ferries; Diversion of Railway; Construction of Railway; Diversion of Water; Improvement of Channel; Stoppage of Roads; Acquisition of Lands by Compulsory Purchase or Agreement; Exemption from Public Acts; Contracts with Corporations, Metropolitan Board of Works, District Boards, and Vestries; Levying of Rates, Dues, and Tolls; Repeal, Amendment, and Incorporation 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 all or some of the following purposes:—

1. To incorporate a Company (hereinafter called "the Company") to make and maintain the following works or some of them, and for the purposes of the Bill to enable the Company in the counties of Middlesex, Kent, and Surrey to exercise the following powers or some of them, and to construct, maintain, regulate, and renew the following works or some of them, or some part or parts thereof, that is to say:—

1. A new deep and navigable cut or channel, with all necessary locks, floodgates, roads, ways, and passages, and all other works and conveniences therewith, situate wholly in the parish of All Saints', Poplar; the Isle of Dogs, such cut or channel to commence at the river Thames at Blackwall, between the north wall of the north lock and the south wall of the south lock of the Blackwall entrances of the West India Docks, and to terminate at the river Thames, at Limehouse, between the north wall of the north lock and the south wall of the south lock at the Limehouse entrances of the West India Docks, such channel being bounded on the north by the north wall of the export dock of the West India Docks, the north wall of the West India Dock Basin, and the north wall at the northern locks and basins at the Blackwall and Limehouse entrances of the West India Docks, on the south by the south wall of the south dock and basin of the West India Docks and the south wall of the south locks at the Limehouse and Blackwall entrances of the south dock of the West India Docks. In connection with the said deep water cut or channel to remove all the buildings, wharves, warehouses, sheds, works, and other property lying between the foregoing lines, also the dock, wharves, quays, works, buildings, and premises lying east and

west of the said docks and the bed or shore of the river Thames.

2. A lock and all necessary gates, cills, sluices, works, and conveniences connected therewith, situate wholly in the parish of Greenwich, and constructed in the bed of the river Thames on the south thereof below low water. Such lock and adjunct works will be situated within the area bounded as follows:—An imaginary line drawn for a distance of 90 yards or thereabouts in a direct north direction from the north-west angle of the Ship Tavern at Greenwich, in the county of Kent, and thence drawn for a distance of 220 yards or thereabouts in an easterly direction, and parallel with the front line of Greenwich Pier, and thence continued for a distance of 110 yards or thereabouts in a south-easterly direction to the north-east angle of King Charles's quarter of the Royal Hospital at Greenwich, and thence drawn in a westerly direction for a distance of 260 yards or thereabouts to the commencement of the first before-mentioned imaginary line.

3. A lock and all necessary gates, cills, sluices, works, and conveniences connected therewith, wholly situate in the parish of All Saints', Poplar, in the county of Middlesex, and constructed in the bed of the Thames on the north side thereof below low water, and opposite the works last described. Such lock and adjunct works will be situate within the area bounded as follows:—Where an imaginary line drawn for a distance of 100 yards or thereabouts in a south-easterly direction from the south-western angle of the Victoria Ironworks, in the parish of All Saints', Poplar, intersects a line, drawn for 100 yards or thereabouts in a north-westerly direction from the south-eastern angle of the said Victoria Ironworks, thence for a distance of 220 yards or thereabouts in an easterly direction, and parallel with the line of low water, and thence continued direct north for a distance of 85 yards to high-water mark at ordinary spring tides, and thence drawn in a north-westerly direction for a distance of 227 yards or thereabouts to the commencement of the first before-mentioned imaginary line.

4. A weir, with all necessary sluices, ladders, bridges, conveniences, and works connected therewith, situated in the parish of Greenwich, in the county of Kent, and in the parish of All Saints', Poplar, in the county of Middlesex, and constructed in the bed and foreshores of the river Thames. Such weir to commence at a point in the river Thames, in the parish of Greenwich, below low water, on the south side thereof, and which point is 90 yards or thereabouts, measured in a direct north direction, from the north-west angle of the Ship Tavern aforesaid, and passing nearly parallel to the line of low water in a westerly direction, for a distance of 300 yards or thereabouts, and thence in a direct north direction for a distance of 133 yards or thereabouts, and thence in an easterly direction for a distance of 250 yards or thereabouts, and to terminate at a point in the river Thames, in the parish of All Saints', Poplar, below low water on the north side thereof, where a line, drawn for 100 yards or thereabouts in a south-easterly direction, from the south-west angle of the Victoria Ironworks aforesaid, intersects a line drawn for 100 yards or thereabouts in a north-westerly direction from the south-east angle of the said Victoria Ironworks.

5. Two swing or turn bridges, across the said two last-mentioned locks, with roadways and approaches thereto, for the passage of vehicles,

wagons, carts, foot passengers, animals, and things, with all necessary works and conveniences connected therewith; the said road to commence at a point in the centre of King William-street, in the parish of Greenwich, opposite to the north-east angle of the Ship Tavern aforesaid, and to terminate in the parish of All Saints', Poplar, at a point in the centre of the Wharf-road where it intersects a line drawn in and along the centre of Johnson-street, and which bridges, roadways, approaches, works, and conveniences will be made, or pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, that is to say: Greenwich, All Saints', Poplar, Cubitt Town, Millwall, and the Isle of Dogs. To make and maintain a bridge across the river Thames, with all necessary works and conveniences, to commence at the north wall of the proposed lock in the parish of Greenwich, and to terminate at the south wall of the proposed lock in the parish of All Saints', Poplar.

6. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways and approaches connected therewith, for the passage of wagons, carts, foot passengers and things, to commence at Ratchiff-stairs, in the parish of St. Dunstan, Stepney, in the county of Middlesex, and to terminate at Globe-stairs, in the parish of St. Mary, Rotherhithe, in the county of Surrey.

7. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways and approaches connected therewith, for the passage of wagons, carts, foot passengers, and things, to commence at Phoenix Wharf, in the parish of St. John's, Wapping, in the county of Middlesex, and to terminate at Prince's Stairs in the parish of St. Mary, Rotherhithe, in the county of Surrey.

8. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways, and approaches connected therewith, for the passage of wagons, carts, foot passengers, and things, to commence at Granite Steam Wharf, in the parish of St. John's, Wapping, in the county of Middlesex, and to terminate at Norway Wharf, in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey.

9. To establish a free steam ferry in the parish of All Saints', Poplar, across the proposed new cut or channel, with all necessary appliances, works, and conveniences, roadways, and approaches connected therewith, for the passage of vehicles, wagons, carts, foot passengers, animals and things to commence at the wall on the north side of the northern lock at the Limehouse entrance of the West India Docks, and to terminate at the wall on the south side of the southern lock at the Limehouse entrance to the south dock of the West India Docks.

10. The diversion of the Millwall Branch Line of the Great Eastern Railway Company from a point in the centre of the said railway where it passes over the south wall of the lock leading from the West India Dock Basin to the Import Dock of the West India Dock, and terminating in the centre of the said railway at a point measured 100 yards or thereabouts in a southerly direction from where the said railway passes over or across the south wall of the south dock of the West India Docks, all in the parish of All Saints', Poplar.

11. To construct a deviation railway commencing at the first before-mentioned point, and terminating at the last before-mentioned point, and carried over the before-mentioned new deep

water cut or channel by a steam ferry, with all necessary appliances, works, and conveniences; to authorise the Great Eastern Railway Company, on the completion of the said deviation railway and ferry, to remove so much of their present railway as lies between the two before-mentioned points.

12. To vest the said deviated or substituted railway and ferry and their appurtenances in the Great Eastern Railway Company, and to constitute the same for all purposes (including the levying of tolls, rates, and charges in respect thereof) part of the undertaking of that Company, in substitution for that portion of the railway of that Company in lieu of which such deviation is to be constructed, upon such terms and conditions as to all matters which such deviation may give rise to, and as to payment and otherwise as may be agreed upon between the Company and the Great Eastern Railway Company, or as may be defined in the Bill or prescribed by Parliament.

13. To authorise the Great Eastern Railway Company to abandon so much of their railway as shall be rendered useless or unnecessary by construction of the said deviated or substituted railway and ferry, and to dispose of the portion of the site so abandoned.

14. To authorise the Company to divert into the said new navigable channels, locks, and other works the waters of the river Thames.

15. To divert 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 in the sections hereinafter mentioned, to such an extent as may be provided by the Bill.

16. To enable the Company, within the limits aforesaid, and so far as may be necessary for all or any of the objects and purposes of the said Bill, to dredge, scour, open, deepen, widen, straighten, cleanse, and improve the beds, banks, shores, and foreshores of the river Thames, and also within the limits aforesaid to construct and maintain all cuts, channels, locks, weirs, bridges, dams, gates, sluices, engines, pumps, machinery, cranes, lifts, works, and appliances which may be necessary or convenient for or incidental to the said works or any of them.

17. To enable the Company to cross, open, or break up, divert, alter, stop up, or interfere with, either temporarily or permanently, streets, roads, highways, footpaths, railways, tramways, water-courses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, telephonic, electric, and other wires, pipes, and apparatus and other works, so far as may be necessary for the purposes of the said works and the said Bill, and particularly to extinguish all public rights of way.

18. To purchase by compulsion or by agreement, for the purpose of the intended works and other purposes of the Bill, lands, houses, buildings, warehouses, docks, foreshore, hereditaments, and premises, and for the same purposes to acquire all 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.

19. 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), and from the provisions of that Act with respect to the sale of superfluous lands.

20. To authorise the Company on the one hand, and the Mayor, Commonalty, and citizens of the city of London, the Metropolitan Board of Works, the Conservators of the Thames, the District Boards, Vestries, and the several Municipal Corporations, Commissioners of Sewers, and Local Authorities in the counties of Middlesex, Surrey, and Kent, 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, the acquisition and appropriation of lands and property, the prevention of floods, the construction of sewers, the levying and collection of rates, charges, and assessments, 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 in 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 rates, and on mortgage or bond or otherwise, and if thought fit to appoint directors of the Company.

21. To enable the Company from time to time to fix, alter, and levy tolls, rates, and duties, and other charges, for or in respect of the use of the said navigable cut or channel, or of any channel leading thereto, and for or in respect of all or any of the said intended works to be authorised by the Bill, and for and in respect of all or any services, benefits, and advantages conferred by the Company, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

22. To enable the Company to rate, assess, and charge all owners, lessees, and occupiers, of all kinds of property, who shall receive any benefit or advantage from the intended works of the Company, and to levy and collect such rates, assessments, and charges.

23. The Bill will extinguish or vary all or any rights of ferry or other public or private rights, across or affecting the Thames, which it may be considered advisable or necessary to extinguish or vary for any of the purposes of the Bill; and generally the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, subject to such modifications and exceptions as the Bill may provide, 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 Harbours Docks and Piers Clauses Act, 1847; and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of the following among other local Acts, namely: 3 and 4 Vict., cap. 131 (local and personal), and all other Acts relating to or affecting the Corporation; 18 and 19 Vict., cap. 120, public and all other Acts relating to or affecting the Metropolitan Board of Works and the local management of the metropolis.

24. 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 lightermen of the river Thames, viz.:—8 and 9 Vict., 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.

25. To enable the Company to acquire, either by virtue of their Bill or by subsequent contracts and agreements to be made in pursuance thereof, parts of the undertaking of the East and West India Docks, and to vest in the Company all or some of the easements, rights, and powers of the said undertaking.

26. 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 Act, 1883; and all other Acts relating to the Conservators of the river Thames.

To repeal, alter, or enlarge all or any of the powers and provisions of the following Acts relating to the Great Eastern Railway Company viz.: 1862, 1872, 1874, 1875, 1876, 1877, 1878, 1879, 1881, and 1882, or any other Act or Acts relating to that Company; to repeal, alter, and enlarge all or any of the powers and provisions of the following Acts relating to the East and West India Dock Company, viz.: 1831 and 1874, or any other Act or Acts relating to that Company.

And notice is hereby given, that plans and sections of the proposed works, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November inst., be deposited for public inspection with the Clerk of the Peace for the County of Surrey, at his office at Newington-causeway, in that county, and with the Clerk of the Peace for the County of Kent, at his office in Maidstone, 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 that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, through, or into which the intended works shall be made, or in which any lands to be taken are situate, together with a copy of this notice as published in the London Gazette, will on or before the same day be deposited for public inspection as follows, that is to say: so far as relates to 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 so far as relates to the parish of St. Alphage, otherwise St. Alphage, Greenwich, with the clerk of the District Board for the Greenwich district, at his office, No. 141, Greenwich-road, Greenwich.

So far as relates to the parish of St. Mary Magdalen, Bermondsey, with the vestry clerk of that parish, at his office, Neckinger, Bermondsey.

So far as relates to the parishes of St. John, Wapping, and St. Dunstan's, with the clerk to the Limehouse District Board of Works, at his office in Whitehorse-street, Commercial-road East, E.

So far as relates to the parish of Rotherhithe, with the clerk of the Vestry of that parish, at his office at 82, Paradise-street, Rotherhithe, S.E.

And so far as relates to the parishes of St. Dunstan, Stepney, and St. John, Wapping, with the vestry clerk of the hamlet of Mile-end Old Town, at his office at the Vestry-hall, Bancroft-road, Mile-end-road, E.

And in case of any extra-parochial or other place, with the parish clerk of some parish adjoining thereto, at his residence

Printed copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st December, 1883.

Dated this 16th day of November, 1883.

Fred. W. T. Thorp, Solicitor, Saint Mary's Chambers, Hull.

Wyatt, Hoskins, and Hooker, Parliamentary Agents, 28, Parliament-street, Westminster.

In Parliament.—Session 1884.

Swindon, Marlborough, and Andover Railway. (Construction of New Railways; Compulsory Purchase of Lands; Additional Capital; Tolls, Working and other Agreements with Marlborough Railway Company or other Companies, Bodies, or Persons; Amendment of Acts.)

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

To authorize the Company to construct the railways and works hereinafter described, or one of them, or some part or parts thereof, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:—

A railway (No. 1) commencing in the parish of Preshute, in the county of Wilts, by a junction with the Swindon, Marlborough, and Andover Railway at a point thereon 310 yards, or thereabouts, measuring in a south-westerly direction along that railway from the centre of the bridge carrying that railway over the Salisbury-road, adjoining the Company's Marlborough Railway Station, and terminating in the parish of Burbage, in the county of Wilts, by a junction with the Marlborough Railway at a point 300 yards, or thereabouts, measuring in a south-easterly direction along the last-mentioned railway, from the mile or distance post indicating $70\frac{1}{2}$ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and passing through the parishes or places of Preshute, North Savernake, South Savernake, Wootton Rivers, and Burbage, all in the county of Wilts.

A railway (No. 2) commencing in the parish of Burbage by a junction with the intended Railway No. 1, at a point situate in the northern boundary fence of the Marlborough Railway, 100 yards or thereabouts, measuring in a south-easterly direction from the mile or distance-post indicating $70\frac{1}{2}$ miles from Paddington, as shown on the said Ordnance parish map, and terminating in the parish of Great Bedwin by a junction with the Swindon, Marlborough, and Andover Railway at a point 266 yards, or thereabouts, measuring in a south-easterly direction along that railway, from the centre of the face of the south-east abutment of the bridge carrying that railway over the Kennett and Avon Canal, and passing through the parishes or places of Burbage and Great Bedwin, in the county of Wilts.

To authorize the Company to deviate laterally from the lines of the intended railways and other works to the extent shown on the plans to be 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 to be deposited as hereinafter mentioned.

To purchase by compulsion or agreement, lands,

buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confirm any agreements already made for the purchase of lands.

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 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, and to confer other rights and privileges.

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 to raise for such purposes and for the general purposes of their undertaking, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by any of such means.

To confirm or provide for the confirmation of any agreement or agreements made or which may be made between or on behalf of the Company and the Swindon and Cheltenham Extension Railway Company, in relation to the undertakings of the said Companies respectively, or the working by the Company of the railways or undertaking of the Swindon and Cheltenham Extension Railway Company, or any part thereof, and of any acts done by the said two Companies, or either of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act, and to authorize agreements between the said two Companies.

To enable the Company and the Marlborough Railway Company, and the Great Western Railway Company, to make and enter into arrangements or agreements for the use by the last-named Companies, or either of them, of the intended railways, or one of them.

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

To repeal, alter, or amend all or some of the provisions of the Swindon, Marlborough, and Andover Railway Acts, 1873, 1878, 1879, 1880, 1882, and 1883, and any other Acts relating to or affecting the Company; "The Swindon and Cheltenham Extension Railway Act, 1881," and any other Acts relating to or affecting the Swindon and Cheltenham Extension Railway Company; "The Marlborough Railway Act, 1861," and any other Acts relating to the Marlborough Railway Company; the 5 and 6 Will. IV, c. 107, and any other Acts relating to the Great Western 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 line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the

county of Wilts, at his office, at Marlborough; 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 30th day of November, 1883, and will be accompanied by a copy of this notice, as published in the London Gazette.

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 15th day of November, 1883.

J. C. Townsend, Swindon, Solicitor for the Bill;

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

In Parliament.—Session 1884.

Folkestone Pier and Lift.

(Dissolution and Re-incorporation of Folkestone Promenade Pier Company (Limited); Power to Construct Pier and Lift at Folkestone; Compulsory Purchase of Lands; Tolls; Amendment of Acts, and for other purposes.)

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

To dissolve the Folkestone Promenade Pier Company, Limited (in this notice referred to as "The Dissolved Company"), and to annul their Memorandum of Association, and to re-incorporate the shareholders in the dissolved Company into a Company (in this notice called "The Company") by the same or any other name.

To enable the Company to construct and maintain the following works, to be situate in the parish of Folkestone, in the county of Kent, viz.:—

A pier or landing place, with all proper works, approaches, toll houses, and other conveniences connected therewith for the embarking and landing of passengers, and for other purposes, commencing at a point on the main land about 200 feet, measured in an easterly direction, from the end of Cheriton-place, and extending seaward for a distance of 800 feet or thereabouts.

A lift or hoist in connection with the intended pier, to be erected upon a site at the bottom of the cliff, at a point in the main land aforesaid 60 feet or thereabouts, measured in a northerly direction, from the commencement of the pier.

To vest in the Company all monies, property, rights and interests belonging to the dissolved Company, and to provide for its dissolution and payment of its debts.

To stop up, alter, or divert, temporarily or permanently, any roads or pathways which it may be necessary to stop up, alter, or divert, in constructing the said pier and lift.

To enable the Company to purchase by compulsion or otherwise, all lands required for the purpose of such pier, lift, and works, and to levy tolls, rates, and duties in respect of the use thereof.

To vary, alter, or repeal the Folkestone Harbour Act, so far as the limits of the Folkestone Harbour are defined, or of any Act altering, amending, or repealing the aforesaid Act, and to

vary, repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said pier, lift, and works, and to confer other rights, privileges, and exemptions.

And notice is hereby further given, that duplicate plans and sections showing the direct line and levels of the said intended pier, lift, and works, and the land in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited with the clerk of the peace for the county of Kent, at his office in Maidstone, in the said county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and a copy of this notice, will be deposited with the parish clerk of the parish of Folkestone, at his place of abode.

And notice is also hereby given, that 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.

In Parliament.—Session 1884.

Belfast Central Railway (Steam Vessels and Traffic Arrangements).

(Power to Provide, &c., and Use Steam Vessels between Belfast and Ports in Great Britain and Ireland; Tolls, &c.; Additional Capital and Application of Funds; Agreements with other Railway Companies and Shipping Companies, and Powers to such Companies to make Agreements *inter se*, and Provisions for Prevention of Undue Preference by such Companies; Power to other Railway Companies to Apply Funds; Amendment and Repeal of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by or on behalf of the Belfast Central Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To empower the Company to build, purchase, hire, provide, charter, navigate, work, use, employ, and maintain steam and other vessels of every or any description, and to convey and carry therein passengers, animals, minerals, goods, merchandise, and things of every description between the port or harbour of Belfast on the one hand, and all or any ports in Great Britain and Ireland on the other hand.

To empower the Company to take, demand, and recover tolls, rates, duties, and charges for or in respect of the conveyance of traffic and other services incidental thereto or connected therewith, and to alter existing tolls, rates, duties, and charges, and to grant exemptions from the payment of tolls, rates, duties, and charges, and to confer upon the Company all or any other powers in reference to such steam or other vessels which any railway company now has, uses, exercises, or enjoys, or heretofore has had, used, exercised, or enjoyed.

To empower the Company to apply to all or any of the purposes of the intended Act any capital or funds now belonging or hereafter to belong to them, and for those purposes, or any of them, to raise further capital by the creation

and issue of shares or stock (preferential or ordinary), and by debenture stock, and by loan, or by any one or more of those methods.

To constitute or enable the Company to constitute any capital or funds so applied or raised, or any part thereof, a separate capital, and their undertaking, so far as it relates to such steam or other vessels, a separate undertaking, and to apportion, or enable the Company from time to time to apportion, between their several undertakings their tolls, receipts, and income from whatever source arising, and the expense of working, maintaining, and managing their several undertakings for the time being.

To empower the Company on the one hand, and the Neath and Brecon Railway Company, the Wrexham Mold and Connahs Quay Railway Company, the Taff Vale Railway Company, the Rhymney Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the Furness Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, the Caledonian Railway Company, the North British Railway Company, the Glasgow and South Western Railway Company, the Great Northern Railway Company (Ireland), and the Sligo Leitrim and Northern Counties Railway Company respectively, or any or either of those Companies on the other hand, to make and carry into effect, alter, and rescind agreements and contracts for the participation by those Companies respectively in the exercise jointly with the Company of all or some of the powers by the intended Act conferred upon the Company, so far as those powers relate to communication between the port or harbour of Belfast, on the one hand, and any ports or places in Great Britain or Ireland on the other hand, and to confirm and give effect to any such agreements made or to be made between them.

To empower the said Railway Companies, or any of them, to apply to the purposes of any such agreement any capital or funds now belonging, or hereafter to belong, to them respectively.

To empower the Company and any of the said Railway Companies on the one hand, and the Barrow Steam Navigation Company, the North Lancashire Steam Navigation Company, the Ayr Steam Shipping Company, the Belfast Steamship Company, Limited, the Clyde Shipping Company, Messrs. G. and J. Burns, or Messrs. James Hay and Son (Strath Line Steamers), or any other companies or persons, owners, or proprietors, or charterers from time to time of steam packets and other vessels on the other hand, to enter into and carry into effect arrangements and agreements with reference to the transmission and interchange of traffic between the port or harbour of Belfast on the one hand, and any ports or places in Great Britain or Ireland on the other hand, and the fixing, ascertaining, division, and apportionment between the Company or the said Railway Companies, or any of them, on the one hand, and the said Steam Packet Companies, and such other companies and persons, owners, or proprietors, or charterers as aforesaid, or any or either of them, on the other hand, of the tolls, rates, and charges arising from such traffic, and to confirm, sanction, and give effect to any agreements already made, or to be hereafter made, between the Company or the said railway Companies, or any of them on the one hand, and the said Steam Packet Companies and such

other companies or persons, owners, or proprietors or charterers, or any or either of them, on the other hand, in relation to any of the matters aforesaid.

To make it obligatory upon the Steam Packet Companies respectively, and upon all such other companies or persons, owners, proprietors, or charterers as aforesaid, who may have entered into, or who may hereafter enter into any contract or agreement or arrangement with any railway company owning, or working, or forwarding traffic over any railway in Ireland with respect to any traffic between any ports in Ireland and any other port in Ireland, or any port in Great Britain, to make and enter into, if required, and to carry into effect, contracts, agreements, or arrangements with the Company of a like nature, or as nearly thereto as circumstances will admit, and to make other provisions in order to prevent any undue preference or priority being given to any other railway company over the Company as regards any such traffic as aforesaid.

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

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, that is to say: 27 and 28 Vict., cap. 254, and any other Act or Acts relating to the Company or their undertaking; 25 and 26 Vict., cap. 193, 26 and 27 Vict., cap. 130, and any other Act or Acts relating to the Neath and Brecon Railway Company or their undertaking; 25 and 26 Vict., cap. 221, and any other Act or Acts relating to the Wrexham Mold and Connahs Quay Railway Company or their undertaking; 6 and 7 Wm. IV, cap. 82, and any other Act or Acts relating to the Taff Vale Railway Company or their undertaking; 17 and 18 Vict., cap. 193, and 20 and 21 Vict., cap. 140, and any other Act or Acts relating to the Rhymney Railway Company or their undertaking; 5 and 6 Wm. IV, cap. 107, and any other Act or Acts relating to the Great Western Railway 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; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; and 2 Wm. IV, cap. 40, and 10 and 11 Vict., cap. 146, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; 18 and 19 Vict., cap. 173, and any other Act or Acts relating to the Furness Railway Company or their undertaking; 9 and 10 Vict., cap. 268, and any other Act or Acts relating to the Manchester Sheffield and Lincolnshire Railway Company, or their undertaking; 9 and 10 Vict., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking; 8 and 9 Vict., cap. 162, and any other Act or Acts relating to the Caledonian Railway Company or their undertaking; 21 and 22 Vict., cap. 109, and any other Act or Acts relating to the North British Railway Company or their undertaking; 18 and 19 Vict., cap. 97, and any other Act or Acts relating to the Glasgow and South Western Railway Company or their undertaking; 40 and 41 Vict., cap. 70, and any other Act or Acts relating to the Great Northern Railway Company (Ireland) or their undertaking; 38 and 39 Vict., cap. 197, and any other Act or Acts relating to the Sligo Leitrim and Northern Counties Railway Com-

pany or their undertaking; and any Act or Acts relating to the above-named Shipping or Navigation Companies.

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

Dated this 15th day of November, 1883.

Geo. Davis, Son and Co., 80, Coleman-street, London, E.C.;

Bates and Davidson, Royal Avenue, Belfast;

Solicitors for the Bill.

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

In Parliament.—Session 1884.

Belfast Central Railway (Western Extensions). (Power to Construct Deviation Railway in Parish of Shankill and County of Antrim; Tolls, &c.; to Prescribe Gauge of Railway; Compulsory Purchase of Lands, &c.; Abandonment of Railways and Portions of Railways Authorised by the Belfast Central Railway (New Lines, &c.) Act, 1880, and Release of Deposit made in respect thereof, and of Railway No. 5 Authorised by that Act; Extension of Time for Completion of Works Authorised by that Act, and Revival of Powers for Compulsory Purchase of Land therefor; Removal of Doubts as to and Sanction of Awards; Amendment and Repeal of Acts, &c.)

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

To enable the Belfast Central Railway Company (hereinafter called "the Company") to make and maintain the deviation railway and works hereinafter mentioned, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A deviation railway wholly in the townland of Edendeny, in the parish of Shankill, otherwise Belfast, in the county of Antrim, commencing by a junction with the Railway No. 4, authorised by the Belfast Central Railway (New Lines, &c.) Act, 1880 (hereinafter referred to as "the Act of 1880"), at or about the point marked on the plans of that railway deposited for and referred to in the Act of 1880, and indicating the distance of 1 mile and 5 furlongs from the authorised commencement of that railway, and terminating by a junction with the same railway No. 4, at or about the point marked on the last-mentioned plans, and indicating the distance of 2 miles and 4 furlongs from the authorised commencement of that railway.

To authorise the Company to deviate laterally from the lines of the intended deviation 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, and whether in either case within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads, highways, streets, pipes, wires, telegraphic and electric apparatus, sewers, canals, navigations,

rivers, streams, bridges, railways, and tramways within the townland and parish aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To enact and declare that for the purposes of tolls, rates, and charges, and for all other purposes, or for such purposes as shall be specified in the Bill, the intended deviation railway shall be deemed to be part of the Railway No. 4, authorised by the Act of 1880, and of the Western Extensions undertaking constituted by that Act, and to extend and apply the provisions or some of the provisions of the Act of 1880 accordingly.

To prescribe the gauge upon which the intended deviation railway shall be constructed, and to exempt the same from the operation of the Act 9 and 10 Vict., cap. 57, for regulating the gauge of the railways.

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 deviation railway and works, and of the Bill, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and acquire any part or parts 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 and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorise and require the Company to abandon and relinquish the construction of—

(a) So much of Railway No. 4, authorised by the Act of 1880, as lies between the commencement and termination of the intended deviation railway above described, and which will be rendered unnecessary by the construction of such deviation railway.

(b) So much of the same Railway No. 4 as lies between the authorised commencement of the Railways Nos. 1 and 2, authorised by the Ballyclare Ligoniel and Belfast Junction Railway Act of 1881 (hereinafter referred to as "the Act of 1881"), and the authorised termination of the said Railway No. 4.

(c) The Railways Nos. 6 and 7, authorised by the Act of 1880;

and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify or alter or cancel and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the portions of railway and railways so to be abandoned.

To provide for the repayment to the depositors mentioned in sections 22 and 23 of the Act of 1880, or to the Company, or to such person or persons as the Bill shall prescribe, of so much of the deposit fund mentioned in the said sections as represents 5 per cent. upon the estimated cost of the railways, and portions of railway proposed to be abandoned under the powers of the Bill, and of the Railway No. 5, authorised by the Act of 1880, and which by the Act of 1881 the Company were required to abandon.

To extend the time limited by the Act of 1880 for the compulsory purchase of lands for the completion of the Railway No. 8 authorised by

that Act, and so much of the Railway No. 4 authorised by the same Act as would lie between the point of termination, as above described, of the deviation railway to be authorised by the Bill, and the point of commencement of the Railways Nos. 1 and 2 authorised by the Act of 1881, and if need be to revive the powers for the compulsory purchase of such lands.

To remove doubts as to the validity of any award or awards that have been or may be made by any arbitrator appointed or to be appointed under the provisions of the Railways Act (Ireland) 1851, in reference to the purchase money or compensation to be paid for or in respect of the lands or any of the lands authorised to be acquired by the Company under the Act of 1880, or injuriously affected by the execution of the Company's works under that Act, or as to works to be made and maintained by the Company for the accommodation of lands adjoining the railways or any of the railways authorised by the Act of 1880, and if necessary or thought expedient to give validity to any such award or awards, and to empower any such arbitrator to make a separate award or separate awards in such cases, and under such circumstances and conditions, as he may think fit, or the Bill may prescribe; to vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to alter, amend, extend, or, if need be, repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say: 27 and 28 Vict., cap. 254; 28 and 29 Vict., cap. 220; 31 and 32 Vict., cap. 156; 35 and 36 Vict., cap. 171; 40 and 41 Vict., cap. 226; 42 and 43 Vict., cap. 164; and 43 and 44 Vict., cap. 184; and all other Acts relating to the Company and the Ballyclare Ligoniel and Belfast Junction Railway Act, 1881.

And notice is hereby also 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 situations and levels thereof, the plans showing also the lands intended to be taken for the purposes of the Bill, with a book of reference to such plans, and a copy of this notice as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Antrim, at his office at Belfast, in that county, and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Poor Law Union of Belfast (within which Union the parish of Shankill, otherwise Belfast aforesaid, is included), at his office at Belfast.

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.

Geo. Davis, Son and Co., 80, Coleman-street, London, E.C.;

Bates and Davidson, Royal Avenue, Belfast;

Solicitors for the Bill.

J. C. Rees, 13, Great George-street, Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1884.

Kingston, Fratton, and Southsea Tramways Extensions.

(Construction of Tramways; Widening of Street; Compulsory Purchase of Lands; Incorporation of Company, or Powers to the Borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Company; Provisions as to Amalgamation of those Companies and Portsmouth Street Tramways Company; New Tolls and Alteration of Tolls; Agreements with Corporation of Portsmouth and other Bodies, and with the Portsmouth Street Tramways Company and the Provincial Street Tramways Company; Amendment of Acts.)

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

To empower the Borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Company (hereinafter called the Southsea Company), or a new Company to be incorporated by the intended Act (hereinafter called the "new Company," which Company so to be empowered is, unless otherwise appears, hereinafter called "the Company), to make, form, lay down, and maintain, work, and use the tramways, street widening, and other works hereinafter described, with all proper rails, plates, sleepers, and conveniences connected therewith (that is to say):—

Tramway No. 1.

Commencing by a junction with the Southsea Company's authorised Tramway No. 1, in Kingston-road, at a point 20 yards or thereabouts south of Powerscourt-road, and passing eastward along Powerscourt-road, northward along Havant-road, and westward along Chichester-road, and terminating in the last-named road at a point 26 yards or thereabouts east of the west side of the London-road.

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

In Havant-road, between points respectively 63 and 107 yards north of the north side of Powerscourt-road, and for a distance of $1\frac{1}{2}$ chains eastward from its termination.

Tramway No. 1 (a).

A short single line, commencing by a junction with Tramway No. 1 at its termination, and terminating by a junction with the existing tramways at a point in the London-road 20 yards or thereabouts north of Chichester-road.

Tramway No. 1 (b).

A short single line, commencing by a junction with Tramway No. 1 at its termination, and terminating by a junction with the existing tramways at a point in the London-road about 16 yards or thereabouts south of Chichester-road.

Tramway No. 2.

Commencing in Elm-grove at a point 25 yards or thereabouts west of Victoria-road, passing westward along Elm-grove, and terminating at a point 33 yards or thereabouts east of the eastern side of the Bush Hotel.

Tramway No. 2 will be a double line throughout, except between points respectively 44 and 169 yards west of its commencement.

Tramway No. 2 (a).

A short single line, commencing in Victoria-road North by a junction with the Southsea Company's authorised Tramway No. 7, about

31 yards or thereabouts north of Elm-grove, and terminating by a junction with Tramway No. 2 at its commencement.

Tramway No. 2 (b).

A short single line commencing in Victoria-road South by a junction with the Southsea Company's authorised Tramway No. 8, 17 yards or thereabouts south of Elm-grove, and terminating by a junction with Tramway No. 2 at its commencement.

Tramway No. 3.

Commencing by a junction with Tramway No. 2 at its termination, passing westward along Elm-grove, north-eastward along Green-road, north-westward along Brougham-road, northward along St. James's-road, and terminating in the last-named road opposite the north-western corner of the Hyde Park Tavern.

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

In Green-road for a distance of 2 chains north-eastward from the north side of Gloucester-view.

In Brougham-road for a distance of 2 chains westward from the west side of Grosvenor-street.

In Saint James's-road for a distance of 2 chains northward from the north side of Durham-street, and for a distance of 2 chains south-eastward from the termination of the tramway.

Tramway No. 4.

Commencing by a junction with Tramway No. 3 at its termination and passing westward along Hyde Park-road to Hyde Park-corner, northward along Russell-street, and terminating in that street at a point 30 yards or thereabouts south of the south side of Greetham-street.

Tramway No. 4 will be a double line, except at Hyde Park-corner between points respectively 37 yards and 63 yards from its commencement, and in Russell-street from the north side of John-street to the termination of the tramway.

Tramway No. 5.

Commencing by a junction with Tramway No. 4, at a point 54 yards or thereabouts, southward of its termination, passing north-westward along Percy-street and crossing Commercial-road, and thence north-westward along Park-road, and terminating in the last-named road opposite the east side of Spring-gardens.

Tramway No. 5 will be a single line except in Park-road for a distance of 2 chains south-eastward from its termination, where it will be a double line.

Tramway No. 6.

Commencing by a junction with Tramway No. 4 at its termination, and passing in a north-westerly direction from Russell-street to Commercial-road, in a southerly direction along the last-named road, and thence in a north-westerly direction along Park-road, and terminating in the last-named road opposite the east side of Spring-gardens.

Tramway No. 6 will be a single line except for a distance of 2 chains eastward from its termination, where it will be a double line.

Tramway No. 7.

Commencing by a junction with Tramways Nos. 5 and 6 at their termination, and passing westward along Park-road, and terminating in that road opposite the east side of Burnaby-road.

Tramway No. 7 will be a single line except at the following places, where it will be a double

line:—For a distance of 2 chains south-westward from the west side of St. Michael's-road, and for a distance of 2 chains north-eastward from its termination.

Tramway No. 8.

A short single line commencing by a junction with Tramway No. 7 at its termination, and terminating by a junction with the existing tramways in Park-road at a point 8 yards or thereabouts south-west of the west side of Burnaby-road.

Tramway No. 9.

Commencing by a junction with Tramway No. 4 at its termination, and passing northward along Russell-street, and terminating in Commercial-road by a junction with the existing tramway at a point 20 yards or thereabouts north of the north-west corner of the Sussex Hotel.

Tramway No. 9 will be a single line excepting for a distance of $1\frac{1}{2}$ chains southward from its termination.

Tramway No. 10.

A single line commencing by a junction with the Tramway No. 9 at its termination, and passing north-eastward along Commercial-road, and terminating in that road by a junction with the existing tramway opposite the north side of the Blacksmith Arms public-house.

Tramway No. 11.

A double line commencing in Commercial-road by a junction with the existing tramways at a point 10 yards or thereabouts north of the north side of Surrey-street, passing north-westward along Commercial-road, and terminating by a junction with the existing tramways in Edinburgh-road, at a point 36 yards or thereabouts west of the east side of Commercial-road.

Tramway No. 12.

Commencing by a junction with the existing tramways in Edinburgh-road, opposite the west side of Spring-street, and passing north-westward and northward along Unicorn-road, otherwise Flathouse-road, and terminating at the west end of Copenhagen-street, opposite the west side of Garrison View, and near the Unicorn Gates of H. M. Dockyard.

Tramway No. 12 will be a single line, except at the following places, where it will be a double line:—

For a distance of 2 chains north-westward from its commencement.

For a distance of 2 chains north-west of the north-west side of Alfred-road.

For a distance of 2 chains north of the south side of Nile-street.

Tramway No. 13.

Commencing in Albert-road by a junction with the Southsea Company's authorised tramway (No. 8), at its termination at Festing-road, and passing eastward and north-eastward along Highland-road, and eastward along Henderson-road, and terminating in the last-named road, at a point 5 chains or thereabouts east of the east side of Cromwell-road.

Tramway No. 13 will be a single line, except at the following places, where it will be a double line:—

Between points respectively 2 and 4 chains east from the west side of Brompton-road.

For a distance of 2 chains west of the north entrance gates of the Highland-road Cemetery.

For a distance of 2 chains west of the west side of Wainscott-road.

For a distance of 2 chains west of the west side of St. George's-street.

No. 25292.

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For a distance of 2 chains west from its termination.

At the following places a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, for a distance of 30 feet and upwards (that is to say):—

Tramway No. 1.

On the east and south sides for a distance of 20 yards from its commencement.

In Powerscourt-road, on the south side, for a distance of 25 yards west from the west side of Havant-road, and on both sides between points respectively 63 and 107 yards north of the north side of Powerscourt-road.

In Havant-road, on the west side, and in Chichester-road, on the south side, between points respectively 90 and 113 yards from its termination.

In Chichester-road, on the north side, between points 71 and 91 yards respectively from its termination, and on the south side for a distance of $1\frac{1}{2}$ chains from its termination.

Tramway No. 1 (a).

On the south side, for a distance of 10 yards from its commencement, on the north and east sides for a distance of 20 yards south from its termination.

Tramway No. 1 (b).

On the south and east sides, for a distance of 21 yards from its termination.

Tramway No. 2.

On the south side, between points respectively 11 and 33 yards east of the east side of "The Thicket."

On both sides, from a point 11 yards east of the east side of "The Thicket," to its termination.

Tramway No. 3.

On the north and east sides, for a distance of 2 chains from its commencement.

On the north-west side from a point 11 yards north-east from the north side of King's-road, to a point opposite the north side of Gloucester View.

On both sides, from the point last described, to a point 2 chains north-east thereof.

On the south-east side, from the point last described, to a point 7 yards south of the south side of Brougham-road.

On both sides, from the point last described, to the south side of Brougham-road.

On the south side, from the point last described, to the west side of Grosvenor-street.

On the north side, for a distance of 2 chains westward, from the point last described.

On the east and north sides for a distance of 15 yards south-eastward from the south side of Sackville-street.

On both sides for a distance of 2 chains northward from the north side of Durham-street.

On the south and west sides for a distance of 2 chains south-eastward from its termination.

Tramway No. 4.

On both sides from its commencement to the north side of John-street.

Tramway No. 5.

On the west side for a distance of 14 yards from its commencement.

On both sides throughout Percy-street.

On the north side for a distance of $2\frac{1}{2}$ chains south-eastward from its termination.

Tramway No. 6.

On the south side between points respectively 7 yards and 25 yards north-west of its commencement.

On the north and west sides for a distance of

100 yards eastward and northward from its termination.

Tramway No. 7.

On the north side for a distance of 130 yards from its commencement.

On the south side from the west side of St. Michael's road to its termination.

Tramway No. 8.

On the south side from the west side of Burnaby-road to its termination.

Tramway No. 9.

On the west side for a distance of 13 yards southward from its termination.

Tramway No. 11.

On the west and south sides from its commencement to its termination.

Tramway No. 12.

On the west side for a distance of 13 yards north-west from its commencement.

Tramway No. 13.

On the south side from its commencement to a point 4 chains east of the west side of Brompton-road.

On the east side from a point 10 yards north of the west entrance gates of the Highland-road Cemetery, to a point 2 chains west of the north entrance gates of that cemetery.

On both sides for a distance of 2 chains east from the point last described.

On the south side from the point last described to a point 2 chains west of the west side of Wainscott-road.

On both sides for a distance of 2 chains east from the point last described.

On the south side from the point last described to a point 2 chains west of the west side of St. George's-street.

On both sides for a distance of 2 chains east from the point last described.

On the south side from the point last described to a point opposite the west side of Cromwell-road.

On the north side for a distance of 2 chains west from its termination.

Street Widening.

The widening of Commercial-road on the south-east side between Percy-street and Russell-street.

All the said intended tramways, street widening, and other works will be situate in the parish of Portsea, in the county of Southampton.

Each of the said tramways will consist of a single pair of rails, on the gauge of 4 feet 8½ inches, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turn-outs and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works, or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works,

or for substituting others in their place, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their Act or undertaking, to purchase or acquire lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower 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, 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 to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To prescribe the power to be used by the Company upon the tramways, and to authorise them to use thereon animal power, and any mechanical power of any description, and either fixed or stationary.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company and all Companies and persons lawfully using or working the proposed tramways to run over and use with their carriages and horses, or with any other motive power which they may be authorised to use, 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 considerations as may be agreed on, or, failing agreements, to be settled by arbitration, or as may be defined by the intended Act, the portions of the existing tramways in Commercial-road between the termination of the intended Tramway No. 9 and the commencement of the intended Tramway No. 11, and in Edinburgh-road between the termination of the intended Tramway No. 11 and the commencement of the intended Tramway No. 12, and to confer reciprocal powers over portions of the intended tramways upon the owners of such existing tramways, and to empower the Company to make such alterations (if any) in the tramways so run over as may be necessary to admit of the use thereon, and to authorise the use thereon of mechanical or other power as well as of animal power.

To empower the Company on the one hand, and the Corporation of the borough of Portsmouth, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company on the one hand, and the Portsmouth Street Tramways Company, and the Provincial Street Tramways 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, work-

ing, use, management, and maintenance by the Company of the intended tramways and works, or any part or parts thereof, and of the tramways of the said Companies respectively, or either of them, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for such tramways, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting 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.

To provide for the amalgamation upon such terms and conditions as may be prescribed or provided for by the intended Act of the undertakings of the Southsea Company and of the new Company (in the event of the incorporation of a new Company), and of the Portsmouth Street Tramways Company, or of any of them, and for the transfer to such amalgamated Company, under such name or style as may be prescribed by the intended Act, of all the powers, rights, privileges, property, estate, and effects of the Southsea Company and the new Company, and the Portsmouth Street Tramways Company, or either of them, including the powers proposed to be conferred by the intended Act, and to define and regulate the capitals of the amalgamated Company, and of the said other Companies, and to enable the Southsea Company and the Portsmouth Street Tramways Company respectively to increase their capital, and to create and issue new shares or stock (preference or ordinary) for the purposes of the proposed amalgamation, and to confer upon the said Companies respectively all such other powers, and to make all such other provisions as may be necessary for carrying the said amalgamation and transfer into effect, and to authorise and give effect to, or to confirm agreements between the said Company or any of them with reference to the matters aforesaid.

To alter, amend, or repeal the provisions of the Borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Act, 1883, with respect to the carriage of goods and to the tolls, rates, and charges thereby authorised, and to authorise the Southsea Company to levy and recover tolls, rates, and charges for the carriage of and to carry goods, minerals, parcels, and traffic of every description on the tramways authorised by that Act.

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

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations and amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, the borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Act, 1883, and any other Acts relating to the Southsea Company, the Portsmouth Street Tramways Act, 1870, the Portsmouth Street Tramways Extensions Order, 1874, the Landport, Southsea, and Portsea Street Tramways Order, 1876, and the Portsea

Street Tramways Order, 1877, the Portsmouth Street Tramways (Amalgamation) Act, 1883, and any other Act relating to the Portsmouth Street Tramways Company.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the 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 Southampton, at his office in Winchester, and with the parish clerk of the parish of Portsea, at his residence.

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

Dated this 15th day of November, 1883.

R. W. Ford and Son, Portsmouth, Solicitors for the Bill.

Ford and Ford, Solicitors, 5, Serjeant's-inn, Temple, London.

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

Board of Trade.—Session 1884.

Liverpool Corporation Tramways (Extensions.)

(Construction of Tramways in the City of Liverpool; Powers to let same on Lease or otherwise; to use other than Animal Power on the Tramways; to levy Tolls; to use Tramways for Sanitary Purposes; and for other Purposes).

A PPLICATION is intended to be made to the Board of Trade by, or on behalf of, the Mayor, Aldermen, and Citizens of the city of Liverpool, in the county of Lancaster, acting by the Council of the said city (in this notice called "the Corporation"), for a Provisional Order under the Tramways Act, 1870, for the purposes, or some of the purposes following (that is to say):—

To authorize the Corporation to construct and maintain, with all necessary and proper rails, plates, sleepers, works, and conveniences, the tramways hereinafter described, in the city of Liverpool, in the county of Lancaster, or some or one of them, or some part or parts thereof, respectively:

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 any tramway is to be laid, or to the junction or intersection of any streets or roads, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads, and continued, 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 tramways proposed to be authorized by the Order are the following:—

Tramway No. 1. Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing tramway in Mann Island, at a point 0·4 chain west of the west side of Irwell-street, passing along Irwell-street and Murray-place, crossing Nova Scotia, and passing over the bridge (south end of the George's Dock-passage) to Strand-street, and terminating in Strand-street by a junction with the authorized tramway at a

point 0·8 chain north of the north side of Redcross-street;

Tramway No. 1 shall be laid as a single line throughout;

The total length of Tramway No. 1 will be 1 furlong 1·5 chain.

Tramway No. 1A. Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 1 on the west side of Strand-street, at a point opposite the north side of Redcross-street, passing along Strand-street, and terminating in Strand-street by a junction with the authorized tramway at a point 0·2 chain south of the south side of Redcross-street;

Tramway No. 1A shall be laid as a single line throughout;

The total length of Tramway No. 1A will be 1·2 chain.

Tramway No. 2. Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing tramway in Church-street, at a point 0·2 chain south of the north side of Lord-street, passing along Paradise-street, and terminating by a junction with the authorized tramway in Hanover-street, at a point opposite the south side of Argyle-street;

Tramway No. 2 shall be laid as a single line throughout;

The total length of Tramway No. 2 will be 1 furlong 7 chains.

Tramway No. 3. Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing tramway in Dale-street, at a point 0·2 chain west of the west side of Byrom-street, crossing the Old Haymarket, passing along William Brown-street, and terminating by junctions with the existing tramway in London-road, at a point opposite the east side of Commutation-row;

Tramway No. 3 shall be laid as a double line throughout, except between its commencement and a point 0·2 chain east of the west side of Saint John's Churchyard, where it shall be laid as a single line;

The total length of Tramway No. 3 will be 1 furlong 6·3 chains;

The total length of the double portion will be 1 furlong 3·7 chains;

The total length of the single portion will be 2·6 chains.

Tramway No. 3A. Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing tramway in Old Haymarket, at a point 1·7 chain south of the north side of Saint John's Churchyard, passing along Old Haymarket, and terminating in William Brown-street by a junction with Tramway No. 3, at a point 0·2 chain east of the west side of Saint John's Churchyard;

Tramway No. 3A shall be laid as a double line throughout, except between the commencement of the tramway and a point 1·3 chain south of the north side of Saint John's Churchyard, where it shall be laid as a single line;

The total length of Tramway No. 3A will be 3·2 chains;

The total length of the double portion will be 2·8 chains;

The total length of the single portion will be 0·4 chain.

Tramway No. 4. Situate partly in the parish of Liverpool, partly in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, commencing by a junction with the existing tramway in Mount Pleasant, at a point one chain west of the west side of Hope-street, passing along Hope-street, Falkner-street, and Catherine-

street, and terminating in Prince's-road by a junction with the authorized tramway at a point 0·1 chain south of the south side of Upper Parliament-street;

Tramway No. 4 shall be laid as a single line throughout, except between the points hereinafter specified, where it shall be laid as a double line, that is to say, in Catherine-street, between a point 0·2 chain north of the south side of Falkner-street, and the termination of the tramway in Prince's-road;

The total length of Tramway No. 4 will be 4 furlongs 9·8 chains;

The total length of the double portion will be 2 furlongs 1·0 chain;

The total length of the single portion will be 2 furlongs 8·8 chains.

Tramway No. 4A. Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 4 in Catherine-street, at a point opposite the north side of Upper Parliament-street, and terminating in Upper Parliament-street at a point 0·4 chain east of the east side of Catherine-street;

Tramway No. 4A shall be laid as a double line throughout;

The total length of Tramway No. 4A will be 0·9 chain.

Tramway No. 5. Wholly situate in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, commencing by a junction with the authorized tramway in Eversley-street, at a point 0·2 chain east of the east side of Mulgrave-street, passing along Mulgrave-street, and terminating in Prince's-road by a junction with the existing tramway at a point 1·7 chain north of the north side of North Hill-street;

Tramway No. 5 shall be laid as a single line throughout;

The total length of Tramway No. 5 will be 1 furlong.

Tramway No. 6. Wholly situate in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, commencing by a junction with the existing tramway in Park-road, at a point opposite the south side of Greig-street, passing along High Park-street, and terminating in High Park-street at a point opposite the west side of Letitia-street;

Tramway No. 6 shall be laid as a double line throughout, except between a point 1·2 chain west of the west side of Letitia-street and its termination;

The total length of Tramway No. 6 will be 6·6 chains;

The total length of the double portion will be 5·4 chains;

The total length of the single portion will be 1·2 chain;

Except as hereinbefore particularly described, no tramway is proposed to be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway;

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorize and empower the Corporation from time to time to take up and remove any of the tramways, or any part or parts thereof respectively, which may have been laid in any street or streets which may hereafter be widened or improved, and to relay the same in the widened or

improved street or streets, as nearly as may be, along the centre of the said street or streets as so widened or improved.

To authorize and empower the Corporation to enter upon, and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public roads, ways, footpaths, water-courses, bridges, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph pipes, tubes, wires, and apparatus, in the township or extra-parochial place of Toxteth Park, and the parish of Liverpool, both within the city of Liverpool, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the proposed tramways, or for purposes of the said Order.

To enable the Corporation for the purposes of the proposed tramways, or of the Order to purchase or acquire by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, stables, and other conveniences on any such lands.

To prescribe the tolls, rates, and charges to be taken upon, or for the use of, the proposed tramways, and the existing and authorized tramways of the Corporation by carriages passing along the same, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties, and enable the Corporation to use the proposed tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Corporation, free of all tolls and charges.

To enable the Corporation to grant leases from time to time of the proposed tramways or some of them, or some part or parts thereof.

In the event of any such lease being granted to empower the Company, body, or persons being the lessees to run over and use with their own or other engines and carriages, and with their officers and servants, and for purposes of traffic of every description, and upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed, or as, in default of agreement, may be settled by arbitration, the existing and authorized tramways of the Corporation, or any part or parts thereof, together with all rails, sidings, passing-places, works, and conveniences connected therewith, and to confer upon the companies, bodies, or persons who now hold, or hereafter may hold, any lease or leases of the said existing or authorized tramways of the Corporation, or any part or parts thereof, similar powers with respect to the proposed tramways.

To enable the Corporation to remove from the proposed tramways any carriage or horse certified by any officer of the Corporation to be unfit for use upon the tramways.

To prohibit, except by agreement with the Corporation, or under such conditions and restrictions as may be prescribed by the Order, the use of the proposed tramways by persons other than the lessees of the Corporation, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To make provision for regulating the passage of traffic along streets, roads, or places, in which the proposed tramways will be laid, and in which the existing tramways are 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 Corporation, or any or some one of Her Majesty's principal Secretaries of State, or some other public body or authority, to make bye-laws, rules, and regulations for any

purpose relating to the tramways of the Corporation, or the proposed tramways, 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 Order.

To prohibit any Company or person working any tramway leased to them to run on any part of such tramways any car proceeding from or to places beyond the boundaries of the city without the written consent of the Corporation.

To empower the Corporation 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 for the efficient working of the proposed tramways, or any of them, or for providing access to any stables, or carriage-sheds, or works connected with the tramways.

To enable the Corporation when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To authorize and empower the Corporation and all persons and companies lawfully using the proposed tramways, and the existing and authorized tramways of the Corporation, or any or either of them, to work such tramways for the purposes of traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive steam or other engines, or other mechanical or motive power in addition to, or in substitution for, animal labour.

To enable the Corporation to make and lay pipes or other excavations under the existing and authorized tramways of the Corporation and under the proposed tramways, in order to use the wire rope or cable system, or any similar apparatus as a motive power for the carriages running on the same tramways, and to obtain and use wire ropes, cables, or other material to run therein, and all machinery necessary for the same; and to enable the Corporation and all companies and persons using the same to agree as to the rent or sum of money to be paid in respect of the user thereof.

To provide for the user of the proposed tramways when open to the public.

To enable the Corporation to borrow money for the purposes of the proposed tramways or the Order, and to charge the same on the Corporation Stock to be levied under the Liverpool Corporation Loans Act, 1880.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions, and, so far as may be necessary, to repeal, alter, amend, or extend all or some of the provisions of the following, among other Acts (that is to say):—the Tramways Act, 1870; the Locomotive Act, 1861; the Locomotive Act, 1865; and the Highways and Locomotives (Amendment) Act, 1878; or any or either of those Acts, and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or affect the said proposed tramways, or any of them, or any part or parts thereof respectively, or any engines or carriages to be used thereon, and any other Act or Acts, either public or local, which may in anywise relate to or be affected by the objects aforesaid.

To extend and apply to the proposed tramways, with such exceptions and amendments as may be necessary, all or some of the provisions of the Liverpool Corporation Tramways Order, 1879, confirmed by the Tramways Orders Confirmation Act, 1879; the Liverpool Tramways Act, 1880; the Liverpool Corporation Tramways (Extension) Order, 1881, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1881; the Liverpool Corporation Tramways (Extensions) Order, 1883, confirmed by the Tramways Orders Confirmation Act, 1883; and all other Acts and Orders relating to the existing and authorized tramways of the Corporation, and to extend the period within which the provisions of the tenth section and the first part of the eleventh section of the Liverpool Tramways Act, 1880, shall apply to the proposed tramways.

To extend the provisions of section 16, subsections 1, 2, and 4 (providing for the haulage of tramway cars by wire ropes placed underground), and section 47 (as to appointing starting and stopping places) of the Liverpool Corporation Tramways (Extensions) Order, 1883, confirmed by the Tramways Orders Confirmation Act, 1883, to the existing and authorized tramways of the Corporation, and to the proposed tramways.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed works will be deposited in the office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall-gardens, London, and for public inspection at the office of the Town Clerk of the city of Liverpool, at his office, Municipal-buildings, Liverpool; with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and with the Clerk of the Peace of the city of Liverpool, at his office in Liverpool; and that a copy of so much of the said plans and sections as relates to each of the parishes from, in, through, or into which the proposed tramways and works will be made or pass, will be deposited for public inspection with the parish clerk of each such parish at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the office of the Town Clerk, Municipal-buildings, Liverpool, and of Mr. John Moxon Clabon, 21, Great George-street, Westminster, Parliamentary Agent.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must at the same time be sent to the promoters, at the aforesaid office of Mr. John Moxon Clabon, and in forwarding such objections to the Board of Trade, such objectors or their agents should state that a copy thereof has been sent to the promoters or their agent.

Dated this 16th day of November, 1883.

George J. Atkinson, Town Clerk, Municipal-buildings, Liverpool.

John M. Clabon, 21, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

Walton-on-the-Naze and Frinton Improvement. (Revival and Extension of Time for Purchase of Land and Extension of Time for Construction and Completion of Tramway Roads, Sea Defences, and other Works; Provision as to Rates and Assessments; Gauge of Tramway; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Walton-on-the-Naze and Frinton Improvement Company (hereinafter called "the Company") for an Act to revive the powers and extend the periods limited by the Walton-on-the-Naze and Frinton Improvement Act, 1879, for the compulsory purchase of lands, and also the periods for the construction and completion of the works by that Act authorised.

The intended Act will authorise and empower the Company from time to time to make and levy rates or assessments upon the owners, lessees, and occupiers of houses, buildings, lands, and other hereditaments abutting upon or within such reasonable distance, laterally or longitudinally, as may be prescribed by the intended Act; the sea defence and other works authorised by the said Act of 1879 for the purpose of making and maintaining those works, and for other the purposes of the said Act; and, if deemed expedient, to authorise and require the churchwardens and overseers of the poor of the parishes of Walton-le-Soken and Frinton to levy and collect such rates or assessments from time to time, and to account to the Company for the same; and to empower the Company from time to time to borrow and re-borrow money upon the security of such rates or assessments or on the credit or security of such other rates and assessments as may hereafter be leviable, and if deemed expedient to provide for the repayment of moneys borrowed by the Company.

To authorise the Company to vary the rates or assessments to be from time to time leviable for the purposes of the aforesaid works, and to authorise the charging of different rates and assessments in respect of the different lands, hereditaments, rights, interests, and property affected thereby.

The intended Act will authorise the Company to make agreements with any owners, lessees, and occupiers with respect to the apportionment and payment of such rates and assessments, and the payment of sums in gross in lieu of rates or assessments or otherwise relating thereto, and will confirm any such agreements made or to be made; and make provision for ascertaining and fixing, by arbitration or otherwise, the assessable value of any lands, houses, or property liable to be rated or assessed under the powers of the intended Act, having regard to the execution of the objects of the said Act of 1879.

The intended Act will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will amend or extend all or some of the provisions of the Walton-on-the-Naze and Frinton Improvement Act, 1879, authorise the abandonment of the tramway branches, or either of them, and the construction of the main tramway described in that Act on a gauge of 3 feet 6 inches, or such other narrow gauge as may be prescribed by the intended Act.

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 14th day of November, 1883.

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

Board of Trade.—Session 1884.

The Tramways Act, 1870.

Oldham, Ashton-under-Lyne, Hyde and District Tramways (Extensions.)

(Construction of Tramways in the Boroughs of Ashton-under-Lyne and Stalybridge and the Local Board District of Dukinfield, in the Counties of Lancaster and Chester; Alteration of Levels of Roads; Power to use Tramways belonging to or used by the Manchester Carriage and Tramways Company, or Power to alter the position of certain of such Tramways; Provisions as to use of Steam or other Mechanical or other Power; Repeal and Amendment of Acts, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences, hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

Tramway No. 1.

A single line tramway, commencing in Stockport - road (Ashton - under - Lyne) by a junction with the authorised Oldham, Ashton-under-Lyne, Hyde, and District Tramways, at a point 50 yards or thereabouts north-eastward from Bradgate-street, and passing thence northwardly along the said road, across Chester-square, and along Richmond-street and Katharine-street, and terminating in the last named street by a junction with the said authorised tramways at a point 4 yards or thereabouts north-eastward from Margaret-street North.

Tramway No. 2.

A single line tramway, commencing in the Stockport - road aforesaid by a junction with the said authorised tramways at a point 48 yards or thereabouts north-eastward from the "Oxford Inn," passing thence along the south-eastern side of Trafalgar-square, into and along Victoria-street, and northwardly along Welbeck-street and the western side of Henry-square, and terminating on the northern side of the said square by a junction with the said authorised tramways at a point 10 yards or thereabouts from Welbeck-street.

Tramway No. 3.

A tramway commencing in Katharine-street by a junction with the said authorised tramways at a point 4 yards or thereabouts north-eastward from Cavendish-street, passing thence into and south-eastwardly along Cavendish-street (crossing Mill Bridge) and Alma Bridge, and terminating thereon at the boundary between the counties of Lancaster and Chester, at a point 8 yards or thereabouts from Cooper-street.

Tramway No. 4.

A single line tramway, commencing on Alma Bridge at the termination of Tramway No. 3, passing thence south-eastwardly along Alma Bridge and King-street, and terminating therein at a point 4 yards or thereabouts southward from Wharf-street.

Tramway No. 5.

A tramway wholly in King-street, commencing at the termination of Tramway No. 4, and terminating at a point 33 yards or thereabouts southward from Taylor-street.

Tramway No. 6.

A tramway commencing in King-street at the termination of Tramway No. 5, passing

thence into and eastwardly along Astley-street, south-eastwardly along Crescent-road, thence along Half Moon, Town-lane, and Oxford-road, and terminating therein at the boundary between the Local Board District of Dukinfield and the borough of Stalybridge at a point 10 yards or thereabouts eastward from James-street.

Tramway No. 7.

A tramway commencing at the termination of Tramway No. 6, passing thence eastwardly along High-street, Stalybridge (passing through Stanley-square), Grosvenor-street (passing through Grosvenor-square), and Acres-lane, northwardly along Mottram-road (otherwise Warrington-street), and north-eastwardly along Huddersfield-road, and terminating therein at a point 46 yards or thereabouts northward from the houses known as Heath Bank.

Tramway No. 8.

A single line tramway commencing in the open space on the north-eastern side of the Market House (Ashton-under-Lyne) by a junction with the said authorised tramways at a point 60 yards or thereabouts eastward from the Town Hall, passing thence south-eastwardly along the said open space, into and along Market-street Old-street, Scotland-street, Whitelands, and the bridge over the River Tame known as Dukinfield Bridge, and terminating thereon at the boundary between the counties of Lancaster and Chester, at a point 14 yards or thereabouts from the "Magnet Inn."

Tramway No. 9.

A tramway commencing on Dukinfield Bridge, at the termination of Tramway No. 8, passing thence south-westwardly along Dukinfield Bridge, into and along Crescent-road, Wharf-street, and King-street, and terminating therein by a junction with Tramway No. 5 at its commencement.

The tramways throughout will be laid as single lines, except in the following instances, where they will be laid as double lines:—

Tramway No. 3.

In Cavendish-street—

(a.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts north-westward from the south-eastern side of Stamford-street.

(b.) Between points respectively in or nearly in line with, and 110 yards or thereabouts south-eastward from the southern side of Bank-street.

Tramway No. 5

(a.) Between points respectively 2 yards or thereabouts and 68 yards or thereabouts from the commencement of the tramway.

(b.) Between points respectively 69 yards or thereabouts and 3 yards or thereabouts from the termination of the tramway.

Tramway No. 6

In Astley-street—

(a.) Between points respectively 6 yards or thereabouts and 72 yards or thereabouts eastward from the western side of the "Commercial Inn."

In Crescent-road—

(b.) For a distance of 66 yards or thereabouts south-eastward from the "Old General" public-house.

In Crescent-road and Half Moon—

(c.) Between points respectively 4 yards or thereabouts north-westward from Chapel-street, and 80 yards or thereabouts north-westward from Wyatt-street.

In Town-lane—

(d.) Between points respectively 6 yards or thereabouts south-eastward from Wyatt-street and 30 yards or thereabouts westward from Park-street.

In Town-lane and Oxford-road—

(e.) Between points respectively 9 yards or thereabouts and 75 yards or thereabouts eastward from Shepley-street.

In Oxford-road—

(f.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts westward from Atkin-street.

Tramway No. 7.

In High-street—

(a.) For a distance of 66 yards or thereabouts westward from the eastern side of the Victoria Hotel.

In High-street and Stanley-square—

(b.) Between points respectively 56 yards or thereabouts westward, and 10 yards or thereabouts, eastward from the eastern side of Sycamore-street.

In High-street and Grosvenor-street—

(c.) Between points respectively 4 yards or thereabouts and 70 yards or thereabouts eastward from the "Oddfellows' Arms" public house.

In Grosvenor-street and Grosvenor-square—

(d.) For a distance of 66 yards or thereabouts eastward from the centre of Vaudray-street.

In Grosvenor-street and Acres-lane—

(e.) For a distance of 66 yards or thereabouts eastward from Walmsley-street.

In Acres-lane—

(f.) Between points respectively 3 yards or thereabouts and 69 yards or thereabouts north-eastward from Cecil-street.

In Huddersfield-road—

(g.) Between points respectively 5 yards or thereabouts north-eastward from the "Guide Post Tavern," and 32 yards or thereabouts westward from the "Grouse Inn"—

(h.) Between points respectively 50 yards or thereabouts south-westward and 16 yards or thereabouts north-eastward from the eastern side of Demesne-street.

(i.) Between points respectively 145 yards or thereabouts and 79 yards or thereabouts south-westward from Merton-street.

(j.) Between points respectively 33 yards or thereabouts south-westward and 33 yards or thereabouts north-eastward from the south-western side of the "Reindeer" public house.

(k.) Between points respectively 292 yards or thereabouts and 358 yards or thereabouts north-eastward from the "Reindeer" public house.

(l.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 8.

In Old-street—

(a.) Between points respectively 27 yards or thereabouts and 93 yards or thereabouts eastward from the western side of Market-street.

In Old-street, Scotland-street, and White-lands—

(b.) Between a point 16 yards or thereabouts eastward from Potyard-lane, and 8 yards or thereabouts southward from Whitelands-road.

Tramway No. 9.

In Crescent-road—

(a.) Between points respectively 54 yards or thereabouts northward from, and 34 yards

or thereabouts southward from, the northern side of Furnace-street.

(b.) For a distance of 66 yards or thereabouts north-eastward from Park-road.

The following is a description of each point at which the said tramways, or some or one of them, are proposed to be laid 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 footpath and the nearest rail of the tramways on both sides of the road except where otherwise stated, viz. :—

Tramway No. 2.

In Welbeck-street, throughout the entire length of the tramway in that street.

Tramway No. 3.

In Cavendish-street—

(a.) Between Katharine-street and a point 110 yards or thereabouts south-eastward from Bank-street.

(b.) Between points respectively 13 yards or thereabouts north-westward, and 13 yards or thereabouts south-eastward, from the centre of the bridge carrying the Ashton branch of the Manchester, Sheffield, and Lincolnshire Railway over Cavendish-street.

(c.) On Alma Bridge, for a distance of 40 yards or thereabouts from the termination of the tramway.

Tramway No. 4.

For a distance of 11 yards or thereabouts from the commencement of the tramway.

Tramway No. 5.

(a.) Between points respectively 2 yards or thereabouts and 68 yards or thereabouts from the commencement of the tramway.

(b.) Between points respectively 69 yards or thereabouts and 3 yards or thereabouts from the termination of the tramway.

Tramway No. 6.

In Astley-street—

(a.) Between points respectively 6 yards or thereabouts and 72 yards or thereabouts from the western side of the "Commercial Inn."

In Crescent-road—

(b.) For a distance of 66 yards or thereabouts south-eastward from the "Old General" public house.

In Town-lane—

(c.) For a distance of 44 yards or thereabouts from the junction of Town-lane with Half Moon.

(d.) Between a point 38 yards or thereabouts eastward from Atlas-street and 12 yards or thereabouts eastward from Albert-street.

In Oxford-road—

(e.) For a distance of 57 yards or thereabouts eastward from Kay-street.

Tramway No. 7.

In High-street—

(a.) For a distance of 50 yards or thereabouts westward from Victoria-court.

(b.) Between points respectively 19 yards or thereabouts and 58 yards or thereabouts eastward from Buckley-street.

(c.) For a distance of 127 yards or thereabouts westward from Set-street.

(d.) Between Sycamore-street and Quarry-street.

In Acres-lane—

(e.) Between a point 4 yards or thereabouts north-eastward from Cecil-street and Mottram-road, otherwise Warrington-street.

In Huddersfield-road—

(f.) Between points respectively 145 yards or thereabouts and 79 yards or thereabouts south-westward from Merton-street.

(g.) Between points respectively 292 yards or

thereabouts and 358 yards or thereabouts north-eastward from the "Reindeer" public house.

- (h.) Between points respectively 227 yards or thereabouts and 93 yards or thereabouts south-westward from the houses known as Holly Bank.
- (i.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 8.

In Market-street, on the west side thereof—

- (a.) For a distance of 37 yards or thereabouts northward from Bow-street.

In Old-street—

- (b.) Between George-street and a point 93 yards or thereabouts eastward from the western side of Market-street.

In Old-street and Scotland-street—

- (c.) Between a point 4 yards or thereabouts eastward from Stamford Arcade and 5 yards or thereabouts southward from Wicker-gate.

In Scotland-street—

- (d.) Between points respectively 25 yards or thereabouts southward from the "Castle Inn" and 5 yards or thereabouts north-westward from the "Blue Bell" public house.

In Whitelands—

- (e.) On the eastern side thereof between points respectively 81 yards or thereabouts north-eastward and 6 yards or thereabouts south-westward from the centre of the bridge carrying the Manchester, Sheffield, and Lincolnshire Railway over that street.

- (f.) On the western side thereof, between points respectively 82 yards or thereabouts and 5 yards or thereabouts north-westward from the centre of the last-named bridge.

- (g.) Between Whitelands-road and Conduit-street.

Tramway No. 9.

On Dukinfield Bridge—

- (a.) Between points respectively 3 yards or thereabouts and 19 yards or thereabouts from the commencement of the tramway.

- (b.) In Crescent-road, for a distance of 66 yards or thereabouts north-eastward from Park-road.

- (c.) In Wharf-street, between a point 40 yards or thereabouts eastward from Hill-street and King-street.

The aforesaid tramways will be made or pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some or one of them (that is to say):—

The parish of Ashton-under-Lyne, in the county of Lancaster, and the parishes of Stockport and Mottram-in-Longdendale, in the county of Chester.

The township of Ashton-under-Lyne, in the county of Lancaster, and the townships of Dukinfield and Staley, in the county of Chester.

The proposed tramways will be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Provisional Order, and it will be provided that so much of section 34 of the "Tramways Act, 1870," as limits the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the proposed tramways.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

To authorise and empower the Promoters from time to time to enter upon, and open and break up, the surface of, and to cross, alter, and stop up, remove, and otherwise interfere with streets, roads,

lanes, highways, public and private roadways, railways, tramways, footways, watercourses, bridges, sewers, canals, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the authorised and proposed tramways and works or of substituting others in their place, or for other the purposes of the intended Order.

To enable the Promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters for all or any of the purposes of the proposed tramways and works, to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To empower the Promoters from time to time, and either temporarily or permanently, to make and maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the Promoters, or for effecting junctions or connections with the tramways of any other company, body, or person.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, and the carriage of goods and minerals, and other traffic upon the same.

To enable the Promoters and any corporation, local board, or other body 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 for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To authorise the Promoters to grant leases of their tramways, or any of them, or any part or parts thereof, or to grant licenses to use the same, and to reserve in any such lease the rights for the Promoters and any local authority or local authorities to use the same for conveyance or for sanitary purposes.

To authorise the Promoters and all persons,

corporations, and companies lawfully using the intended tramways, or any of them, to work such tramways for the purpose of traffic of every description, or for the purpose of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or other motive power, in addition to or in substitution for animal power, and to hold and acquire patent and other rights, or licences to use patent rights in relation to any such locomotive power as aforesaid.

To authorise and empower the Promoters to alter the level of so much of Cavendish-street, Ashton-under-Lyne, and the roadway leading thence to and along Alma Bridge as extends for a distance of 60 yards or thereabouts north-westward, and 45 yards or thereabouts south-eastward, from the centre of the bridge carrying the Ashton Branch of the Manchester, Sheffield, and Lincolnshire Railway over Cavendish-street, and for that purpose to enter upon, and open the surface of, and to cross, alter, and stop up, remove, and otherwise interfere with, the said street and roadway, and any sewers, drains, pavements, footpaths, water pipes, gas pipes, and electric telegraph pipes and apparatus therein, or thereunder.

To enable the Promoters to run over and use with engines or horses, carriages and servants, and for the purposes of their traffic, so much and such parts of the tramways belonging to or used by the Manchester Carriage and Tramways Company within the borough of Ashton-under-Lyne as are situated in Market-street, upon such terms and conditions, and subject to such payments, as shall be mutually agreed upon, or in default of agreement shall be determined by arbitration, and to enable the Promoters to levy tolls, rates, and charges upon or in respect of the tramways so used; and further for the above-mentioned purposes to enable and empower the Promoters to make such junctions, crossovers, or other works as may be necessary or convenient for effecting connections between the tramways belonging to or used by the said Company in the said street and the proposed tramways.

To authorise and empower the Promoters to cross, take up, remove, alter or divert, and re-instate in a different position in the roadway, so much and such parts of the tramways belonging to or used by the Manchester Carriage and Tramways Company as are situated in the open space on the north-eastern side of the Market House and in Market-street, Ashton-under-Lyne, between a point 17 yards or thereabouts south-westward from Cork-street, and a point 33 yards or thereabouts from the southern side of Old-street, and to provide for the temporary discontinuance of the use of such tramways or any part thereof; and the making in the same or any adjacent street, road, or thoroughfare, and maintaining so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so crossed, taken up, removed, altered, or diverted.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to repeal, amend, alter, or extend all or some of the provisions of all or some of the following, among other Acts (that is to say):— "The Tramways Act, 1870;" "The Locomotives Act, 1861;" and "The Locomotives Act,

1865;" and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Act of Parliament which may in any wise affect such tramways, engines, or carriages.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the before-mentioned purposes.

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

And notice is also given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester, and that a copy of such plans and sections, together with a copy of this notice, will on or before the said 30th day of November instant, be deposited in the office of the Clerk of the Parliaments House of Lords; in the Private Bill office of the House of Commons; and at the office of the Board of Trade, Whitehall-gardens, London (together with a published map and diagram) with the town clerk of the borough of Ashton-under-Lyne, at his office at Ashton-under-Lyne, and with the town clerk of the borough of Stalybridge, at his office at Stalybridge, and also that a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, places, or extra-parochial places from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this notice, will, on or before such 30th day of November instant, be deposited for public inspection as follows:— As to the district of Dukinfield, with the clerk to the local board of Dukinfield, at his office at Ashton-under-Lyne; and as to the parishes, townships, places, or extra-parochial places, with the parish clerk of each of such parishes, at his place of abode; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same, at the office of the undersigned, Messrs. Best, Webb, and Templeton, 6, Essex-street, Strand, in the county of Middlesex.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, 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 Promoters or their agents.

Dated this 12th day of November, 1883.

Best, Webb, and Templeton, 6, Essex-street, Strand, London, Solicitors and Parliamentary Agents.

Board of Trade—Session 1884.

South Birmingham Tramways
(Provisional Order).

Construction of Tramways in the Parishes of Birmingham and Edgbaston, in the county of Warwick, and in the parish of Yardley, in the county of Worcester; Running Powers over the Birmingham Tramway and over Tramways of the Birmingham Central Tramways Company, Limited, or either of them; Powers to use Steam or other Mechanical or other Power; Agreements with Local Authorities; Extension of Time for Completion of Tramways authorised by the South Birmingham Tramways Order, 1883; Repeal and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made by the South Birmingham Tramways Company, Limited (hereinafter called "the Company"), to the Board of Trade for a Provisional Order pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Company to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, sleepers, turn-tables, works, and conveniences connected therewith respectively (that is to say):

— A Tramway (No. 1), 4 furlongs, 8-20 chains in length of which 3 furlongs, 8-75 chains will be single line, and 9-45 chains will be double line, situate in the parish of Edgbaston, and borough of Birmingham, in the county of Warwick, commencing at the termination of the authorised line of the South Birmingham Tramways Company, at a point in Pershore-road, 73 yards south-west of the centre of the bridge over Bourn Brook, the said point forming the boundary between the counties of Warwick and Worcester, and passing thence in a north-easterly direction along Pershore-road, and thence in a westerly direction along Edgbaston-road, and terminating by a junction with the existing Birmingham Tramway in Bristol-road, at a point 0-35 chains or thereabouts north-west of the north-west side of Edgbaston-road.

The double portions will be situated as follows, viz.:

From the point of commencement for a distance of 0-85 chains.

From a point in Pershore-road, 1 furlong 7-70 chains from the commencement of the tramway, for a distance of 2-60 chains in a north-easterly direction.

From a point in Pershore-road, opposite the south-west side of Edgbaston-road, along Edgbaston-road, in a north-westerly direction for a distance of 3-00 chains.

From a point in Edgbaston-road, 2-30 chains south-east of the south-east side of Edgbaston-road, to the termination of the tramway.

A Tramway (No. 2), 1 mile, 6 furlongs, 7-80 chains in length, of which 1 mile, 6 furlongs, 5-80 chains will be double line, and 2-00 chains will be single line, situate in the parishes of Birmingham and Edgbaston, in the borough of Birmingham, in the county of Warwick, commencing at the termination of Tramway No. 1, and passing thence in a north-easterly direction along Bristol-road, Bristol-street, Horse-fair, Suffolk-street and Paradise-street, and terminating in that street at a point in line with the south-eastern corner of the Birmingham Town Hall.

Tramway No. 2 will be a double line throughout except from a point in Horse-fair 1-00 chains north-west of the north-west side of Windmill-

street to a point 3-00 chains north-west of the same point, where it will be a single line.

NOTE.—Tramway No. 2, so far as it is above described as being double line, will consist of two single rails, one of which will be laid parallel with and at a distance of 3 feet 6 inches from, and on the outer side of the inner rail of each of the existing lines of the Birmingham Tramway; and so far as it is above described as being single line will consist of one single rail laid parallel with, and at a distance of 3 feet 6 inches from and on the south-west side of the north-eastern rail of the existing line of the Birmingham Tramway.

A Tramway (No. 3) 5 furlongs 3-72 chains in length, of which 3 furlongs 3-57 chains will be single line and 2 furlongs 0-15 chains will be double line, situate in the parish of Yardley in the county of Worcester, commencing by a junction with the existing Birmingham Central Tramway in Stratford-road, at a point 66 yards or thereabouts north of the west corner of the Mermaid Inn, and passing thence in an easterly direction along Stratford-road and Warwick-road, and terminating in the last named road at a point 19 yards or thereabouts north-west of the centre of the bridge over Greet Brook.

The double portions will be situate as follows, viz.:

From the point of commencement in Stratford-road, for a distance of 8-15 chains.

From a point in Warwick-road, 1-80 chains west of the west side of Baker-street, for a distance of 3-00 chains easterly.

From a point in Warwick-road, 1-50 chains west of the west side of Sturge-street, for a distance of 3-00 chains easterly.

In Warwick-road, from the south-east side of Albion-street, for a distance of 3-00 chains south-easterly.

From a point in the Warwick-road, 4-40 chains north-west of the centre of Greet Brook Bridge, for a distance of 3-00 chains south-easterly.

A Tramway (No. 4), 6 furlongs, 2-25 chains in length, of which 4 furlongs 5-45 chains will be single line, and 1 furlong 6-80 chains will be double line, situate in the parish of Yardley, in the county of Worcester, commencing at the termination of Tramway No. 3, and passing thence in an easterly direction along Warwick-road, and terminating in that road at a point 400 yards or thereabouts west of the south-west corner of the church at Flint-green.

The double portions will be situated as follows, viz.:

From a point in Warwick-road, 4-60 chains east of the centre of the bridge over Greet Brook, for a distance of 4-00 chains easterly.

From a point in Warwick-road, 9-00 chains west of the centre of the bridge over Tyseley Brook, for a distance of 6-80 chains westerly.

From a point in Warwick-road, 6-80 chains east of the centre of the bridge over Tyseley Brook, for a distance of 3-00 chains easterly.

From a point in Warwick-road, 0-65 chains west of the termination of the tramway, for a distance of 3-00 chains westerly.

A Tramway (No. 5), 6 furlongs 3-00 chains in length, of which 5 furlongs 1-20 chains will be single line, and 1 furlong 1-80 chains will be double line, situate in the parish of Yardley, in the county of Worcester, commencing at the termination of Tramway No. 4, and passing thence in an easterly direction along Warwick-road and terminating in that road, at a point 56

yards or thereabouts north-west of the intersection of Station-lane with Warwick-road.

The double portions will be situate as follows, viz. :—

From a point in Warwick-road, opposite the east side of Yardley-road, for a distance of 3·00 chains westerly.

From a point in Warwick-road, 0·30 chains west of the west side of Flint Green-lane, for a distance of 3·00 chains westerly.

From a point in Warwick-road, 1·40 chains west of the east side of Dudley-park-road, for a distance of 3·00 chains westerly.

From the centre of the bridge over Westley-brook in Warwick-road, for a distance of 2·80 chains easterly.

A Tramway (No. 6), 2 furlongs, 4·35 chains in length, of which 1 furlong 8·63 chains will be single line and 5·72 chains will be double line, situate in the parish of Yardley, in the county of Worcester, commencing at the termination of Tramway No. 5, and passing thence in a north-easterly direction along Warwick-road, and terminating in that road at a point 15 yards east of the north-east corner of the Dolphin Inn.

The double portions will be situate as follows, viz. :—

From a point in Warwick-road, 3·50 chains east of the east side of Station-lane, for a distance of the 3·00 chains easterly.

From a point in Warwick-road, 1·30 chains east of the east side of Victoria-road, for a distance of 2·72 chains easterly.

In the following instances the tramways will be so laid that for a distance of 30 feet and 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 instance and the nearest rail of the tramway.

Tramway No. 1.—In Pershore-road, from the commencement of the tramway for a distance of 16 yards north-eastward on the north-west side of the road, and from the same point of commencement for a distance of 120 yards north-eastward on the south-east side of the road.

In Pershore-road, from a point 66 yards north-east of the brook under the said road lying between Pebble Mill-road and Edgbaston-road, for a distance of 43 yards north-eastward on both sides of the road.

In Edgbaston-road, from a point 6 yards north-west of its intersection with Pershore-road, for a distance of 47 yards north-westward on both sides of the road.

In Edgbaston-road, from a point 10 yards south-east of its intersection with Bristol-road, for a distance of 37 yards south-eastward on both sides of the road.

Tramway No. 3.—In Warwick-road, from the north-east corner of the Mermaid Inn, for a distance of 106 yards easterly on the south side of the road.

In Warwick-road, from a point 119 yards east of the north-east corner of the Mermaid Inn, for a distance of 122 yards easterly on the north side of the road.

In Warwick-road, from a point 53 yards west of the intersection of Baker-street with Warwick-road, for a distance of 700 yards easterly on the north side of the road.

In Warwick-road, from the north-west corner of Sturge-street, for a distance of 27 yards westerly on the south side of the road.

In Warwick-road, from a point 20 yards east of the intersection of Albion-street, for a distance of 43 yards easterly on the south side of the road.

In Warwick-road, from a point 18 yards west of the centre of Greet Brook Bridge, for a distance of 16 yards westerly on the south side of the road.

Tramway No. 4.—In Warwick-road, from a point 18 yards west of the centre of Greet Brook Bridge-road, for a distance of 133 yards easterly on the north side of the road.

In Warwick-road, from the said point west of the centre of Greet Brook Bridge, for a distance of 43 yards easterly on the south side of the road.

In Warwick-road, from the intersection of Greet-lane, for a distance of 553 yards easterly on the south side of the road.

In Warwick-road, from a point 27 yards east of the centre of Tyseley Brook Bridge, for a distance of 460 yards easterly on the south side of the road.

In Warwick-road, from a point 159 yards east of the centre of Tyseley Brook Bridge, for a distance of 27 yards easterly on the north side of the road.

In Warwick-road, from a point 20 yards west of the termination of Tramway No. 4, for a distance of 60 yards westerly on the north side of the road.

Tramway No. 5.—In Warwick-road, from a point 105 yards east of the commencement of Tramway No. 5, for a distance of 313 yards easterly on the north side of the road.

In Warwick-road, from a point 6 yards east of the intersection of Yardley-road, for a distance of 60 yards westerly on the south side of the road.

In Warwick-road, from a point 12 yards east of the intersection of Yardley-road, for a distance of 16 yards easterly on the north side of the road.

In Warwick-road, from a point 83 yards east of the intersection of Yardley-road, for a distance of 37 yards easterly on the north side of the road.

In Warwick-road, from a point 62 yards west of the intersection of Broad-lane, for a distance of 350 yards easterly on the north side of the road.

In Warwick-road, from the above-mentioned point west of Broad-lane, for a distance of 56 yards easterly on the south side of the road.

In Warwick-road, from a point 17 yards west of the intersection of Dudley Park-road, for a distance of 60 yards westerly on the south side of the road.

In Warwick-road, from a point 17 yards east of the intersection of Dudley Park-road, for a distance of 120 yards easterly on the north side of the road.

In Warwick-road, from a point 8 yards east of the intersection of Westley-road, for a distance of 33 yards easterly on the south side of the road.

Tramway No. 6.—In Warwick-road, from the commencement of Tramway No. 6, for a distance of 30 yards easterly on the north side of the road.

In Warwick-road, from a point 55 yards east of Station-lane, for a distance of 243 yards easterly on the north side of the road.

In Warwick-road, from the north-east corner of the Red Lion public-house, for a distance of 23 yards easterly on the south side of the road.

In Warwick-road, from the north-east corner of the Dolphin Inn, for a distance of 55 yards westerly on the south side of the road.

In Warwick-road, from a point opposite the north-east corner of the Dolphin Inn, for a distance of 70 yards westerly on the north side of the road.

Which said intended tramways will pass or be made from, in, through, or be situate within the several parishes or places following, or some of them (that is to say) :—

Birmingham and Edgbaston, in the county of Warwick, and Yardley, in the county of Worcester

To provide that the said tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of Section 34 of the Tramways Act, 1870, as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

To authorise and empower the Company from time to time to enter upon, and open, and break up the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, lanes, highways, tramways, public works, ways, footpaths, sewers, canals, bridges, streams, water-courses, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph posts, pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other purposes of the intended Order.

To enable the Company, for all or any of the purposes of the proposed tramways and works, 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.

To enable the Company to demand, take, and recover all 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 and the carriage of goods, minerals, and other traffic and parcels upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use on railways.

To empower the Company from time to time, and either permanently or temporarily, to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stables, carriage-houses, or engine-sheds, works, or buildings 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 expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used, or intended so to be.

To enable the Company to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the above districts.

To enable the Company to run over and use with horses, engines, and carriages, so much of the tramways constructed under the powers of the Birmingham Tramways Acts, 1870 and 1873, and the Birmingham (Corporation) Tramways Order, 1872, as lies between a point in Paradise-street, Birmingham, opposite the south-east corner of the Town Hall, and the junction of Bristol-road with Edgbaston-road, as at present constructed, or as proposed to be varied, altered, or added to, under the provisions of the intended Order, but subject to such provisoes, regulations, and conditions as shall be prescribed by such intended Order in respect thereof.

To enable the Company to run over and use with horses, engines, and carriages, so much of the tramway of the Birmingham Central Tramways Company, Limited, constructed or authorised to be constructed under or by the Birmingham and Suburban Tramways Order, 1882, as extends from the commencement of their Tramway No. 1 (Southern Division), in New Great Queen-street, Birmingham, along Dudley-street, Pershore-street, Bromsgrove-street, Moat-row, Bradford-street, Camp-hill, and Stratford-road, to the junction of Stratford-road with Warwick-road, subject to such provisoes, regulations, and conditions as shall be prescribed by the intended Order in respect thereof.

To enable the Company, in the event of any portion of the said tramway of the Birmingham Central Tramways Company, Limited, extending from the said commencement of their Tramway No. 1 (Southern Division) to the junction of Stratford-road with Warwick-road, not being constructed within the period prescribed by the said Birmingham and Suburban Tramways Order, 1882, to construct and maintain such portion, and when constructed, to vest the same, and all powers, rights and privileges relating thereto in the Company as if the same were part of the Tramway No. 3 above mentioned.

To enable the Company and the Corporation of Birmingham and other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical or other power, and so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

To authorise the Company to grant leases of the said tramways, or any of them, or any part or parts thereof, or grant licenses to use the same; and to reserve in any such lease the right for the Company and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham or some parts thereof.

To extend the time limited for the commencement, completion, and opening for public traffic, of the tramways authorised by the South Birmingham Tramways Order, 1883.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this Notice above mentioned.

To vary or in part repeal, if necessary, the Birmingham Tramways Act, 1870, and the Birmingham Tramways Act, 1873, and also the Birmingham (Corporation) Tramways Order, 1872, the Birmingham (Corporation) Tramways Order, 1872, Amendment Order, 1874, the Birmingham and Suburban Tramways Order, 1882, and the South Birmingham Tramways Order, 1883, and the several Acts of Parliament confirming the same Orders respectively.

And the intended Order will vary or extinguish

all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And Notice is hereby further given that plans and sections of the said proposed tramways and works, with a diagram and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited at the office of the Board of Trade, Whitehall-gardens, Westminster, London; and that on or before the same day, duplicate plans and sections, and a copy of this Notice, will be deposited at the office of the Clerk of the Parliaments, House of Lords, and the Private Bill Office of the House Commons, and also for public inspection, with the Clerk of the Peace for the county of Warwick, at his office at Leamington, in that county; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in that county; and a complete copy of the said plans and sections, and also a copy of this Notice, will be deposited for public inspection with the Town Clerk of the borough of Birmingham, at his office, and with the Local Authority of Yardley, at Yardley, aforesaid; and a copy of so much of the said plans and sections as relates to each of the parishes in, or through which the proposed tramways will be made or pass, and also a copy of this Notice, will on or before the same day be deposited for public inspection with the Parish Clerk of each such parish, at his residence.

And Notice is hereby further given, that the draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, aforesaid, on or before the 23rd day of December next; and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, can be obtained at the offices of Messrs. Slater & Marshall, Solicitors, Darlaston, and of Mr. John Jordan, Parliamentary Agent, 3, Westminster Chambers, Victoria-street, Westminster, S.W., on payment of one shilling for each copy.

All Companies, Corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must at the same time be sent to the said Solicitors and Parliamentary Agent, at the addresses aforesaid, on behalf of the Company.

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 Company or their agents.

Dated this 14th day of November, 1883.

Slater and Marshall, Darlaston, Solicitors for the Company.

John Jordan, 3, Westminster Chambers, Victoria-street, Westminster, Parliamentary Agent.

In Parliament—Session 1884.

Northampton and Daventry Railway.

(Incorporation of Company; Constructing Railway from Northampton to Weedon and Daventry; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Power to Divide Shares; Payment of Interest out of Capital; Working and Traffic Agreements; 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 in-

corporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways and works in the county of Northampton, hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, sidings, approaches, and other works and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), wholly in the county of Northampton, commencing in the parish of All Saints, in the town and borough of Northampton, in the county of Northampton, by a junction with the Bedford and Northampton Railway at a point distant 30 yards or thereabouts measured in an easterly direction from the west end of the north platform of the Bedford and Northampton Railway Station, and terminating in the parish of Daventry, in the county of Northampton, at a point on the east side of the high road leading from Daventry to Weedon, distant 10 chains or thereabouts measured in a southeasterly direction from the junction of the aforesaid road with the high road between Daventry and Badby.
2. A Railway (No. 2), wholly in the county of Northampton, commencing in the parish of Dodford, by a junction with the intended Railway No. 1 before described, in the parish of Dodford, commencing in a field numbered 47 in the Plan deposited in November, 1880, of the Daventry and Weedon Railway with the Clerk of the Peace for the county of Northampton, at a point 3 miles and 24 chains or thereabouts on the centre line of that railway and terminating in the parish of Dodford by a junction with the London and North-Western Railway at the northern face of the bridge carrying the high road from Daventry to Weedon over that railway, which said intended railways and works will be made or pass from, in, through, or into the parishes, townships, and places following, or some or one of them, that is to say: The Borough of Northampton, St. Peter, St. James, St. Giles, All Saints, the Priory of Saint Andrew, or town part in the town and borough of Northampton, Abbey Walls, Dallington, Duston, Upton, Kislingbury, Harpole, Bugbrook, Nether Heyford, Upper Heyford, Floore or Flower, Stowenine-Churches, Weedon-on-the-Street, Weedon Beck, Weedon, Brockhall, Dodford, Norton, Newnham, and Daventry, all in the county of Northampton.

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 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 and places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended railways and works, or any of them, or of the Bill.

To purchase, and take by compulsion or agreement, lands, houses, and hereditaments and easements in or over lands, for the purposes of the intended railways and works, and of the Bill; and to vary and extinguish all rights and privi-

leges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To enable the company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties 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 from time to time interest or dividends on any shares or stocks of the Company.

To empower the Company on the one hand, and the London and North-Western Railway Company, the Midland Railway Company, and the Bedford and Northampton 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 and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the railway of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the contracting Companies; 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 part thereof, and the employment of officers and servants.

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.

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 Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863"; and so far as may be requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North-Western Railway Company; 29 and 30 Vict., cap. 260, and any other Acts relating to the Bedford and Northampton Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company.

And notice is hereby given, that on or before the 30th day of the present month of November, duplicate plans and sections of the railways and works proposed to be authorised by the Bill, 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 of the County of Northampton, at his office at Northampton, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railway and works are intended to be made, or will be 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 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 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.

J. Leslie G. Powell, 17, Essex-street, Strand, London, Solicitor.

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

In Parliament.—Session 1884.

Gravesend Embankment.

Landing Stage and Railway.

(Incorporation of Company; Construction of River Wall and Embankment Wharf, or Landing Stage and Railway at Gravesend, in Kent; Reclaiming Part of the Foreshore of the River Thames; Compulsory Purchase of Lands, Tolls, &c., and Alteration of South Eastern Railway Company's Tolls; Bye-laws; Running Powers over Portion of Railway of the South Eastern Railway Company, and Use of their Gravesend Station, and Working and other Agreements with that Company; Lease of Lands, Warehouses, &c.; Provisions as to Management and Regulations of Landing Stage and other Works; Amendment of Acts.)

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, that is to say:—

To incorporate a Company, and to confer upon the Company so to be incorporated (hereinafter called "the Company"), all necessary powers to make and maintain the works hereinafter described, and which will be wholly situate on the foreshore and bed of the River Thames, and in the parish of Milton-next-Gravesend, in the county of Kent, viz:—

A river wall and embankment on the foreshore of the River Thames, commencing at the north-west corner of the gardens of the Clarendon Hotel, fronting the said river, and extending northward on to and across the foreshore of the said river for a distance of 200 feet or thereabouts, then extending eastward along the said foreshore for a distance of 254 yards or thereabouts, thence returning southwards on to and across the foreshore of the river for a distance of 230 feet or thereabouts, there terminating at the north-east corner of the Esplanade on the river front of the Terrace Gardens.

A wharf or landing stage on piles, to be situate upon the foreshore and bed of the said river, commencing at the north-west corner of the intended river wall and embankment, and extending northward on to and across the foreshore and bed of the said river for a distance of 200 feet or thereabouts, then extending eastward along the said foreshore and bed of the said river for a distance of 254 yards or thereabouts, thence returning southwards on to and across the foreshore and bed of the said river for a distance of 200 feet or thereabouts, and terminating at the north-east corner of the said river wall and embankment.

To enable the Company to make and maintain a railway wholly in the said parish of Kent, commencing by a junction with the North Kent Branch of the South Eastern Railway Company at a point two yards measured in an easterly direction along that line of railway from the eastern face of the bridge carrying the footpath or footway leading from Manor-road to Eden-place over that line of railway, and terminating at the northern end of the Royal Terrace Pier, with all suitable approaches, roads, rails, sidings, stations, junctions, shipping places, landing places, landing stages, stairs, wharves ware-

houses, sheds, buildings, cranes, moorings, buoys, dolphins, culverts, drains, gutters, and other works and conveniences.

To fill up and reclaim so much of the foreshore of the River Thames as may be required for the purposes of the river wall embankment and railway.

To deviate laterally from the lines of the intended works within the limits 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 cross, divert, alter, or stop up, either temporarily or permanently, turnpike and other roads, highways, streets, courts, passages, foot-paths, towing paths, streams, bridges, railways, tramways, rivers, navigations, canals, sewers, drains, pipes, culverts, and other works within the said parish of Milton-next-Gravesend, so far as may be necessary in constructing and maintaining the said intended works.

To purchase and take, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the intended works and of the Bill, and to vary or extinguish rights and privileges affecting the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, duties, dues, wharfage, and other charges on shipping goods, animals, persons, and traffic of every description for the use of the intended works, or for any services to be rendered or performed by the Company, and upon the portion of railway and stations hereinafter mentioned belonging to the South Eastern Railway Company, and to alter the tolls, rates, and duties which that Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, dues, wharfage, and other charges.

To authorise the Company upon such terms, and subject to such conditions, pecuniary or otherwise, as they may think proper, or as may be prescribed by the Bill, from time to time to appropriate, either permanently or temporarily, the whole or any part of the proposed river wall, embankment, wharf, or landing stages for the purposes of any particular class or classes of traffic, either exclusively or otherwise, or for any specific purpose, and from time to time to modify any appropriation so made.

To make and alter bye-laws, rules, and regulations for the management, use, regulation, and protection of the intended embankment or landing stage, and the regulation and control of the ships and vessels, persons, animals, and goods frequenting or using the same, and for the imposition of penalties and restrictions.

To empower the Company, and any Company or persons 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 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 portion of railway and station hereinafter mentioned (that is to say):—

So much of the South Eastern Railway as lies between the point of commencement of the intended railway hereinbefore described, and the Gravesend Station of the South Eastern Railway Company, including the said station,

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 portion of railway and station.

To empower the Company on the one hand, and the South Eastern Railway Company 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 either of them, of their respective railways, stations, river wall embankment, wharf, or landing places and other 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, stations, and works aforesaid of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and other works of the contracting 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, sanction, and give effect to any agreements which have been made or may be made touching any of the matters aforesaid.

To lease or grant the use or occupation of any lands, warehouses, buildings, wharves, sheds, yards, cranes, machines, and other conveniences for such periods, at such rents, and upon such terms and conditions as the Company may think fit.

To make provision for the use, management, protection, and regulation of the intended works, and for the regulation and control of the shipping, persons, animals, goods, and traffic of every description frequenting or using the same, or brought or approaching thereto or departing therefrom.

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

And it is intended so far as may be requisite for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say: 6 Will. IV, cap. 75; 9 and 10 Vic., cap. 305; and all other Acts relating to or affecting the South Eastern Railway Company.

On or before the 30th day of November, 1883, plans and sections of the intended works, 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, and with the parish clerk of the parish of Milton-next-Gravesend, at his residence.

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

Dated this 14th day of November, 1883.

W. H. Russel, 31, Windmill-street, Gravesend, Solicitor for the Bill.

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

In Parliament.—Session 1884.

Essex (South-East) Tramways.

(Application for an Act to Authorise the Construction of Street Tramways in the County of Essex, with Power to Open and Interfere with Public Streets and Roads; Widening of Streets and Bridges; Compulsory Purchase of Lands; Agreements with Local, Road, and other Authorities; Power to Run Over the Southend-on-Sea and District Tramways; to Enter into Working Agreements with that Company to Purchase their Undertaking; and other purposes; to Levy Tolls, and to Regulate Traffic in the Roads and Streets, and other purposes; Incorporation of Tramways Act, 1870).

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 enable the Promoters (hereinafter called "the Promoters") to construct and maintain the following tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith, that is to say:—

Tramway No. 1 (single line) in North-street, Prittlewell, in the county of Essex, commencing at the termination of Southend-on-Sea and district. Tramways authorised by an Act of the session of Parliament, 1883, at a point opposite the north-east corner of the Spread Eagle Inn, in the parish of Prittlewell, and terminating at a point 3 chains south of the south-west corner of Hill House, in the Rochford-road.

Tramway No. 2 (double line), commencing at the termination of Tramway No. 1, and terminating at a point 1.50 chains north of the south-west corner of Hill House.

Tramway No. 3 (single line), commencing at the termination of Tramway No. 2, and terminating at a point 2 chains south of an angle at Cuckoo-corner.

Tramway No. 4 (double line), commencing at the termination of Tramway No. 3, and terminating at a point 2 chains measured in a north-westerly direction from the said Cuckoo-corner.

Tramway No. 5 (single line), commencing at the termination of Tramway No. 4, and terminating at a point 2.50 chains or thereabouts east of a directing post at the junction of the road leading to Eastwood and Rayleigh.

Tramway No. 6 (double line), commencing at the termination of Tramway No. 5, and terminating at a point 2.50 chains or thereabouts north of the said directing post at the junction of the road leading to Eastwood and Rayleigh aforesaid.

Tramway No. 7 (single line), commencing at the termination of Tramway No. 6, and terminating at a point 3.50 chains or thereabouts north of the north-east corner of the Feeches.

Tramway No. 8 (double line), commencing at the termination of Tramway No. 7, and terminating at a point 12 chains or thereabouts measured in a north-easterly direction from the termination of Tramway No. 7.

Tramway No. 9 (single line), commencing at the termination of Tramway No. 8, and terminating at a point 1 chain or thereabouts measured in a south-westerly direction from the south-east corner of Eastwoodbury-lane.

Tramway No. 10 (double line), commencing at the termination of Tramway No. 9, and terminating at a point 2 chains or thereabouts north-east of the south-east corner of Eastwoodbury-lane, aforesaid.

Tramway No. 11 (single line), commencing

at the termination of Tramway No. 10, and terminating at a point in the Rochford-road 0.80 chains or thereabouts measured in a north-easterly direction from the centre of the stile across the footpath leading to Prittlewell.

Tramway No. 12 (double line), commencing at the termination of Tramway No. 11, and terminating at a point 3.80 chains or thereabouts measured in a northerly direction from the centre of the stile aforesaid.

Tramway No. 13 (single line), commencing at the termination of Tramway No. 12, and terminating at a point 5.50 chains or thereabouts measured in a southerly direction from an angle on the west side of Rochford-road 7.10 chains or thereabouts south of the south-west corner of Eastwood Old Workhouse Cottages, adjoining Goulands Farm.

Tramway No. 14 (double line), commencing at the termination of Tramway No. 13, and terminating at a point 5 chains or thereabouts measured in a southerly direction from the south-west corner of the Eastwood Old Workhouse Cottages aforesaid.

Tramway No. 15 (single line), commencing at the termination of Tramway No. 14, in the Rochford-road, and terminating at a point 1 chain or thereabouts measured in a southerly direction from the guide post in the centre of the junction with Rochford-road, leading to Sutfenford Bridge.

Tramway No. 16 (double line), commencing at the termination of Tramway No. 15, and terminating at a point 3 chains or thereabouts north of the termination of Tramway No. 15.

Tramway No. 17 (single line), commencing at the termination of Tramway No. 16, and terminating at a point 1 chain or thereabouts south of the south-west corner of Tinker's-lane.

Tramway No. 18 (double line), commencing at the termination of Tramway No. 17, and terminating at a point 3 chains or thereabouts north of the south-west corner of Tinker's-lane aforesaid.

Tramway No. 19 (single line), commencing at the termination of Tramway No. 18, and terminating at a point 1 chain or thereabouts south of centre line of Salt Bridge.

Tramway No. 20 (double line), commencing at the termination of Tramway No. 19, and terminating at a point in the parish of Rochford 4.50 chains or thereabouts measured in a north-easterly direction from the centre of junction of East-street with Wear Pond-road.

Tramway No. 21 (single line), commencing at the termination of Tramway No. 20, and terminating at a point 5 chains or thereabouts measured in a southerly direction from the south-west corner of the Lodge situate at the entrance of the road leading to Mr. Meeson's Farm.

Tramway No. 22 (double line), commencing at the termination of Tramway No. 21 in the road leading to Great Stambridge, and terminating at a point 3 chains or thereabouts measured in an easterly direction from the south-east corner of the road leading to Mr. Meeson's Farm aforesaid.

Tramway No. 23 (single line), commencing at the termination of Tramway No. 22, and terminating at a point 6.50 chains or thereabouts measured in a westerly direction from the centre of junction of road leading to Stambridge Mills with the road leading to Great Stambridge.

Tramway No. 24 (double line), commencing at the termination of Tramway No. 23, and terminating at a point 2.50 chains or thereabouts measured in an easterly direction from the centre of junction of road leading to Stambridge Mills

with the road leading to Great Stambidge aforesaid.

Tramway No. 25 (single line), commencing at the termination of Tramway No. 24, and terminating at a point about 1.50 chains measured in a westerly direction from the north-east corner of the road, and opposite St. Mary and All Saints' Church, in Great Stambidge parish.

Tramway No. 26 (double line), commencing at the termination of Tramway No. 25, and terminating at a point about 1.50 chains measured in a north-easterly direction from the north-east corner of the road and opposite St. Mary and All Saints' Church aforesaid.

Tramway No. 27 (single line), commencing at the termination of Tramway No. 26, and terminating at a point about 1 chain measured in a south-westerly direction from the north-west corner of Mr. Samuel Whittingham's smithy, in Great Stambidge aforesaid.

Tramway No. 28 (double line), commencing at the termination of Tramway No. 27, and terminating at a point opposite the south-west corner of the barn belonging to the Brick House Farm, in the occupation of Mr. William Turner.

Tramway No. 29 (single line), commencing at the termination of Tramway No. 28, and terminating at a point about 2.0 chains measured in a south-westerly direction from the south-west corner of the cottages known by the name of Pleasant-row, in Great Stambidge parish.

Tramway No. 30 (double line), commencing at the termination of Tramway No. 29, and terminating at a point about 1.0 chain measured in a northerly direction from the north corner of the old disused lock-up in Great Stambidge parish aforesaid.

Tramway No. 31 (single line), commencing at the termination of Tramway No. 30, and terminating at a point in the Rochford and Creeksea Ferry-road about 2 furlongs 4.50 chains measured in a south-westerly direction from the north side of the road leading from Canewdon to Ballards Gore.

Tramway No. 32 (double line), commencing at the termination of Tramway No. 31, and terminating at a point about 1 furlong 2.50 chains measured in a south-westerly direction from the north side of the road leading from Canewdon to Ballards Gore aforesaid.

Tramway No. 33 (single line), commencing at the termination of Tramway No. 32, and terminating at a point about 2.50 chains measured in a south-westerly direction from the north side of the road leading from Canewdon to Ballards Gore aforesaid.

Tramway No. 34 (double line), commencing at the termination of Tramway No. 33, and terminating at a point about 5.0 chains measured in a north-easterly direction from the termination of Tramway No. 33.

Tramway No. 35 (single line), commencing at the termination of Tramway No. 34, and terminating at a point opposite the north-west corner of the first building situate on the south side of the road and west end of Ballards Gore aforesaid.

Tramway No. 36 (double line), commencing at the termination of Tramway No. 35, and terminating at a point about 1.0 chain measured in a north-easterly direction from the south-east corner of a saw-pit in the occupation of Mr. James Whittingham in Ballards Gore, Great Stambidge, aforesaid.

Tramway No. 37 (single line), commencing at the termination of Tramway No. 36, and terminating at a point about 3.0 chains measured in a south-westerly direction from the first

angle on the south-east side of the road from Ballards Gore, leading to Creeksea Ferry.

Tramway No. 38 (double line), commencing at the termination of Tramway No. 37, and terminating at a point about 3.0 chains north of the angle of the hereinbefore last-mentioned road.

Tramway No. 39 (single line), commencing at the termination of Tramway No. 38, and terminating at a point in the road leading to Creeksea Ferry, 1.50 chains south-west of a point opposite the south-west corner of Anchor-hill Cottages.

Tramway No. 40 (double line), commencing at the termination of Tramway No. 39, and terminating at a point about 10.0 chains measured in a north-easterly direction from the termination of Tramway No. 39.

Tramway No. 41 (single line), commencing at the termination of Tramway No. 40, and terminating at a point about 2 chains measured in a south-westerly direction from the guide post at the corner of junction of Canewdon and Creeksea Ferry roads.

Tramway No. 42 (double line), commencing at the termination of Tramway No. 41, and terminating at a point about 1 furlong and 1 chain measured in a north-easterly direction from the guide post at the corner of the junction of the Canewdon and Creeksea Ferry roads aforesaid.

Tramway No. 43 (single line), commencing at the termination of Tramway No. 42, and terminating at a point about 7.50 chains from the termination of Tramway No. 42, measured in a north-easterly direction.

Tramway No. 44 (double line), commencing at the termination of Tramway No. 43, and terminating at a point about 9.0 chains measured in a north-easterly direction from the termination of Tramway No. 43.

Tramway No. 45 (single line), commencing at the termination of Tramway No. 44, and terminating at a point about 1.0 chain measured in a south-westerly direction from a point in the road opposite the western corner of Wade's cottages.

Tramway No. 46 (double line), commencing at the termination of Tramway No. 45, and terminating at a point in a field, in the occupation of Mr. Petitt, on the east side of the road leading to Creeksea Ferry, about 2.0 chains measured in a north-easterly direction from the termination of Tramway No. 45.

Tramway No. 47 (single line), commencing at the termination of Tramway No. 46 in Mr. Petitt's field aforesaid, and thence continuing in a north-easterly direction until it reaches the north-east corner of the said field, and in close proximity to Lion House, in the parish of Canewdon, thence continuing into and through the road leading to Creeksea Ferry; proceeding from thence into and through the road leading to West Grapnells as far as the south-east corner of the same road, thence in a south-easterly direction through a certain field numbered 42 on the ordnance map, in the occupation of Mr. John Smith, of The Limes, Burnham, in the said county of Essex, and passing out of the said field at the gateway in the north-east corner of the said field, then crossing the road leading to West Grapnells, thence proceeding through a gateway at a point 50 links west of the south-east corner of a certain field numbered 3 on the ordnance map, and continuing from thence in a north-easterly direction through fields numbered 3, 4, 6, 7, until it reaches a certain field numbered 11 on the ordnance map, when it will continue through that field close to the northern side of

the southern hedge of the same field, thence continuing in an easterly direction through and across a certain field No. 12 on the ordnance map, all of which fields being in the occupation of Mr. John Smith aforesaid. The said tramway will leave field No. 12 at the south-east corner thereof, and proceeding thence along the road or pathway at the foot of the southern side of the sea wall, on the bank of the river Crouch, until it reaches a point above 4 chains south-west of the steps leading to Burnham Ferry, where the above lastly-described tramway will terminate.

Tramway No. 48 (double line), commencing at the termination of Tramway No. 47, and terminating about 4 chains measured in a north-easterly direction from the termination of Tramway No. 47, and immediately opposite the steps leading to Burnham Ferry.

Tramway No. 1A (single line), commencing by a junction with the authorised lines of tramways in Whitegate-road, in the parish of Prittlewell, in the county of Essex, immediately opposite a road called or known by the name of Victoria-avenue, shown on the plans deposited at the office of the Railway Department of the Board of Trade in the month of November, 1882, for the purposes of the Southend-on-Sea and District Tramways, 1883, and continuing in a north-westerly direction through Victoria-avenue, and in a direct line through a field numbered 362 on the ordnance map, to a point at the southern entrance of the path on the east side of the Blue Boar public-house, and leading into East-street, Prittlewell, and terminating there by a junction with the aforesaid authorised lines of tramways at a point about 1.50 chains south of the termination of the said authorised lines of tramways.

The tramways and works hereinbefore described will be situate in and pass from, through, or into the several parishes or places following, or some or one of them, viz.: Prittlewell, Eastwood, Rochford, Little Stambridge, Great Stambridge, Canewdon, and Paglesham, and for a short distance on the foreshore of the river Crouch, in the parish of Paglesham aforesaid.

At the following places it is proposed to lay the tramways 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 footpath on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In North-street, in the parish of Prittlewell.

On the north-east side of North-street, from its commencement and continuing on the same side of the roads or streets for the whole distance traversed by the tramways until it reaches the point of deviation at or near West Grapnells, in the parish of Paglesham.

In South-street and East-street, in the parish of Rochford.

On the west side of South-street and north side of East-street, from the beginning to the end of each such streets, in the village of the parish of Great Stambridge.

On the western side, from the commencement to the end of the houses fronting the roadway, and also the houses fronting the roadway opposite Brick House and the farm buildings thereto belonging in the same road.

As to Bridges.

It is intended to take powers to widen the bridge, and improve the approaches leading thereto situate at the foot of the Hill, North-street, Prittlewell, opposite Bridge House, in the occupation of Mr. George Collins Cook.

It is also intended to take powers to widen a bridge known as Salt Bridge, situate half in the parish of Rochford, and half in the parish of Eastwood; which said bridge crosses the river Roach.

To incorporate with the intended Act, and extend and apply to the proposed tramways and works, all or some of the provisions, and so far as may be deemed necessary or expedient to alter, amend, repeal, or extend, all or some of the provisions of "The Tramways Act, 1870," and of the following, among other Acts:—"The Locomotives Act, 1861," and "The Locomotives Act, 1865," or any Act amending such Acts.

To authorise and empower the Promoters from time to time to enter upon, open, and break up the surface of, and to alter, divert, stop up, and otherwise interfere with streets, highways, and other roads, footpaths, passages, and places, railways, tramways, canals, streams, water-courses, sewers, hedges, drains, bridges, pavements, water-pipes, gas-pipes, and electric telegraph pipes, tubes, posts, wires, and apparatus, within the parishes and places mentioned in this notice, for the purpose of constructing, laying down, repairing, maintaining, removing, renewing, or altering the proposed tramways or works, or of substituting others in their place, or other the purposes of the intended Act. And to deviate laterally or vertically to such an extent as may be shown on the plans and sections to be deposited as or as may be defined by the intended Act.

To empower the Promoters and all persons, corporations, and companies lawfully using the tramways, to be authorised by the intended Act to work such tramways, or any part or parts thereof (subject to such bye-laws or regulations as the Board of Trade may from time to time make), by means of locomotives, engines, or carriages, moved by steam or by other mechanical power, in addition to or in substitution for animal power.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient surface drainage of the roads through which the tramways will be laid or pass, and for the efficient working of the proposed tramways or any of them, or for providing access to any lands, works, stables, or carriage sheds, of the Promoters, or otherwise, or of any other tramway system.

To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any parts thereof, to make in the same or any adjacent street, road, or thoroughfare in any of the parishes or places mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters, for the purposes of the proposed tramways, to purchase by agreement or compulsion, and to take easements over lands, houses, and property, and to erect stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses, and other property.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the

conveyance of passengers and other traffic upon the same, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, chairs, sleepers, or works connected therewith, may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways or any rails, plates, chairs, sleepers, or works connected therewith, may be laid.

To provide for, and regulate the user by the Promoters, for the purposes of the intended Act, 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, or materials.

To empower the Promoters to hold and acquire patent rights in relation to the tramways.

To reserve to the Promoters the exclusive right of using on the proposed tramways and works, carriages with flange wheels, or other wheels especially adapted to run on an edged, grooved, or concave rail, and to prohibit, except by agreement with the Promoters, and upon terms to be prescribed by the intended Act or otherwise, the use of the said tramways and works by persons or corporations other than the Promoters with carriages with flange wheels, or other wheels specially adapted to run on an edged, grooved, or concave rail, and to authorise and give effect to agreements between the Promoters and any other companies, bodies, or persons, for the use of the said tramways, and works with such carriages, and to confer all necessary powers in that behalf on such companies, bodies, or persons.

To enable the Promoters, and the district or Local Board or road authority, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control, and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages, and traffic over and along the same.

To sanction, confirm, and give effect to any contract or agreements made or to be made hereafter for any of the purposes in this notice mentioned or otherwise.

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

To prohibit the use on the proposed tramways of carriages or trucks adapted for use on railways.

To make provision for regulating the passage of traffic, whether of the Promoters or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways, and works, and for preventing obstruction to all or any of such traffic, and to enable the Promoters, and respective local or road authorities, or any of them, 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 intended Act.

And notice is hereby further given, that duplicate plans, and sections of the proposed tramways, and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Essex, at his office at Chelmsford, in the said county of Essex; 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 intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode; and as relates to the district of the Local Authority of Southend-on-Sea, with their clerk, at the office of the said Local Authority at Southend-on-Sea; and for all as relates to the district of other Urban or Local Authorities, with the clerk of each such Local or Urban Authority, at his or their respective offices; and as to all the parishes, with the parish clerk of each such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 12th day of November, 1883.

Frederick Clift, LL.D., 111, Cheapside, in the City of London, Solicitor for the Bill.

In Parliament.—Session 1884.

Bexhill Water and Gas.

(Incorporation of Company for Supplying Water and Gas, and other Illuminating Producing Light, to Bexhill, in the County of Sussex, and adjacent places; Supply of Electricity for Public and Private Purposes; Construction of Works; Purchase of Lands by Compulsion; Use of Patent Rights; Tolls, Rates, and Duties; Agreements with Public Bodies; Power to Local Authorities to Purchase the Whole or Part of the Undertaking, and Borrow Money; Sale or Leasing of Lands; Protection of Works, &c., of Company; Incorporation of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following objects, that is to say:—To incorporate a Company, to be called the Bexhill Water and Gas Company (herein referred to as "the Company"), and to enable the Company to supply with water, gas and other illuminants, including electricity, for public and private purposes, or any of them, the parish of Bexhill, in the county of Sussex, and for that purpose to construct and maintain all or some of the following works, with all necessary approaches, fences, excavations, embankments,

tanks, sluices, culverts, mains, pipes, hydrants, outfalls, stop-valves, engines, wells, drains, pumps, filters, and other conveniences and appliances connected therewith respectively, that is to say :

1. A well and pumping station, situate in a field, No. 480a on the ordnance map, being a field commencing 340 yards or thereabouts west of the eastern face of the Sussex Inn, Sidley Green, measuring from the said inn in a westerly direction along the high-road.
2. A reservoir, situate partly on the site of an old windmill, adjoining the said field No. 480a on the ordnance map, and partly on the south side of field No. 480 on the the same map, immediately adjoining the site of the old windmill.
3. A conduit, or line of pipes, commencing at the aforesaid pumping station, and terminating in the aforesaid reservoir; the pipes will be laid in the approach road to the old windmill.

To enable the Company to provide meters for parties supplied with water for certain purposes, and to charge for the use of meters, and for the supply of water by meter.

To make proper provision for preventing the waste, illegal use, abstraction, or misuse, and wrongful use, of the water supplied, and to adopt proper and needful regulations in reference thereto; and 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 imposing penalties in respect of all or any such matter.

To take, collect, appropriate, and use, all or some of the streams, springs, and waters, in and under the lines of the proposed works, and in and under all or any of the lands proposed to be taken for the purposes thereof.

To confer upon the Company all necessary and proper powers for manufacturing and selling gas and residual products; and also for manufacturing and selling electricity for public and private purposes in the parish of Bexhill, in the county of Sussex.

To empower the Company to purchase, or acquire by compulsion, or by agreement, for the purpose of the gasworks, and hold the land hereafter described, or some part thereof, that is to say :—

A piece of land 800 feet in length, and 200 feet in depth, southward of the London Brighton and South Coast Railway, commencing at a point 3,000 feet east of the bridge carrying the high-road over the railway from Bexhill to the sea, known as Sea-lane, measuring along the said railway in an easterly direction from the said bridge.

To authorise the Company to erect, construct, and maintain, and from time to time to alter, enlarge, pull down, and re-erect, on such land or some part thereof, such gasworks, gas-holders, receivers, retorts, purifiers, meters, and other apparatus, works, buildings, and conveniences connected therewith, or necessary for the manufacture, storage, and supply of gas, and other illuminants, residual products, and other such like things.

To authorise the Company in and upon the before-mentioned lands, or any parts thereof, to manufacture and store gas and residual products, arising or resulting from the manufacture of gas, and to sell and dispose of gas and other residual products, matters, and things; and to sell, and supply, and light, with gas producible from coal

and other materials, and to manufacture from coal tar, and other residual products, dye wares or materials, and to sell and deal in the same; and to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and other illuminants, and the utilisation of residual products; and to hire, manufacture, purchase, sell, or loan out gas meters, fittings, gas stoves, and other apparatus, and generally to carry on the business usually carried on by gas companies; and to confer upon the Company all such other powers, rights, authorities, and privileges, as may be necessary or convenient for carrying the purposes of the Bill into effect, or which are usually inserted in Bills of a like nature.

To define the limits within which the Company may sell and supply water, gas, and other illuminants respectively.

To authorise the Company from time to time to lay down and maintain pipes, mains, conduits, sluices, drains, and other works in, through, under, over, along, or across, and for any of the purposes aforesaid, to cross, break open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, hedges, canals, towing paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, and to remove and alter telegraph posts, wires, tubes, and other apparatus in the parishes or places before mentioned.

To enable the Company, by compulsion or otherwise, to purchase and take on lease and to take grants for easements, rights, or interests in, over, or upon any lands, houses, springs, rivers, streams, waters, and other hereditaments, requisite or desirable for any purpose with regard to water, and for the purpose of laying down and maintaining mains, pipes, and other works with regard to gas, and to vary and extinguish all rights and privileges connected therewith, or which would in any way interfere with the objects of the Bill.

To authorise the Company to deviate from the line of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works as shown upon the sections hereinafter mentioned.

To enable the Company to raise capital for the purposes of their undertaking, by the creation of shares, or stock, with or without preference or priority in the payment of interest, or dividend, with other special rights or privileges, and by borrowing on mortgage, or by all or any of such means.

To levy and recover tolls, rates, and duties, for the sale and supply of water and gas, and other illuminants, and for the sale and use of gas meters and fittings, and other appliances; to confirm, vary, or extinguish, exemptions from payments of tolls, rates, and duties, and to confirm, vary, or extinguish all existing and other rights, powers, and privileges, which can in any way interfere with any of the objects of the Bill, and also to confirm, vary, or extinguish, other rights, privileges, and exemptions.

To authorise the Company, and any companies, corporation, Sanitary or Local Board, or other authorities, trustees, public bodies, or persons, within or adjoining the limits to be authorised by the Bill, to enter into, make, vary, and carry into effect, contracts and agreements, for supplying water, gas, or light, in bulk or otherwise, for any purposes, and for supplying all necessary articles and things, and for per-

forming all acts and services incidental to supplying water to, and lighting any public streets, highways, buildings, districts, or places, or for the sale, hire, or supply of any water or gas meters, mains, pipes, lamp-posts, staves and other works, and for such purposes to confer upon such companies, corporations, sanitary or board authorities, trustees, or public or private bodies, or persons, all such powers as to the raising of money, levying of rates, and otherwise within the districts under their respective control, as may be requisite, or necessary, for enabling them respectively to carry such contracts and agreements into execution.

To authorise the Company to sell, or transfer, all or any part of the waterworks, and gasworks, undertakings, rights, powers, privileges, things, or authorities, to be by the Bill authorised and conferred on the Company, hereinafter called "the undertaking," and to empower any Local Board, or Sanitary Authority, which has been or may be formed for, or include the district, township, or town and parish of Bexhill, or any part of the district to be prescribed by the Bill, to purchase the whole or any part of the undertaking of the Company, upon such annual or other payments as may be agreed upon; or as may be prescribed by or under the Bill, so as to effectually vest the same in such Local Board or Sanitary Authority, including the powers proposed to be conferred upon the Company with reference to the construction, maintenance, and extension of works, the levying and recovering of tolls, rates, and duties, the manufacture and the collecting, and storing, and selling of water, and supply of gas and other illuminants, and of the residual products resulting from the manufacture of gas, the acquisition of lands, the raising of money, the levying and recovering of tolls, rates, and duties, and otherwise, and in such cases to provide for the dissolution and the winding up of the affairs of the Company, or to alter the constitution thereof.

To authorise and empower any Local Board or Sanitary Authority which has been or may be formed as aforesaid, to raise such money for the purposes aforesaid, and to raise such money by mortgage, or otherwise, of the lands, works, and property, which they may hereafter become possessed of, or acquire, under any Act or Acts of Parliament, under which they may hereafter be acting, and of their rates and assessments of every kind.

To incorporate with the Bill, with or without alterations, all or some of the powers or provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Waterworks Clauses Act, 1847 and 1863," "The Gasworks Clauses Acts, 1847 and 1871," "The Public Health Act, 1875," "The Electric Lighting Act, 1882," and such parts of "The Railways Clauses Consolidation Act, 1845," as relates to roads and the temporary occupation of lands.

And notice is hereby further given, that plans and sections in duplicate, showing the lines, situation, and levels of the said proposed works, and the lands in or through which the same are intended to be made and maintained and intended to be taken, or which may be taken for the purposes aforesaid, or for the purposes of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also 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 instant, with the Clerk of the Peace for the County of Sussex, at his office at Lewes, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are proposed to be made, or maintained, or in which any lands to be taken for the purposes of the Bill are situate, and also 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 instant, in the case of each parish, with the clerk of such parish, at his place of abode, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, 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 14th day of November, 1883.

Bellamy, Strong and Co., 84½, Bishopsgate-street Within, E.C., Solicitors for the Bill.

In the Board of Trade.—Session 1884.

The Tramways Act, 1870.

Stockton-on-Tees Tramways (Extension).
(Construction of Tramways in and between the Boroughs of Stockton and Middlesbrough; Powers to use Steam and other Mechanical Power and Animal Power, to acquire Land by Agreement, to use and interfere with Public Highways, and to levy Tolls; Regulation of Traffic along Public Roads and Tramways; Altering levels of Rails of part of existing Tramways in Stockton; Abandonment of portion of authorised Darlington Tramway and Release of Deposit; Vesting of Stockton and Darlington Tramways in the Company; Agreements and Confirmation of Agreements with Local Authorities and others, and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Stockton and Darlington Steam Tramways Company Limited (hereinafter called "the Company"), for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, to authorise them to construct and maintain as part of their authorised tramways, the tramways hereinafter described, or some or one of them, or some part or parts thereof, together with all necessary rails, plates, chairs, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1.—A tramway commencing in Bridge-road, Stockton-on-Tees, at the termination of the existing tramway therein, passing thence eastwardly along the said road, the intended roadway of the new bridge now in course of construction over the River Tees, the roadway leading thence to and along the viaduct over the North-Eastern Railway, Mandale-road (South Stockton), and the main road leading from South Stockton to Middlesbrough, and terminating therein at a point 22 yards or thereabouts eastward from the westernmost angle of the Harewood Arms Tavern.

Tramway No. 2.—A tramway wholly in the main road leading from South Stockton to Middlesbrough aforesaid, commencing at the termination of Tramway No. 1, passing thence north-eastwardly along the said road (crossing the bridge over the old course of

the River Tees), and terminating at a point in or nearly in line with the south-western side of Calvert-street (Newport, Middlesbrough).

The said proposed tramways will be laid as single lines except at the parts next hereinafter specified, where they will be laid as double lines (that is to say) :—

Tramway No. 1.

- (a.) In the roadway leading from the eastern end of the said new bridge over the River Tees to and along the viaduct over the North-Eastern Railway, and in Mandale-road for a distance of 220 yards or thereabouts westward from Frederick street.
- (b.) In Mandale-road, for a distance of 66 yards or thereabouts south-eastward from Prospect-place.
- (c.) In Mandale-road and the main road leading from South Stockton to Middlesbrough, between points respectively 99 yards or thereabouts and 11 yards or thereabouts westward from the termination of the tramway.

Tramway No. 2.

In the main road leading from South Stockton to Middlesbrough in the following instances :—

- (a.) Between points respectively 120 yards or thereabouts and 186 yards or thereabouts north-eastward from Knight's Brewery, belonging to Messieurs Knight, Stocks and Co., Limited.
- (b.) Between points respectively 40 yards or thereabouts south-westward, and 26 yards or thereabouts north-eastward from the south-western end of the ticket office at the entrance to the race-course.
- (c.) For a distance of 66 yards or thereabouts north-eastward from the Erimus Hotel.
- (d.) Between points respectively 30 yards or thereabouts and 96 yards or thereabouts north-eastward from the end of the bridge over the old course of the River Tees.
- (e.) Between points respectively 146 yards or thereabouts and 80 yards or thereabouts south-westward from the roadway leading to Marsh House.
- (f.) Between points respectively 224 yards or thereabouts and 290 yards or thereabouts north-eastward from the roadway leading to Marsh House.
- (g.) Between points respectively 500 yards or thereabouts and 434 yards or thereabouts south-westward from the eastern side of Ayresome-lane at its junction with the northern side of the main road from South Stockton to Middlesbrough.
- (h.) Between points respectively 176 yards or thereabouts and 110 yards or thereabouts south-westward from the eastern side of Ayresome-lane, at its junction with the northern side of the main road aforesaid.
- (i.) Between points respectively 77 yards or thereabouts and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 2 will be laid in the main road leading from South Stockton to Middlesbrough between Harewood Villas and the termination of the Tramway so that for a space of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on each side of the road and the nearest rail of the tramway.

The proposed tramways will be made or situate and pass in, from, or into the township of Stockton, in the parish of Stockton-on-Tees, in the county of Durham, and the townships of Thornaby, Linthorpe and Middlesbrough, and parishes of Thornaby or Stainton West Acklam and Mid-

dlesbrough, in the North Riding of the county of York, or some or one of those townships and parishes.

The proposed tramways will be laid on a gauge of 4 feet, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

The proposed Order will incorporate with itself the whole or some of the provisions of Part 2 and Part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will make provision for effecting the objects, or some of the objects, and for conferring on the Company the powers, or some of the powers, following (that is to say) :—

To empower the Company to work and use the proposed tramways with steam, or other mechanical or motive power, in addition to or in substitution for animal power, or by all or any of those means; to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike and other public roads, highways, ways, footpaths, water-courses, sewers, drains, pavements, bridges, railways, sidings, tramways, water pipes, gas pipes, and electric telegraph and telephonic pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other purposes of the Order; to purchase or acquire by agreement, or to take on lease, or to take easements over, lands and houses, and to erect offices, engine and carriage sheds, workshops, buildings, and other conveniences on any such lands; and 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 and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid, and to provide for and regulate the user by the Company, for the purposes of the Order, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved or other rail, and to prohibit, except by agreement with the Company, or upon terms to be prescribed by the Order, 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 or other rail; and to authorise and give effect to agreements between the Company and any other persons, Companies, or Corporations for the use of the proposed tramways, and of any other tramways of the Company, with such carriages, and to confer all necessary powers in that behalf on all such other persons, Companies, or Corporations.

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, engine sheds, works or premises of the Company.

To enable the Company, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To empower the Company to raise the levels of Tramway No. 2, authorised by the Stockton-on-Tees Tramways Order, 1881, in that part of Bridge-road, Stockton, which is intended to be raised for the purpose of forming the northern approach to the new bridge now being constructed over the River Tees at Stockton, so as to correspond with the surface of the road when altered.

To vest, or to confirm the transfer to and vesting in the Company of the Undertakings authorised by the Stockton-on-Tees Tramways Order, 1881, and the Darlington Tramways Order, 1881.

To provide for the release of so much of the deposit paid or transferred into Court upon the application for the Darlington Tramways Order, 1881, as is applicable in respect of the tramways, or portion of tramways thereby authorised and not constructed by the Promoters of that Order or the Company, and, if thought fit, to authorise the abandonment of the same.

To enable the Company and any local or road authority, highway board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To sanction, confirm, or give effect to any contracts or agreements already made, or to be hereafter made, for any of the purposes mentioned in this Notice.

The Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And Notice is also hereby given that, on or before the 30th day of November instant, Plans and Sections of the proposed tramways, with a copy of this Notice, as published in the London Gazette, will be deposited at the Office of the Board of Trade, Whitehall, London, S.W., and for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton; and with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and that on or before the same day a copy of so much of the said Plans and Sections as relates to the districts of the several local authorities and parishes in or through which the proposed tramways will be laid, with a copy of this Notice as published in the London Gazette, will be deposited as follows:—As regards the borough of Stockton, at the office of the Town Clerk there; as regards the borough of Middlesbrough, at

the office of the Town Clerk there; as regards the district of the South Stockton Local Board at the office of the Board in George-street, South Stockton; as regards the district of the Middlesbrough Union, at the office of the Clerk to the Rural Sanitary Authority of Middlesbrough Union at Middlesbrough; and as regards the said several parishes with the Parish Clerk of each such parish, at his place of abode.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Order, when deposited, and of the Order when made, will be furnished (at the price of One Shilling for each copy) to all persons applying for them at the offices of the undersigned.

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, 1884, and copies of their objections must at the same time be sent to the Promoters, at the offices of 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 Promoters or their Agents.

Dated this 22nd day of November, 1883.

Mat. B. Dodds, Stockton - on - Tees,
Solicitor;

Durnford and Co., 38, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Northfleet Docks.

(Incorporation of Company; New Docks; Railway and other Works in the Parish of Northfleet, Kent; Stopping up, &c., of Granby Road; Power to Divert Water from the Thames, and to Dredge and Deepen Portions of that River; Purchase, &c., of Steam-Tugs; Compulsory Purchase of Lands, &c.; Houses for Labouring Classes; Provisions for the Regulation, Use, and Protection of the Docks, &c.; Rates, Dues, and Charges; General Dock Powers; Sale, &c., of Lands, Warehouses, &c.; Bye-Laws; Tolls and Alteration of Tolls of South Eastern Railway Company; Running Powers over Portion of that Company's Railway, and Use of their Northfleet Station; Working and other Arrangements with that Company; Payment of Interest during Construction of Works; Amendment of Acts).

APPPLICATION is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to effect the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company") and to enable that Company to make and maintain the works hereinafter described, namely:

A dock, consisting of a main dock 417 yards or thereabouts in length, and 200 yards or thereabouts in width, with two branch docks each 400 yards or thereabouts in length, and 83 yards or thereabouts in width, and a lock and tidal basin with an entrance from the river Thames, to be situated partly on the site of the house and grounds known as Crete Hall, and partly on property known as the Northfleet Dockyards, belonging or reputed to belong to Messrs. Smith Payne and Smith, and Messrs. Rosher, and on land belonging to Thomas Bevan, Esq., and Messrs. Rosher, and other lands in the parish of Northfleet, and county of Kent, and on the banks of the river Thames, such lands being

bounded on the north side by the river Thames, on the east partly by Rosherville Wharf and partly by the Rosherville Gardens, on the south partly by the said Rosherville Gardens, and partly by the London-road, and on the west partly by Northfleet-hill, and the lands and premises of the London Portland Cement Company.

A river, wall, or embankment in the said parish of Northfleet, on the bed or foreshore of the river Thames, 3 furlongs and 5 chains in length with an opening into the said tidal basin commencing at the north-west corner of the westernmost building slips of the Northfleet Little Dockyard, and terminating at the north-west corner of the Rosherville Wharf.

Two piers or jetties in the said parish of Northfleet, and on the bed and shore of the river Thames, one at each side of the entrance to the said tidal basin, the easternmost of such piers being 134 yards or thereabouts in length, and intersecting the said embankment at a point 150 feet west or thereabouts of the north-west angle of the said Rosherville Wharf, measuring along low-water mark, and the westernmost of such piers being 150 yards or thereabouts in length, and intersecting the said embankment 300 feet west or thereabouts of the said Rosherville Wharf.

To make and maintain a railway wholly in the said parish of Northfleet, commencing by a junction with the South Eastern Railway, at a point measured along the said railway in a north-westerly direction 22 chains west of the mile-post on that railway denoting 22 miles from London, and terminating 500 feet east of the eastern fence of the high road known as Northfleet-hill, at its junction with the London-road.

To enable the Company to stop up and discontinue the road known as Granby-road, in the said parish of Northfleet, and to vest in the Company and appropriate for the purposes of the dock works and of the Bill the site of the said road.

To make, provide, and maintain in connection with the intended works or any of them all necessary or convenient roads, approaches, ways, locks, gates, graving docks, slip docks, lift docks, telescope and other bridges, shipping places, wharves, quays, jetties, slips, waterworks, reservoirs, gasworks, landing stages, landing places, stores, warehouses, sheds, buildings cranes, hydraulic lifts, drops, moorings, buoys, gridirons, dolphins, rails, trams, stations, sidings, junctions, platforms, culverts, sluices, drains, and other works and conveniences, all which intended works will be made or be situate in the parish of Northfleet, in the county of Kent, and are hereinafter referred to collectively as "the Dock Works."

To divert into and use for the purposes of the dock works the waters of the river Thames, and from time to time as may be requisite to dredge and deepen the channel and bed of the said river at and near to the dock works.

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 purchase, take on lease or hire and maintain steam-tugs for towing ships to, into, and out of the dock works, and for towing homeward and outward bound vessels from and out to sea.

To cross, divert, alter, remove, intercept, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets,

courts, passages, footpaths, rights of way, ways, waters, watercourses, water-pipes, gas-pipes, sewers, drains, canals, navigations, rivers, streams, bridges, electric telegraph, electric lighting, and telephone tubes and wires, railways, and tramways that it may be necessary or convenient to cross, divert, alter, intercept, or stop up for any of the purposes of the Bill.

To purchase and take by compulsion or by agreement, lands, houses, and hereditaments for the purposes of the intended works, and of the Bill, and to vary or extinguish all rights, easements, and privileges in any manner connected with or affecting the property so purchased or taken.

To provide on convenient and suitable sites houses for the accommodation of persons belonging to the labouring classes, who may be displaced under the powers of the Bill; to provide or appropriate lands and funds for that purpose, and to retain and hold such houses when built as part of the property and undertaking of the Company, or to sell and dispose of them.

To make provision for the management, use, regulation, and protection of the dock works, the regulation and control of vessels resorting thereto, and the pilots in charge thereof, the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft along, at, or near to the dock works, and the placing of buoys, lights, beacons, chains, posts, and other conveniences, and for appointing and dismissing and regulating the duties of dock masters, pier masters, meters, weighers, and other officers.

To enable the Company to undertake the warehousing of goods, the discharging of ballast from vessels, the supply of water for ship's use, and for other purposes, and to exercise all such powers as are usual in the case of Dock Companies.

To authorise the Company to demand, levy, and recover tonnage and other dues, ballast charges, charges for supplying water, and rates in respect of vessels resorting to the dock works, or coming within such limits as the Bill may define, and also dues, rates, or charges in respect of goods, wares, merchandise, cattle, articles, and things shipped or unshipped at the dock works, for the hire or use of any pilot or tug-vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed, or conveniences provided by the Company, and to confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

To empower the Company, for such considerations, at such rents, and upon such terms and conditions as may be provided for by the Bill, from time to time to sell or lease any lands from time to time belonging to them, to let wharves or warehouses, buildings, yards, cranes, machines, shipping, staiths, tips, or other conveniences, and to make charges in respect thereof, and to exempt some or all 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 authorise the Company to make bye-laws and regulations, and to impose penalties and restrictions, and to define the manner in which penalties shall be enforced and recovered.

To levy tolls, rates, and duties upon or in respect of the intended railway and upon the portion of railway hereinafter mentioned belonging to the South Eastern Railway Company, and to alter the tolls, rates, and duties which that Company

is now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable 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, to run over, work, and use, 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 defined by the Bill, with their engines, carriages and wagons, officers and servants for the purposes of their traffic of every description, the portion of railway and the station hereinafter mentioned, that is to say :

So much of the railway of the South Eastern Railway Company as lies between the commencement of the intended railway and the Northfleet Station of that Company and that Station ;

and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, junctions, sidings, machinery, and other conveniences of or connected with the said portion of railways and stations.

To enable the Company on the one hand, and the South Eastern Railway Company on the other hand, to enter into, carry into effect, vary, rescind, and renew from time to time contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance by the contracting Companies of their respective railways, stations, and works connected therewith, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over or destined for the railways and stations of the contracting Companies or either of them ; the supply and maintenance of engines, stock and plant ; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways, and works connected therewith of the contracting Companies, or any part or parts thereof, the employment of officers and servants, and the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay to the shareholders of the Company during the construction of the intended works, and until the completion thereof, or during such time as may be prescribed by the Bill, interest or dividends at a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

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

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the local and personal Acts of Parliament following, that is to say :

6th Will. 4th, cap. 75, and all other Acts relating to the South Eastern Railway Company.

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 Kent, at his office at Maidstone, in that county, and with the parish clerk of the said parish of Northfleet, 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 16th day of November, 1883.

J. Howard Russel, 1, Wrotham-road, Gravesend; and 27, Great George-street, Westminster, S.W., Solicitor for the Bill.

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

In Parliament.—Session 1884.

West Cheshire Water.

(Incorporation of Company; Construction of Works; Supply of Water to the parishes of Burton, Neston, Heswall, Eastham, Bromboro, Bebington, Woodchurch, Thurstaston, and Overchurch, in the county of Chester; Agreements with Local and other Authorities and Companies, and Powers to them to raise and apply Moneys; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill (hereinafter called "the Bill") for effecting the purposes, or some of the purposes, following that is to say :—

To incorporate a Company, and to enable the Company to be incorporated (hereinafter called "the Company") to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say :—

- (1.) A well and pumping station, with pumping engines, engine and boiler-house, and all other necessary works, buildings, and conveniences, situate in the township of Prenton and parish of Woodchurch, in a field belonging or reputed to belong to Mr. William Thomson, and in the occupation of Mrs. Hannah Mary Gaskell, bounded on the west by the Prenton Brook, and numbered 42 on the $\frac{1}{25000}$ Ordnance Map of the township of Prenton.
- (2.) A conduit or line of pipes, commencing in the said township of Prenton and parish of Woodchurch, in, from, or out of the said well and pumping station, and thence proceeding into and terminating in the same township in the intended reservoir, hereinafter described.
- (3.) A service reservoir or tank, to be situate in the township of Prenton and parish of Woodchurch, on land forming part of the Prenton Estate, and numbered 113 on the $\frac{1}{25000}$ Ordnance Map of the township of Prenton, and which land belongs to Mr. William Thomson, and is in the occupation of Albert Mellor, and is bounded on the south side by land of Thomas Brocklebank, Esq., and on the north-east and west by other land of Mr. William Thomson.

The aforesaid works will be wholly situated in the township of Prenton, in the parish of Woodchurch, in the county of Chester.

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 enable the Company to divert into the said intended well, pumping station, reservoirs, tanks, conduits, aqueducts, and other works, and to take, use and appropriate for the purposes of their undertaking, all such underground springs and water as can be collected by the proposed works or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill.

4. To empower the Company to lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along, and to break up, alter, divert or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing-paths, streams, watercourses, sewers, drains, railways, and tramways, within all or any of the parishes, townships, and places mentioned in this Notice, 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 said Bill.

5. To enable the Company to purchase and take by compulsion and otherwise, and to take leases or grants of easements in and over lands, springs, streams, waters, and other hereditaments in the parishes and places aforesaid, for the purposes of the intended works or of the Bill; and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, springs, streams, waters, or hereditaments.

6. To enable the Company to supply water for public and private purposes to and within the following parishes, townships, extra-parochial and other places, or some of them (that is to say):—The townships of Burton and Puddington, in the parish of Burton; the townships of Ledsam, Willaston, Ness, Little Neston, Great Neston, Raby, Thornton Hough, and Leighton, in the parish of Neston; the townships of Gayton and Heswall, otherwise Heswell-with-Oldfield, in the parish of Heswall, otherwise Heswell; the townships of Great Sutton, Little Sutton, Whitby, Overpool, Netherpool, Childer Thornton, Hooton, and Eastham, in the parish of Eastham; the townships of Bromboro, otherwise Bromborough, and Brimstage, in the parish of Bromboro, otherwise Bromborough; the townships of Poulton, otherwise Poulton-cum-Spital, otherwise Spittle, Lower Bebington, Higher Bebington, and Storeton, in the parish of Bebington; the townships of Oxton, Prenton, Nocrorum, Woodchurch, Landican, Thingwall, Barnston, Pensby, Irby, and Arrow, in the parish of Woodchurch; the townships of Thurstaston and Greasby, in the parish of Thurstaston, and the township of Upton, in the parish of Overchurch, all in the county of Chester.

7. To empower the Company to supply, and to require their customers to take, water by meter for trade and other purposes, and to authorise the Company to sell meters or let them on hire.

8. 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 such rates, rents, and charges.

To empower the Company from time to time to sell and dispose of, or let on lease or otherwise, any of their works, lands, houses, and property for the time being.

9. To enable the Company to enter into and

carry into effect contracts and arrangements for the supply of water in bulk or otherwise with any local board of health, urban or rural sanitary authority, trustees of the turnpike or other road, or any highway board, or any surveyors of any highway, and any railway company and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and carry into effect any contracts or arrangements in lieu thereof and in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such corporations, boards, local and sanitary 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, and to raise further moneys by rates and by borrowing or otherwise.

10. 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 and abuses of their supply, and for imposing penalties in respect of all or any such matters.

11. 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.

12. To alter, amend, extend, enlarge, or to repeal so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several local and personal Acts relating to or affecting the Wirral Waterworks Company, and the Mayor, Aldermen, and Burgesses of the borough of Birkenhead respectively, and all other Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

The Bill will incorporate 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 Acts, 1845, 1863, and 1869," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands and such other matters as may be deemed expedient.

And Notice is hereby further 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 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 Chester, at his office at Chester, 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 or extra-parochial place, in or through which the intended works will be made, together with a copy of this Notice as 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 some 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 14th day of November, 1883.

Parkers, 17, Bedford-row, London, Solicitors.
John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1884.

Leicester Tramways Extensions.

(Powers to the Leicester Tramways Company to Construct Additional Tramways in the County of Leicester; to Levy Tolls; to Interfere with Roads and Streets; Alteration of Levels of Existing Roads, and other Powers; Agreements with Local and Road Authorities; Extending Provisions of "The Leicester Tramways Order, 1873," "The Leicester Tramways Act, 1877," and of the Lands Clauses Acts, to Purposes of intended Order; Authority to Use Steam or other Mechanical Power; Repeal and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by "The Leicester Tramways Company" (hereinafter called "the Company"), on or before the 23rd day of December next, for a Provisional Order, to be confirmed by Parliament next session, for all or some of the following purposes (that is to say):—

To authorise the Company to construct, use, and maintain in connection with, and as part of, their authorised undertaking, the several additional tramways or tramway extensions hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

- (1.) A tramway (No. 1) wholly in the parish of Aylestone, commencing in the Aylestone-road, at the termination of the existing tramways, and passing thence in a westerly direction along that road, and terminating therein at a point opposite Middle-street. This tramway will be a single line, except between the following points, where it will be a double line:—From its commencement for a length of 3 chains, between two points respectively 10 chains and 13 chains westward of its commencement, between two points respectively opposite and 3 chains westward of Cat-lane, and for a length of $1\frac{1}{2}$ chains eastward of its termination.
- (2.) A tramway (No. 2) in the parishes of St. Margaret Leicester, Belgrave, and Humberstone, commencing in the said parish of St. Margaret Leicester, at the termination of the existing tramways in the Humberstone-road, and passing thence in an easterly direction along that road, and terminating therein in the said parish of Humberstone $6\frac{1}{2}$ chains eastward of Layton-road. This tramway will be a single line, except between the following points:—Between two points respectively 2 chains westward from and opposite Overton-road, between two points respectively $4\frac{1}{2}$ chains and 7 chains eastward from Overton-road, and for a length of $1\frac{1}{2}$ chains westward from its termination.
- (3.) A tramway (No. 3) wholly in the parish

of Belgrave, commencing at the termination of the existing tramways in the Loughborough-road, and thence passing in a northerly direction along that road, and terminating therein at a point 10 chains or thereabouts northward from the junction of Birstall-lane with Loughborough-road. This tramway will be a single line except between the following points, where it will be a double line, viz.:—For the length of 1 chain at its commencement; between two points respectively $1\frac{1}{2}$ chains southward and $1\frac{1}{2}$ chains northward from the River Soar, and between two points respectively 7 chains and 10 chains from its termination.

- (4.) A tramway (No. 4) in the parishes of Knighton and Oadby, commencing in the said parish of Knighton at the termination of the existing tramways in the London-road, passing thence southwardly along that road, and terminating therein in the parish of Oadby, at a point 21 chains northward from Oadby-street. The tramway will be a single line except between the following points:—For the length of 1 chain at its commencement between two points respectively 4 chains and 8 chains southward of Knighton Drive; between two points respectively $5\frac{1}{2}$ chains and $9\frac{1}{2}$ chains southward of Radcliffe-road; between two points respectively 8 chains and 12 chains southward of South Knighton-road; and between two points respectively 2 chains and 7 chains southward of the entrance into the county racecourse.
- (5.) A tramway (No. 5) wholly in the parish of Oadby, commencing in the London-road, at a point 21 chains northward from Oadby-street, passing thence in a southerly direction, and terminating at a point 5 chains northwards of St. Peter's Church, Oadby. This tramway will be a single line except between two points respectively 10 chains northward from and opposite Oadby-street between two points respectively 11 chains and 14 chains southward of Oadby-street, and for a length of 5 chains at its termination.

The proposed tramways will be situate in the several parishes of St. Margaret, in the borough of Leicester, and Aylestone, Humberstone, Belgrave, Knighton, and Oadby, in the county of Leicester.

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 of the respective roads or streets 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....	Aylestone	Both sides .	From the commencement to a point 3 chains west of the same.
"	"	Both sides .	From a point 5 chains to a point 10 chains respectively, west of the commencement.
"	"	Both sides .	From a point 10 chains to a point 13 chains respectively, west of the commencement.
"	"	Both sides .	From a point $2\frac{1}{2}$ chains east of Granby-street to a point $\frac{1}{2}$ a chain west of the same street.
"	"	Both sides .	From a point 4 chains east of Cat-lane to a point 3 chains west of the same lane.

Tramway.	Name of road.	On which side of road.	Points between which.
No. 1....	Aylestone	Both sides .	From a point 3 chains west of Cat-lane to a point 1 chain east of School-lane.
"	"	Both sides .	From a point 1½ chains east of the terminus to the terminus.
No. 2....	Humberstone .	Both sides .	From a point 2 chains west of Overton-road to a point opposite the same road.
"	" ..	Both sides .	From a point 4½ chains to a point 9 chains respectively east of Overton-road.
"	" ..	Both sides .	From a point ½ a chain to a point 3½ chains respectively east of Layton-road.
"	" ..	Both sides .	From a point 1½ chains west of the terminus to the terminus.
No. 3....	Loughborough.	Both sides .	From a point 1½ chains south to a point 1½ chains north of the River Soar.
"	" ..	Both sides .	From a point 10 chains to a point 7 chains respectively south of the terminus.
No. 4....	London	Both sides .	From the commencement to a point 1 chain south of the same.
"	"	Both sides .	From a point 4 chains to a point 8 chains respectively south of Knighton Drive.
"	"	Both sides .	From a point 5½ chains to a point 9½ chains south of Radcliffe-road.
"	"	Both sides .	From a point 8 chains to a point 12 chains south of South Knighton-road.
"	"	Both sides .	From a point 2 chains to a point 7 chains respectively south of the entrance to the county racecourse.
No. 5....	"	Both sides .	From a point 10 chains north of Oadby-street to a point opposite the same street.
"	"	Both sides .	From a point 11 chains to a point 14 chains south of Oadby-street.
"	"	Both sides .	From a point 5 chains north of the terminus to the terminus.

The proposed tramways will be constructed on a gauge of 4 feet 8½ inches.

The intended Order will incorporate with itself the whole or some of the provisions of Part II and Part III of "The Tramways Act, 1870," with such alterations or amendments therein as may be deemed necessary or expedient, and may vary or extinguish any rights or privileges thereunder, and will extend and make applicable to the proposed tramways and works and to the purposes of the intended Order, so far as may be necessary or expedient for carrying into execution the powers and provisions of the same, all or some of the powers and provisions of "The Leicester Tramways Order, 1873," and "The Leicester Tramways Act, 1877," and may vary or extinguish any rights or privileges thereunder, and will enable the Company to exercise all or some of the powers, and will contain all or some of the provisions hereinafter mentioned (that is to say):—

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 and other traffic upon the same, and to confer exemptions from the payment of such tolls and charges.

To grant leases from time to time of the proposed tramways, or some of them, or some part or parts thereof, and to grant licences to use the same or any part thereof.

To enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public carriage and other roads, footpaths, watercourses, lanes, bridges, conduits, sewers, drains, pavements, water pipes, gas pipes, and electric telegraph and electric lighting pipes, tubes, wires, and apparatus for the purposes of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed

tramways, or of substituting others in their place, or for the other purposes of the intended Order.

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, plates, chairs, sleepers, or other works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or any other rate or assessment in respect of the whole or some 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 intended Order of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed tramways and 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 or other rail.

To authorise the running on the proposed tramways and the existing tramways of the Company, or any of them, or any part or parts thereof, of carriages or trucks not adapted for use on railways.

To prohibit, except by agreement with the Company or upon terms to be prescribed by the intended Order, 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 or other rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the pro-

posed tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To provide 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, or across such tramways, and for preventing obstructions to all or any of such traffic, and to enable the Company or the authority or authorities having the control of any such streets, roads, or places, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties for the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the intended Order.

To empower the Company from time to time to make such crossings, 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 providing access to the stables, sheds, works, or premises of the Company.

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

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare in which the proposed tramways or works may be laid, or otherwise it is necessary or expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and maintain, so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of the tramway or part of a tramway or works so removed or discontinued to be used or intended so to be.

To enable the Company and the Waywardens of the Leicester District, or other authority having the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, or any of them, to enter into contracts or agreements with respect to the alteration of the levels or gradients of any of the said streets, roads, and places respectively, and with respect to the laying down or maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the Company to work the proposed tramways and the authorised tramways of the Company, or any of them, or any part or parts thereof, by means of locomotive steam or other engines, or other mechanical or motive power, subject to such conditions and restrictions as may be prescribed by the intended Order.

To empower the Company to apply, for the purposes of the intended Order, all or any part of the capital which they are, by the Leicester Tramways Act, 1877, authorised to raise.

And the intended Order may or will vary or extinguish all rights and privileges inconsistent with or which would or might in any way impede or interfere with any of its purposes, and will confer other rights or privileges, and, so far as may be necessary, will alter, amend, or extend the provisions of "The Leicester Tramways

Order, 1873," and "The Leicester Tramways Act, 1877."

And notice is hereby further given, that on or before the 30th of November instant, duplicate plans and sections of the proposed tramways, and a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office at Leicester; and with the Town Clerk of the borough of Leicester, at his office at Leicester; at the office of the Board of Trade, Whitehall, London; and at the Private Bill Office of the House of Commons and at the Parliament Office of the House of Lords; and on or before the same day a copy of so much of the said plans and sections as relates to the before-mentioned parishes, and a copy of this notice will be deposited with the 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.

The draft of the intended Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1883, and printed copies of the draft of the intended Order, when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the office of the undersigned, Messrs. Nelson, Barr, and Nelson, 29, Abingdon-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th of January next, and copies of their objections must at the same time be sent to the Company, addressed to Messrs. Nelson, Barr, and Nelson, at their said office.

Dated this 23rd day of November, 1883.

Nelson, Barr, and Nelson, 29, Abingdon-
Westminster, Solicitors to the Leicester
Tramways Company.

Board of Trade—Session 1884.

The Tramways Act, 1870.

Walsall and District Tramways Amendment. (Construction of Tramways in the Districts, Parishes, and Townships of Walsall, Wednesbury, Foreign of Walsall, and Rushall, all in the county of Stafford; Abandonment of Portions of Tramways authorized by the Walsall and District Tramways Order, 1880, and the Walsall and District Tramways Order, 1882; Use of Steam or other Mechanical Power on the whole or portions of such last-mentioned Tramways, and on the proposed Tramways; Incorporation, Repeal, or Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made by Frederick Charles Winby, of 23 and 24, Palace-chambers, Westminster, and Gustavus Palmer Harding, of 1, Austin Friars, in the city of London, their successors or assigns (hereinafter called the Promoters) to the Board of Trade, on or before the 23rd day of December next, under the provisions of "The Tramways Act, 1870," for a Provisional Order to authorize the making, forming, laying down, continuing, and maintaining of the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1.—Wholly situate in the parish of

Wednesbury, and county of Stafford, commencing at the point of junction of the Holyhead-road with Bridge-street, by a junction with the existing tramways authorized by the Wednesbury and West Bromwich Tramways Order, 1881, passing thence in a northerly direction into and along Lower High-street, Market-place, Walsall-street, Oakswell End, and Wood Green, and terminating in such last-mentioned road or street, at a point 45 yards or thereabouts, north-east of the centre of Windmill-street, by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order, 1882.

This tramway will be a single line except between the following points, where it will be a double line :—

From the commencement of the tramway to a point 61 yards northward therefrom.

Between two points respectively 8 yards and 116 yards southward from the centre of Union-street.

Between two points respectively 27 yards and 106 yards eastward of the centre of Pritchard-street.

Tramway No. 2 (Double Line).—Wholly situate in the high road leading from Wednesbury to Walsall, and in the township of the Foreign of Walsall, and parish of Walsall, and county of Stafford.

Commencing by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order, 1882, at a point 36 yards or thereabouts, measured in a north-easterly direction from the parish and township boundary dividing the parishes of Wednesbury and Walsall, and terminating at a point 41 yards north-eastward from the point of commencement hereinbefore-described by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order, 1882.

Tramway No. 3.—Situate in the Wednesbury-road, in the township of the Foreign of Walsall, and parish of Walsall, in the county of Stafford, commencing at a point 2 yards or thereabouts, measured in a north-easterly direction from the centre of the Pleck-road, and terminating at a point 67 yards, or thereabouts, measured in such north-easterly direction from the point of commencement hereinbefore-described by a junction with the existing tramways authorized by the Walsall and District Tramways Order, 1880, which tramways are hereinafter referred to as the existing tramways.

This tramway will be a double line except between the following points, where it will be a single line :—

From the commencement of the tramway to a point 13 yards north-eastward therefrom.

Tramway No. 4 (Double Line).—Wholly situate in the Wednesbury-road, in the lastly before-mentioned township and parish, commencing and terminating by junctions with the existing tramways at points respectively 25 yards, or thereabouts, and 64 yards, or thereabouts, northward from the centre of Oxford-street.

Tramway No. 5 (Single Line).—Wholly situate in the Wednesbury-road, in the lastly before-mentioned township and parish, commencing and terminating by junctions with the existing tramways at points respectively 328 yards, or thereabouts, and 394 yards, or thereabouts, north-eastward from the centre of the bridge carrying the Wednesbury-road over the South Staffordshire Railway.

Tramway No. 6 (Double Line).—Wholly situate in the Wednesbury-road, in the lastly before-mentioned township and parish, commencing and terminating by junctions with the existing tram-

ways at points respectively 57 yards, or thereabouts, and 18 yards, or thereabouts, south-westward of the centre of Corporation-street.

Tramway No. 7 (Double Line).—Wholly situate in the high-road leading from Wednesbury to Walsall, in the lastly before-mentioned township and parish, commencing and terminating by junctions with the existing tramways at points respectively 67 yards, or thereabouts, and 28 yards, or thereabouts, south-westward from the centre of Vicarage-place.

Tramway No. 8 (Double Line).—Wholly situate in the high-road leading from Wednesbury to Walsall, commencing in the township of the Foreign of Walsall, and parish of Walsall, by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order, 1880, (hereinafter called "the authorized Tramway No. 1"), at a point 39 yards, or thereabouts, north-eastward from the centre of Newport-street, and terminating by a junction with such last-mentioned Tramway No. 1, in the township of the borough of Walsall, and parish of Walsall, at a point 105 yards, or thereabouts, north-eastward from the centre of Newport-street.

Tramway No. 9 (Single Line).—Wholly in the township of the borough of Walsall, and parish of Walsall, commencing in the high-road leading from Wednesbury to Walsall by a junction with the authorized Tramway No. 1 at a point 24 yards, or thereabouts, south-westward from the centre of Park-street, and terminating in Park-street by a junction with the Tramway No. 2, authorized by the Walsall and District Tramway Order, 1880 (hereinafter called "the authorized Tramway No. 2"), at a point 33 yards, or thereabouts, north-westward from the centre of the high-road leading from Wednesbury to Walsall.

Tramway No. 10.—Wholly situate in the township of the borough of Walsall and parish of Walsall, commencing in Park-street by a junction with the authorized Tramway No. 2 at a point 33 yards, or thereabouts, north-westward from the centre of the high-road leading from Wednesbury to Walsall, and terminating in such last-mentioned road by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order, 1880, at a point 32 yards, or thereabouts, north-eastward from the centre of Park-street.

This tramway will be a single line except between the following points, where it will be a double line :—

Between a point 20 yards north-westward from the centre of the high-road leading from Wednesbury to Walsall, and a point 32 yards, or thereabouts, north-eastward from the centre of Park-street.

Tramway No. 11 (Double Line).—Wholly in the township of the borough of Walsall, and parish of Walsall, commencing in the high road leading from Wednesbury to Walsall, by a junction with Tramway No. 1, authorized by the Walsall and District Tramways Order of 1880, at a point 10 yards, or thereabouts, south-westward from the centre of Park-street, and terminating in Bridge-street, by a junction with the said authorized Tramway No. 1, at a point 78 yards, or thereabouts, north-eastward of the centre of Park-street.

Tramway No. 12.—Wholly in Lichfield-street, in the Foreign of Walsall, commencing by a junction with Tramway No. 1 authorized by the Walsall and District Tramways Order, 1880, at a point 70 yards, or thereabouts, eastward from the centre of Victoria-terrace, and terminating at a point 158 yards, or thereabouts, eastward from the centre of Victoria-terrace.

This tramway will be a single line, except between the following points, where it will be a double line :—

For the distance of 66 yards eastward from the commencement of the tramway.

Tramway No. 13 (Double Line).—Wholly in the township of the borough of Walsall, in Park-street and Stafford-street, or one of them, commencing by a junction with Tramway No. 2, authorized by the Walsall and District Tramways Order, 1880, at a point 59 yards northward from the centre of Station-street, and terminating by a junction with the authorized Tramway No. 2, at a point 98 yards northward from the centre of Station-street.

Tramway No. 14 (Double Line).—Wholly situate in the township of the Foreign of Walsall, and parish of Walsall, in Stafford-street, commencing by a junction with the existing tramways, at a point 22 yards, or thereabouts, north-eastward from the centre line of Portland-street, and terminating by a junction with the existing tramways, at a point 61 yards north-eastward from the centre of Portland-street.

The proposed tramways will be made and pass from, in, through, or into the following townships, parishes, or extra-parochial districts, viz. :—Walsall, Foreign of Walsall, Wednesbury, and Rushall, all in the county of Stafford.

In the following instances the said tramways will be laid along the several streets and 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 footpath on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway :—

Tramway No. 1.—In Lower High-street, on both sides thereof, between points respectively 4 yards and 60 yards south-west of the centre of Russell-street.

In Walsall-street, on both sides thereof, between points respectively 47 yards and 97 yards north-east of the centre line of Church-street.

In Oakeswell End, on both sides thereof, between points respectively 1 yard and 97 yards south-west of Pritchard-street.

To empower the Promoters to construct the intended tramways and the tramways authorized by the Walsall and District Tramways Order, 1880, and the Walsall and District Tramways Order, 1882, on a gauge of 3 feet 6 inches, or such other gauge as may be authorized by the Order.

To empower the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing-places, sidings, deviations, junctions, curves, turn-outs, and other works as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, works, or buildings of the Promoters.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and, so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of that Act, and to confirm and give effect to any agreement with any local or road authority.

To amend, extend, and vary the provisions of the Walsall and District Tramways Order, 1880,

and the Walsall and District Tramways Order, 1882.

To authorize the Promoters from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the Order, to use upon all, any, or either of the tramways authorized by the Walsall and District Tramways Order, 1880, and the Walsall and District Tramways Order, 1882, or the proposed tramways, such steam or other mechanical power for the moving thereon of carriages as may be prescribed or authorized by the intended Order.

To abandon or to provide for the discontinuance and removal of so much of the tramways authorized by the Walsall and District Tramways Order, 1880, and the Walsall and District Tramways Order, 1882, as lies between the following points, that is to say :—

Between the commencement and termination of the intended Tramways Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14, hereinbefore described.

And to release the deposit made in respect of such tramways under the provisions of the said Orders, and of the Tramways Act, 1870, and appropriate the same to the purposes of the deposit to be made with respect to the tramways to be authorized by the intended Order.

To extend the time granted by the Walsall and District Tramways Order, 1880, and the Walsall and District Tramways Order, 1882, or any certificate of the Board of Trade, under the powers of the Tramways Act, 1870, for the commencement and construction of any of the tramways authorized by such Orders, or such parts thereof, as may not be authorized to be abandoned by the intended Order.

To enable the promoters on the one hand and the South Staffordshire and Birmingham District Steam Tramways Company Limited on the other hand, to enter into agreements with respect to the working, interchange, accommodation, and conveyance of traffic arising on their respective tramways, and to provide for the division and appropriation of the revenue arising from such traffic.

To authorize the sale, lease, or transfer of the undertakings authorized by the Walsall and District Tramways Order, 1880; the Walsall and District Tramways Order, 1882; and the intended Order, with all rights and privileges thereto appertaining, to any Company, Corporation, or persons, notwithstanding that the tramways so authorized have not been constructed and opened for public traffic, as required by section 44 of the Tramways Act, 1870.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Stafford, at his office, at Stafford, in that county, and with the Clerk of the Peace for the borough of Walsall, at his office, at Walsall; and that a copy of such plans and sections, together with a published map of the district, with the line of the proposed tramways marked thereon, a diagram, and a copy of the Gazette notice, will be deposited at the office of the Board of Trade, Whitehall-gardens, Westminster.

And notice is also given, that a copy of so much of the plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places, from, in, through, or into which the intended tramways and works, or any part of them will be made, or pass together with a copy of the Gazette notice will be deposited for public inspection as follows :—With the clerk of the Wednesbury Local Board at his office, at Wednesbury,

and with the Town Clerk of the borough of Walsall, at his office at Walsall, with respect to each parish with the parish clerk thereof, at his residence, and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. All the above-mentioned deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the 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, Walter Webb and Co., 23, Queen Victoria-street, in the city of London.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, and a copy of such objection must be sent to the promoters, or their undersigned Solicitors and Parliamentary Agents on their behalf, and on 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 promoters or their agents.

Dated this 22nd day of November, 1883.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

In the Board of Trade—Session 1884.

The Tramways Act, 1870.

Hartlepool's Tramways Extension.

(Construction of new Tramways in the parish of Stranton; User of Public Streets; Tolls; Steam and Mechanical Power; Regulation of Traffic along the Streets and Tramways; Alteration of Part and Abandonment of Construction of other Parts of the Tramways authorised by the Hartlepool Tramways Order, 1883, and release of portion of Deposit in respect of same; For the Transfer or Vesting of the Undertaking authorised by that Order to or in the Hartlepool Steam Tramways Company, Limited, and Amalgamation of the proposed Tramways therewith; Agreements and Confirmation of Agreements with Local and Road Authorities and others; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Hartlepool Steam Tramways Company, Limited (hereinafter referred to as "the Company") for a Provisional Order (hereinafter referred to as "the Order"), under and subject to the provisions of the Tramways Act, 1870, for the following or some of the following purposes, that is to say:—

1. To authorise the Company to construct and maintain in connection with the system of tramways authorised by the Hartlepool Tramways Order, 1883 (hereinafter referred to as "the Order of 1883"), the street tramways hereinafter mentioned, or some of them, or some part or parts thereof respectively, with all necessary and proper materials, works, and conveniences connected therewith, or incidental thereto respectively, to be wholly situate in the parish of Stranton, in the county of Durham, that is to say:—

Tramway No. 1.—A tramway commencing in
No. 25292. L

Church-street, West Hartlepool, at a point 2·15 chains east of the junction of Lynn-street, being the termination of Tramway No. 1 authorised by the Order of 1883, thence passing in an easterly direction along Church-street and into and along Mainsforth-terrace, crossing the siding into Mr. Thomas Walker's works in that terrace on the level, and terminating in Mainsforth-terrace at a point 1 chain south of the junction of Nelson-street.

Tramway No. 1 will be laid as a single line, except at the following places, where it will be laid as a double line (that is to say):—

In Mainsforth-terrace, between points respectively 1·3 chain north and 1·7 chain south of the junction of Edward-street; and between the junction of Reed-street and a point 3 chains south of the same; and between the junction of Hilda-street and a point 3 chains south of the same; and for a distance of 3 chains from the termination of the tramway.

Tramway No. 2.—A tramway commencing in Mainsforth-terrace, at a point 1 chain south of the junction of Nelson-street by a junction with the proposed Tramway No. 1, thence passing in a south-easterly direction along the bridge over the North Eastern Railway, and thence in a southerly direction along the road to Seaton-Carew by the sea banks and foreshore to Seaton-Carew, and terminating there at a point 5·4 chains south of the junction of Church-street with that road.

Tramway No. 2 will be laid as a single line, except at the following places, where it will be laid as a double line (that is to say):—

In Mainsforth-terrace and Seaton-road, for a distance of 9 chains from the commencement of the tramway.

In the Seaton Carew-road, between points respectively 6 chains and 9 chains south of the West Hartlepool (No. 2) Lifeboat house, and between points respectively 7·15 chains and 10·15 chains north of the Carr House, and between points respectively 1 chain and 4 chains south of the stream passing under the Seaton-road, on the south side of Carr House, and between points respectively 1·5 chain north and 1·5 chain south of the Seaton Lower Lighthouse, and between the junction of the roadway on the north side of Seaton-green and a point 3 chains south of the same, and between points respectively 9·6 chains and 12·6 chains north of the junction of Church-street (Seaton Carew), and between points respectively 1·4 chain and 4·4 chains south of the junction of Church-street.

Tramway No. 3.—A tramway commencing in Stockton-street (West Hartlepool) by a junction with Tramway No. 5, authorised by the Order of 1883, thence passing in a southerly direction along Stockton-road, and terminating in Stockton-road at a point 0·6 chain south of the junction of Oxford-street.

Tramway No. 3 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

In Stockton-street and Stockton-road for a length of 1·5 chain from the commencement of the tramway;

In Stockton-road between the junction of Burbank-street and a point 1 furlong 3 chains south of that point; and between points respectively 5 chains north and 8 chains north-east of the junction of Westbourne-road (measured along the tramway); and be-

tween points respectively 0·4 chain and 3·4 chains north of the junction of Oxford-street.

Tramway No. 4.—A Tramway, commencing in Victoria-road on the east side of Murray-street by a junction with Tramway No. 4 authorised by the Order of 1883, thence passing in a westerly direction along Grange-road, and the intended continuation of Grange-road to the park, and terminating there at the western end of the proposed extension of that road.

Tramway No. 4 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

In Grange-road, between points respectively 8·5 chains and 1 furlong 1·5 chain from the commencement of the tramway, and between points respectively 2 furlongs 1 chain and 2 furlongs 4 chains from the commencement of the tramway, and between points respectively 3 furlongs 3·5 chains, and 3 furlongs 6·5 chains from the commencement of the tramway, and between points respectively 4 furlongs 6 chains and 4 furlongs 9 chains from the commencement of the tramway, and between points respectively 5 furlongs 8·5 chains and 6 furlongs 1·5 chain from the commencement of the tramway.

The said intended tramways will be wholly situate in the districts of West Hartlepool and Seaton-Carew, or one of them, and in the township and parish of Stranton.

2. In the following places the intended tramways will 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 and the nearest rail of the tramway on the side or sides of the road specified in each instance:—

Tramway No. 2, along the road over the bridge over the North Eastern Railway, situate between the sea banks and Mainsforth-terrace, on both sides thereof, between the commencement of the tramway and a point 6 chains therefrom.

In Seaton-road, on the west side thereof, between a point opposite the Seaton Lower Lighthouse and a point 1·5 chain south of that point.

In Seaton road, on the west side thereof, between points respectively 9·6 chains and 12·6 chains north of the junction of Church-street, Seaton-Carew.

Tramway No. 3, in Stockton-road, on both sides thereof, between points respectively 1 furlong and 1·25 chain from commencement of the tramway, and between points respectively 1 furlong 4·5 chains and 1 furlong 8·5 chains from the commencement of the tramway, and between points respectively 0·5 chain north and 11·6 chains north-eastwards of the junction of Westboure-road (measured along the tramway), and between points respectively 0·4 chain and 3·4 chains north of the junction of Oxford-street.

Tramway No. 4.—In Grange-road, on both sides thereof, between points respectively 8·5 chains and 11·5 chains from the commencement of the tramway.

3. The proposed tramways are intended to be laid on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

4. To empower the Company to work the proposed tramways by means of steam or other mechanical or motive power in addition to or in substitution for animal power.

5. To empower the Company to levy tolls,

and charges upon and in respect of the proposed tramways for the conveyance of passengers, goods, animals, and other traffic thereon, and to confer exemptions from the payment of such tolls, rates and charges, and to empower the Company to enter upon and open, alter, remove, stop up, and otherwise interfere with the surface of public streets and roads, footpaths, drains, sewers, watercourses, bridges, culverts, gas and water pipes, and telegraphic and telephonic pipes, tubes and apparatus for the purpose of laying down, maintaining, altering, and repairing the proposed tramways or substituting others in their stead, and to provide for and regulate the use and disposal by the Company of the surplus paving, metalling, and other materials excavated or removed by them and not required to be used in constructing the proposed tramways.

6. To provide for the regulation of the traffic (whether of the Company or otherwise) along the public streets and roads in which the proposed tramways will be laid, and for preventing obstructions to such traffic.

7. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such additional or other tramways, crossings, passing places, sidings, junctions, curves, turnouts, and other works in addition to those particularly specified in this notice, as may be necessary for or convenient to the efficient working of the proposed tramways, and for substituting temporary tramways in their stead in the same or any neighbouring streets; for facilitating the passage of traffic along streets and for providing access to any stables, carriage houses, engine sheds, works, buildings, and premises of the Company.

8. To confer upon the Company the exclusive right of using on the proposed tramways carriages having flanged or other wheels specially adapted to run on an edge or a grooved rail, and to confer all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the intended objects, and to vary and extinguish all powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

9. To empower the Company or the promoters of the Order of 1883 to abandon the construction of such or such parts of the tramways authorised by the Order of 1883 as are hereinafter described, and which are no longer required, or for which the proposed tramways, or some of them, or some part thereof, are intended to be substituted (that is to say):—

So much of Tramway No. 1 in Lynn-street, West Hartlepool, as is authorised to be laid between the junctions of Musgrave-street and Nelson-street with Lynn-street;

Tramway No. 2; and

So much of Tramway No. 5 in Musgrave-street as is authorised to be laid between the junctions of Stockton-road and Lynn-street with Musgrave-street.

10. To provide for the release of so much of the money deposited in the High Court of Justice (Chancery Division) upon the application for the Hartlepool Tramways Order, 1883, as is applicable in respect of the tramway and parts of tramways thereby authorised and proposed to be abandoned, and for the appropriation of the money so released, or proposed to be for the purposes of the money deposit in respect of the proposed tramways.

11. To authorise the Company or the Promoters of the Order of 1883 to lay down and maintain, as a double line instead of a single line, so much of Tramway No. 1, authorised by the

Order of 1883, in Upper Church-street, the road along the north side of Christ Church and Church-street in West Hartlepool, as lies between a point 3 chains or thereabouts east of Cleveland-road and the junction of Scarborough-street with Church-street.

12. To enable the Company and the West Hartlepool Commissioners, the North Eastern Railway Company, and any other body or persons respectively having the duty of directing the repairs, or the control or management of the street, roads, and other public places and bridges, or the owners of, and any other persons interested in, any lands along, over, or across which the proposed tramways are intended to be laid, to enter into contracts or agreements with respect to the construction, laying down, maintaining, renewing, repairing, or the working and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, or with respect to the acquisition of land or for facilitating the passage of carriages and traffic over or along the same, or for all or any of those purposes, and to sanction or confirm any agreements which may be made in relation to any such matters before the issuing or the confirmation of the Order.

13. To extend and make application to the Order, with or without alteration or modification, all or some of the provisions of the Order of 1883.

14. To provide for the transfer or the vesting of the undertaking authorised by the Order of 1883 to or in the Company, on such terms and conditions as have been or may be agreed on, or the Order may prescribe, or to confirm or give effect to any agreement or agreements in that behalf, and to provide for the amalgamation of the undertakings under the Order of 1883, and the Order, and for the same being carried on as one undertaking.

15. Duplicate plans and sections of the proposed tramways and works, 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 Durham, at his office, in the city of Durham; and, on or before the same day, a copy of so much of the said plans and sections as relates to the districts of West Hartlepool and Seaton-Carew respectively and of this Notice, will be also deposited for public inspection, as regards the district of West Hartlepool, at the office of the West Hartlepool Improvement Commissioners, in West Hartlepool, and as regards the district of Seaton-Carew, at the office of the Seaton-Carew Local Board, at Church-street, Seaton-Carew; a copy of the said plans, sections, and Gazette Notice will, at the same time, be deposited for public inspection with the Parish Clerk of Stranton, at his residence. A copy of the said plans, sections, and Notice will also be deposited at the same time at the office of the Board of Trade, Whitehall, London, S.W.

16. The draft of the Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next; and printed copies of the draft Order when deposited, and of the Order when made, will be obtainable at the price of one shilling each by persons applying for them at the offices of the undersigned.

17. 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 of January, 1884, and copies of such objections must at the same time

be sent to the Company, at the office of the undersigned, and in forwarding such objections to the Board of Trade, the objectors or their agents must state that a copy has been sent to the Promoters or their agents.

Dated this 22nd day of November, 1883.

Elborough and Dean, 49, Queen Victoria-street, London, E.C.;

W. W. and T. P. Brunton, Church-street, West Hartlepool,

Solicitors for the Provisional Order.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session, 1884.

Alperton and Sudbury Water.

(Application for Provisional Order for authority to Maintain and Continue Waterworks; defining Limits of Supply of Water; Rates, Rents, and Charges; Opening of Streets; Capital Powers; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order pursuant to the Gas and Waterworks Facilities Act, 1870, to authorise and empower the person, or persons, or Company, to be named in that behalf in the said Order (and hereinafter called the Promoters), to maintain, continue, and enlarge the existing Waterworks at Alperton and Sudbury, in the parish of Harrow, and to supply water in and to the hamlets and places of Alperton, Sudbury, Wembley and other places in the parish of Harrow, and in and to the parishes of Twyford, Perivale, Greenford, and Northolt, or some of them, or part or parts thereof respectively, all in the county of Middlesex.

The existing waterworks so intended to be maintained, continued, enlarged, and improved, consist of:—

1. A well boring and pumping station, with pumping engine and other machinery and apparatus, situated at Alperton, in the parish of Harrow, situated in the south-west corner of the field adjoining the northern side of Honey-pot-lane, and numbered 1,496 on the 25-inch Ordnance map.

2. A line, or lines, of pipes leading from the last-mentioned well and pumping station into and through the said hamlets of Alperton, Sudbury, and Wembley, in the parish of Harrow and the parish of Twyford.

3. A well or boring and pumping station, with pumping engine and other machinery and apparatus, situate at or near Sudbury Brewery, on a piece of land on the south-west side of the public road leading from Wembley to Harrow, and numbered 1,292 on the 25-inch Ordnance map, in the parish of Harrow.

4. A line, or lines, of pipes leading from the last-mentioned well and pumping station into and through the hamlets of Sudbury and Wembley, or some part or parts thereof, in the parish of Harrow.

To authorise the Promoters to make and maintain the new or additional waterworks hereinafter described, with all necessary approaches, fences, excavations, embankments, sluices, culverts, pipes, dams, weirs, outfalls, stand-pipes, filters, drains, and other conveniences connected therewith (that is to say):—

1. A reservoir to be situated near the northern side of an enclosure, in the parish of Greenford, numbered 151 on the Ordnance 25-inch map (part of Horsendon Hill).

2. A reservoir to be situated in and near the north-west corner of an enclosure, numbered 1,337 on the Ordnance 25-inch map (part of Wembley Hill), in the parish of Harrow.

3. A conduit or line of pipes commencing at the said existing well and pumping station at Alperton, passing thence in and under the public road, through the hamlet of Alperton, in the parish of Harrow, and the parishes of Perivale and Greenford, and terminating at the said intended reservoir on Horsendon Hill, in the parish of Greenford.

4. A conduit, or line of pipes, commencing at the said existing well and pumping station at Alperton, passing thence in and under the public roads through the hamlets of Alperton, Sudbury, and Wembley, in the parish of Harrow, and terminating at the intended reservoir before described, on Wembley Hill.

The existing and intended works before described are, and will be wholly situate in the county of Middlesex.

The intended Order will confer on the Promoters the following, or some of the following powers, viz. :—

To maintain, continue, use, enlarge, alter, repair, and improve their existing and intended waterworks and works connected therewith, and to make provision for the protection of the works, property, and water supply of the promoters, and for prohibiting the fouling or contamination of any reservoirs, wells, or other works belonging to them, and the waste or misuse of water.

To lay down and maintain conduits, pipes, and other works, in, under, over, across, and along, and to cross, break up, open, alter, divert, or temporarily stop up roads, footpaths, streets, pavements, bridges, public places, sewers, drains, streams, and watercourses, in the aforesaid parishes and places.

To purchase and acquire by agreement, and hold lands, waters, and other hereditaments and property; and also to take grants of, or acquire easements in and over lands, springs, streams, waters and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, sanitary, and other purposes, and to demand, collect, and recover rates, rents, and charges for such supply; to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges; to provide and sell or let meters, and to supply water by meter and otherwise; to vary or extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges.

To define and regulate the capital invested in the said works and undertakings, and to provide for the investment of additional capital therein, and for the raising of money by shares, and by borrowing on mortgage.

The Order will authorise the Promoters and any local board, sanitary authority, company, commissioners, trustees, surveyors, bodies, and persons, either within or beyond the limits of the Order, to contract and agree for a supply of water, in bulk or otherwise, for any purpose whatsoever, and for such purpose will enable such local boards, sanitary authorities, companies, commissioners, trustees, surveyors, bodies, and persons to appropriate and apply funds, and to raise additional funds by rates or otherwise.

The Order will sanction and confirm, with or without modification, any agreements already made, or which, prior to the confirmation of the Order, may be made touching the aforesaid matters, or any of them,

The Order will also, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of any Act of Parliament or Charter which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands and such other matters as may be deemed expedient.

The Order will also confer upon the promoters the powers mentioned or referred to in "The Gas and Waterworks Facilities Act, 1870," and all other powers conferred upon water companies.

On or before the 30th day of November, 1883, a copy of this advertisement and a plan and section of the proposed works will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and also at the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid on or before 23rd December next, and on and after that date copies will be furnished to all persons applying for the same at the office of William Bell, 27, Great George-street, Westminster, at the price of one shilling for each copy.

The Provisional Order when settled and made by the Board of Trade, will be published in the newspaper in which this notice appears, and will also be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell, and copies will be supplied to all persons applying for the same at the office of the said William Bell, at the price before mentioned.

Every Company, corporation, person, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall-gardens, London, on or before the 15th day of January, 1884, and copies of any such representations or objections must at the same time be sent to the undersigned William Bell on behalf of the promoters.—Dated this 12th day of November, 1883.

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

The Church of the Greek Community of London (Legalizing Marriages.)

A PPLICATION is intended to be made to Parliament in the next Session, for an Act to remove doubts which have arisen as to the validity of certain marriages solemnized at the Chapel of the Greek Community in Finsbury Circus, and in the Greek Church of the Saviour, in London Wall, both in the City of London, in consequence of the non-registration of such marriages, and to declare and render valid in the law such marriages as if they had been duly registered, and with the due observance of all forms required by law.

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 the 28th November, 1883.

*Freshfields and Williams, 5, Bank Buildings,
E.C., Solicitors.*

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

Board of Trade.—Session 1884.

The Tramways Act, 1870.

Ramsgate and Margate Tramways.

(Construction of Tramways in the Districts of the Ramsgate Improvement Commissioners, the Broadstairs and St. Peter's Local Board, the Borough of Margate, and the Isle of Thanet Rural Sanitary Authority, in the County of Kent; Power to Let same on Lease; to Use other than Animal Power on the Tramways; to Levy Tolls, &c.; to Enter into Agreements with Local Authorities and with the Margate Pier and Harbour Company; to Enable Local Authorities and Margate Pier and Harbour Company to Subscribe &c.; to Apply Necessary Deposit under Ramsgate and Margate Tramways Acts, 1879 and 1880; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways hereinafter described, or some or one of such tramways, or some part thereof respectively, with all necessary and proper rails, points, crossings, plates, sleepers, turntables, tubes, wires, ropes, engines, embankments, viaducts, bridges, works, and conveniences connected therewith respectively (that is to say) :—

[In the following descriptions the junction of two streets is to be taken as meaning the point at which lines drawn along the centres of such streets and continued would intersect one another.]

1. Tramway No. 1.—Commencing at a point in Harbour-street, Ramsgate, one chain or thereabouts south-east of the junction of High-street with Queen-street, and passing thence into and along Queen-street, West Cliff-road, to and along Grange-road in a north-westerly direction, into and along Ellington-lane in a northerly and north-easterly direction, into and along the high road from St. Lawrence to Ramsgate in an easterly direction, to and along Boundary-road, to and along and terminating at the northerly end of Shah-place.

Tramway No. 2.—Commencing in Boundary-road at the south-west corner of Shah-place, and forming a junction at that point with Tramway No. 1, and passing thence in an easterly direction along Boundary-road, to and along Chatham-street in a south-easterly direction, into and along High-street in a south-easterly direction, to and terminating at and forming a junction with the commencement of Tramway No. 1 in Harbour-street.

Tramway No. 3.—Commencing at the termination of Tramway No. 2, and forming junctions at that point with Tramways Nos. 1 and 2 in Harbour-street, and passing thence along that street in a south-easterly direction, to and terminating at a point 1 chain or thereabouts south-west of the south-westerly entrance to the station-yard of the London Chatham and Dover Railway at the north-east end of Harbour-street.

Tramway No. 4.—Commencing at a point in Queen-street half a chain or thereabouts west of the junction of Queen-street with High-street, and forming a junction at that point with Tramway No. 1, and passing thence across High-street, into and along King-street, into and along Hereson-road, and into and along the road from Ramsgate to Dumpton in a northerly direction, to and terminating at the

boundary line of the town of Ramsgate, crossing the said road at or near a point in the said road 50 yards or thereabouts south-east of the south-east corner of Dumpton Park.

Tramway No. 4a.—Commencing at the commencement of Tramway No. 1 in Harbour-street, and forming a junction at that point with Tramways Nos. 1, 2, and 3, and passing thence in a north-westerly and northerly direction to and forming a junction with Tramway No. 4 at the south-westerly end of King-street.

Tramway No. 5.—Commencing at the termination of and forming a junction with Tramway No. 4, in and passing along the road from Ramsgate to Dumpton and Broadstairs in a northerly direction, to and across the road from Broadstairs to Bromstone, and thence across or over land belonging to and in the occupation of R. Howe and E. S. Godson, in a north-easterly and northerly direction to and along the Gladstone-road, near the Broadstairs Railway Station, to and terminating at and forming a junction with the Promoters' existing tramway, authorised by "The Ramsgate and Margate Tramway Acts, 1879 and 1880," in Station-road, at a point half a chain or thereabouts west of the junction of Gladstone-road with Station-road.

Tramway No. 6.—Commencing at the junction of the footpath leading from Broadstairs to Dumpton with the road from Broadstairs to Dumpton, and forming a junction at that point with Tramway No. 5, and passing thence in a north-easterly direction along the centre line of the said footpath, across or over arable land called the Dumpton Estate, belonging to the trustees of Bridget Humble Crofts, and in the occupation of W. H. Nicholls, and land reputed to belong to and in the occupation of R. Howe, to and terminating at the junction of the said footpath with the road from Broadstairs to Bromstone.

Tramway No. 7.—Commencing at the termination of and forming a junction with Tramway No. 6, and passing over the bridge over the London Chatham and Dover Railway along the road from Bromstone to Broadstairs, in a north-easterly direction to Broadstairs in and along Charlotte-street to and terminating at the junction of that street with High-street, Broadstairs.

Tramway No. 8.—Commencing at a point in Albion-street, Broadstairs, 2 chains or thereabouts north-east of the junction of that street with High-street, and passing thence along Albion-street in a south-westerly direction to, and forming a junction with the termination of Tramway No. 7, thence to and along High-street, into and along Station-road, to and terminating at and forming a junction with the easterly end of the Promoters' existing and authorised tramway in Station-road.

Tramway No. 9.—Commencing at and forming a junction with the westerly end of the Promoters' existing and authorised tramway in High-street, St. Peter's, and passing thence into and along Church-street in a northerly direction and over the bridge over the London Chatham and Dover Railway, into and along the road from St. Peter's to Reading-street in a northerly direction, past the Red Beacon to and terminating opposite the guide-post at the junction of that road with the road from Reading-street to Northdown.

Tramway No. 10.—Commencing at the termination of, and forming a junction with Tramway No. 9, and passing thence in a north-westerly direction along the road from Reading-street to Northdown, to and along the road from North

down to West Northdown and Margate, to and terminating at the boundary line of the borough of Margate, crossing the Northdown-road at or near the junction of the Northdown-road with the road leading to Hodge's Bridge.

Tramway No. 11.—Commencing at the termination of, and forming a junction with Tramway No. 10, in the borough of Margate, and passing thence along the Northdown-road in a westerly direction, into and along the Alexandra-road, to and along the Athelstan-road, to and along Ethelbert-terrace in a westerly direction, into and along Cliff-terrace, into and along Fort-crescent, and thence in a westerly direction to the edge of the Cliff at a point which would be intersected by an imaginary line drawn in a westerly direction from the centre of the roadway of Fort-crescent, at the westerly end thereof, and thence continuing in a uniform curve in a westerly and south-westerly direction, by an embankment, viaduct, or bridge, outside of the edge of the Cliff, and across, over, and along the lands and foreshore belonging to the Marquis of Conynham and — Brown, or one of them, and in the occupation of James Andrews and — Metali, or one of them, to the south-east corner of the south-easterly entrance to the jetty at Bankside, and thence continuing along the Parade in a southerly direction, to and terminating at a point in the Parade, 1 chain or thereabouts south of the south-west corner of the Ship Inn.

Tramway No. 12.—Commencing at the termination of and forming a junction with Tramway No. 11, and passing thence in a southerly direction along the Parade, into and along the New Marine-drive or Embankment, Marine-terrace, Canterbury-road, and into and along the road leading past Rancorn to Westgate-on-Sea, and terminating at the boundary line of the borough of Margate, crossing the said road at or near a point 370 yards or thereabouts east of the north-east corner of Mutrix Farmhouse.

Tramway No. 13.—Commencing at the termination of, and forming a junction with Tramway No. 12, and passing thence in a westerly direction along the road from Margate, leading past Mutrix Farm to Westgate-on-Sea, and into and along and terminating in Westgate-road, at the junction of that road with St. Mildred's-road in Westgate-on-Sea.

The several tramways will throughout be laid as single lines, except between the points or at the parts hereinafter specified, where they will be laid as double lines, viz.:

Tramway No. 1, in Queen-street.

(a) Between a point in Queen-street, half a chain or thereabouts south-west of the north-east end of that street, and the south-west corner of the Ramsgate brewery.

In West Cliff-road and Grange-road.

(b) Between the junction of Rodney-street with West Cliff-road, to a point in the Grange-road $\frac{3}{4}$ of a chain or thereabouts north-west of the junction of that road with West Cliff-road.

In Grange-road.

(c) For $1\frac{1}{2}$ chains or thereabouts in a south-easterly and north-westerly direction respectively, from the junction of Picton-road with Grange-road.

In the High-street or road from St. Lawrence to Ramsgate.

(d) For 3 chains or thereabouts, in an easterly direction, from the junction of Ellington-lane with the High-road from St. Lawrence to Ramsgate.

In Boundary-road.

(e) For 4 chains or thereabouts, in an easterly direction, from the junction of Boundary-road with the high-road from St. Lawrence to Ramsgate.

In Boundary-road and Shah-place.

(f) For 4 chains or thereabouts, measured in a south-westerly and westerly direction, from the termination of the tramway.

Tramway No. 2.—In Chatham-street and High-street.

(a) Between a point in Chatham-street half a chain or thereabouts south-east of the junction of that street with Boundary-road and a point in High-street $1\frac{1}{2}$ chains or thereabouts north-west of the end of the tramway.

Tramway No. 3.—In Harbour-street.

(a) Between the commencement of the tramway and a point in Harbour-street 2 chains or thereabouts south-east of the south-east corner of the Royal Hotel.

(b) For 2 chains or thereabouts measured in a south-westerly direction, from the termination of the tramway.

Tramway No. 4.—In King-street.

(a) Between the junction of King-street with High-street and the junction of King-street with Boundary-road.

In Hereson-road.

(b) Between the junction of Dane Park with Hereson-road and the gateway of Victory-lodge in that road.

In the road from Ramsgate to Dumpton.

(c) For 1 chain or thereabouts measured in a southerly direction from the termination of the tramway.

Tramway No. 5.—In the road from Ramsgate to Dumpton.

(a) For 2 chains or thereabouts from the commencement of the tramway.

In the road from Dumpton to Broadstairs.

(b) For 3 chains or thereabouts in a south-westerly direction from a point $\frac{2}{3}$ of a chain or thereabouts south-west of the junction of the footpath from Broadstairs to Dumpton with the road from Dumpton to Broadstairs.

(c) For 3 chains or thereabouts in a southerly direction from the junction of the road from Dumpton to Broadstairs with the road from Broadstairs to Bromstone.

In the Gladstone-road.

(d) For 3 chains or thereabouts measured in a southerly direction, from the termination of the tramway.

Tramway No. 7.—In the road from Bromstone to Broadstairs.

(a) For 3 chains or thereabouts in a north-easterly direction, from the bridge over the London Chatham and Dover Railway at the commencement of the tramway.

(b) For $1\frac{1}{2}$ chains or thereabouts in a north-easterly and south-westerly direction respectively, from the junction of Oscar-road with the road from Bromstone to Broadstairs.

Tramway No. 8.—In Albion-street.

(a) For $1\frac{1}{2}$ chains or thereabouts, from the commencement of the tramway.

In High-street.

(b) From the easterly end of High-street to the junction of that street with Prospect-place.

(c) For 3 chains or thereabouts in an easterly direction from the junction of High-street with Vere-road.

(d) For 3 chains or thereabouts in a westerly

direction from the south-east corner of the Railway Hotel in High-street.

In Station-road.

(e) For 2 chains or thereabouts, measured in an easterly direction, from the termination of the tramway.

Tramway No. 9.—In Church-street.

(a) For half a chain or thereabouts from the commencement of the tramway.

(b) For 3 chains or thereabouts in a northerly direction from the junction of Victoria-road with Church-street.

In the road from St. Peter's to Reading-street, past the Red Beacon.

(c) For $1\frac{1}{2}$ chains or thereabouts measured in a south-westerly direction from the end of the tramway.

Tramway No. 10, in the road from Reading-street to Northdown, West Northdown, and Margate.

(a) For $1\frac{1}{2}$ chains or thereabouts at the commencement of the tramway.

(b) For 3 chains or thereabouts in a westerly direction from the guide-post at the junction of the road from Reading-street to Northdown with the road from Northdown to Margate.

(c) For $1\frac{1}{2}$ chains or thereabouts in a north-westerly and south-easterly direction respectively from the main entrance to the Wheatsheaf public-house.

In the road from Northdown to West Northdown.

(d) For $1\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction, from the termination of the tramway.

Tramway No. 11, in Northdown-road.

(a) For $1\frac{1}{2}$ chains or thereabouts from the commencement of the tramway.

(b) For 3 chains or thereabouts in a north-westerly direction from the junction of Godwin-road with the Northdown-road.

In Alexandra-road.

(c) For 3 chains or thereabouts in a westerly direction from the junction of Dalby-road with Alexandra-road.

In Cliff-terrace.

(d) For 3 chains or thereabouts in a south-westerly direction from the north-east corner of Cliff-terrace.

From Fort Crescent outside the edge of the cliff to Bankside and the Parade.

(e) Between the westerly end of Fort Crescent and the termination of the tramway.

Tramway No. 12, in the Parade, the New Marine-drive or Embankment, and Marine-terrace.

(a) Between the commencement of the tramway and a point in Marine-terrace 2 chains or thereabouts west of the drinking-fountain.

In Canterbury-road.

(b) For 3 chains or thereabouts in a north-easterly direction from the junction of Canterbury-road with the road to Westgate-on-Sea leading past Rancorn.

Tramway No. 13.—In the road from Margate to Westgate-on-Sea, leading past Rancorn.

(a) For 3 chains or thereabouts in an easterly direction from a point 6 chains east of the north-east corner of Mutrix Farmhouse.

In Westgate-road.

(b) For 3 chains or thereabouts in an easterly direction, from a point 8 chains or thereabouts east of the junction of Westgate-road with Roxburgh-road.

(c) For 2 chains or thereabouts measured in an easterly direction from the termination of the tramway.

Where the tramways respectively consist of a double line it is proposed to lay the same 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 footpath and the nearest rail of each such tramway on both sides of the road, except in the following instances, that is to say:—

Tramway No. 3.—In Harbour-street.

(a) For 2 chains or thereabouts south-east of the south-east corner of the Royal Hotel in Harbour-street.

(b) For 2 chains or thereabouts measured in a south-westerly direction from the termination of the tramway.

Tramway No. 11.

(a) From the westerly end of Fort-crescent to the termination of the tramway.

Tramway No. 12.—In the Parade, the New Marine-drive, or Embankment, and Marine-terrace.

(a) From the commencement of the tramway to a point in Marine-terrace, 2 chains or thereabouts west of the drinking-fountain.

Tramway No 13.—In Westgate-road.

(a) For 3 chains or thereabouts in an easterly direction, from a point 8 chains or thereabouts east of the junction of Westgate-road with Roxburgh-road.

(b) For 2 chains or thereabouts measured in an easterly direction from the termination of the tramway.

Where the tramways respectively consist of a single line, it is proposed to lay the same in the following places, 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 footpath and the nearest rail of the tramway on the side or sides of the road specified in each case, that is to say:—

Tramway No. 1.—On the northerly side for 1 chain or thereabouts, in an easterly direction from the junction of Rodney-street with West Cliff-road.

On both sides in Ellington-lane, for the whole length of the tramway thereon.

And on the northerly side in Boundary-road, for the whole length of the tramway thereon.

Tramway No. 2.—On both sides, from the commencement of the tramway to the junction of Chatham-street with Boundary-road.

Tramway No. 3.—On both sides, opposite to and for the entire length of the Custom-house, and of the premises immediately adjoining the same.

Tramway No. 4.—On the north-westerly side from the junction of Boundary-road with King-street to the end of the tramway.

And on the south-easterly side for 5 chains in a north-easterly direction from a point opposite the gateway of Victory-lodge.

Tramway No. 5.—On the westerly side from the commencement of the tramway to the entrance to the Brown Jug public-house.

And on the easterly side thence to the junction of the road from Broadstairs to Bromstone with the road from Dumpton to Broadstairs.

Tramway No. 7.—On the north-westerly side, from the commencement of the tramway to the southerly end of Charlotte-street.

And on both sides of Charlotte-street for the entire length thereof.

Tramway No. 8.—On the southerly side from the junction of Prospect-place with High-street to the junction of Vere-road with High-street.

And on the southerly side at and from the easterly end of the Railway Tavern to the end of the tramway.

Tramway No. 9.—On the north-westerly side

from the commencement of the tramway to the southerly side of the bridge over the London Chatham and Dover Railway.

And on both sides thence to the end of the tramway.

Tramway No. 10.—On the south-westerly side from the commencement of the tramway to the guide post near the south-east corner of the Hospital Farm.

And on the easterly and northerly sides, thence to the end of the tramway.

Tramway No. 11.—On the south side from the commencement of the tramway to the junction of Harold-road with Northdown-road.

And on the north side for 2 chains or thereabouts, in an easterly direction from the junction of Dalby-road with Alexandra-road.

Tramway No. 12.—On the northerly side from the entrance gateway to Royal-crescent to the north-easterly end of Queen's-terrace.

And on the southerly side for $1\frac{1}{2}$ chains or thereabouts in a north-easterly and south-westerly direction respectively from the entrance gateway to the Royal Sea Bathing Infirmary, fronting Canterbury-road.

On the northerly side from the junction of Canterbury-road with the road to Westgate-on-Sea leading past Rancorn, to the northerly end of Adelphi-terrace.

And on the easterly and southerly sides, thence to end of the tramway.

Tramway No. 13.—On the southerly side from the commencement of the tramway to the north-east corner of Mutrix Farmhouse.

And on the northerly side from the north-east corner of Mutrix Farmhouse to the easterly end of Westgate-road.

The said hereinbefore described tramways and works respectively will be situate in, or pass from, through, or into the parishes of Ramsgate, St. Lawrence, St. Peter the Apostle, and St. John the Baptist, or some or one of them, all in the Isle of Thanet, in the county of Kent.

2. To provide that the said tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of section 34 of "The Tramways Act, 1870," as limits the extent of any carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

3. To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons or corporations, other than the Promoters, with carriages having flange wheels, or otherwise suitable or adapted to run upon the tramways, and to authorise and give effect to agreements between the Promoters and any other person or corporation 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.

4. To enable the Promoters, for all or any of the purposes of the proposed tramways and works, including the embankment, viaducts, or bridges, referred to in this notice, to purchase or acquire by agreement, or to take easements in and over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

5. To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works, and also for the existing or authorised tramways and works of the Promoters by carriages passing along the same, and for the conveyance of passengers or other traffic upon and over the same; and to alter existing tolls, rates, and charges; and

to confer exemptions from payment of tolls, rates, and charges.

6. To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

7. To empower, or to empower and require, the Promoters from time to time, and either permanently or temporarily to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage houses, or engine-sheds, works or buildings of the Promoters.

8. To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places on which the tramways and passing places, turnouts, sidings, and other works are or will be laid, or any part or parts thereof; and along, over, and across such tramways and works, and for preventing obstruction to all or any such traffic, and to enable the Promoters and the respective street authorities, or either of them, 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 any such bye-laws, rules, and regulations, or of any of the provisions of the intended Order.

9. To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, footpaths, embankments, bridges, viaducts, and places upon or along or over which any of the proposed tramway rails or plates, or any part or parts thereof, may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway, borough, improvement, general district, or other rate or assessment in respect of any portion, or part of any street, road, embankment, bridge, viaduct, or place upon or along or over which any of the proposed tramways, or any part or parts thereof, may be laid.

10. To provide for and regulate the user by the Promoters, for the purposes of the said intended Order, of any paving, metalling, or road material excavated, extracted, or removed by them in and during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

11. To reserve to the Promoters the exclusive right of using on the proposed tramways, and their existing or authorised tramways, carriages adapted or suitable for running thereon.

12. To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make, in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used or intended so to be.

13. To enable the Promoters on the one hand, and the Corporation of Margate, the Improvement Commissioners for the Town of Ramsgate, the Local Board of Broadstairs and St. Peter's, the Isle of Thanet Rural Sanitary Authority, and any other bodies corporate, or persons,

having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof.

14. To authorise the use on the proposed tramways or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or any other mechanical or other means or power, and to work such tramways respectively, or any part or parts thereof, by any such mechanical or other means or power, and for that purpose to lay down, maintain, and construct in or under or along any street, road, or thoroughfare, within the several parishes and places aforesaid, any machinery, tubes, wires, ropes, engines, and apparatus or appliances which may be necessary or convenient for any such purpose, and so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

15. To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or to grant and revoke licenses to use the same, and to reserve in any such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

16. To authorise the Corporation of Margate, the Local Board of Broadstairs and St. Peter's, the Company of Proprietors of Margate Pier and Harbour, the Ramsgate Improvement Commissioners, and the Isle of Thanet Rural Sanitary Authority aforesaid, or any or either of them, or any local authority through whose district the said tramways are proposed to be constructed, to subscribe towards and to hold shares in the Undertaking of the Promoters, and to apply to all or any of the objects and purposes of the said Order, their respective borough funds and rates, district rates, improvement rates, and other funds, rates, and moneys which they are empowered to levy and raise, and over which they have control, and to make and enter into and rescind contracts and agreements, for or with reference to the construction of the said tramways and works, or any part or parts thereof respectively, the appropriation and transfer to the Company of any land, hereditaments, or properties vested in or belonging to them as may be necessary for any of the proposed tramways and works, or any part or parts thereof.

17. To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this notice above mentioned.

18. The intended Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

19. The intended Order will, or may, so far as may be convenient for enabling the Promoters to execute and carry into effect all or any of its objects and purposes, extend and apply to, and if necessary revive and re-enact all or any of the powers, authorities, and provisions of the existing Acts of the Promoters, or any or either of those Acts, and especially the power to raise, create, issue, and apply capital and other

moneys, and it will, if necessary, enable the Promoters to raise new and further capital by shares or stock, with or without a preference and priority in the payment of dividend and interest, and other special rights and privileges, and by borrowing on mortgage, debenture and debenture stock, and to make regulations relating to the application of their authorised capital.

20. And it will authorise the Promoters to apply to all or any of the objects and purposes of the intended Order, all or any moneys or funds now belonging to them or under their control, which they are authorised to raise by any existing Act.

21. To provide that the deposit money or deposit fund deposited with the Chancery Division of the High Court of Justice with respect to "The Ramsgate and Margate Tramways Act, 1879," and "The Ramsgate and Margate Tramways Act, 1880," or either of them, or such portion or portions of such deposit money, or deposit fund, as may still remain so deposited, may, so far as the same respectively will extend, be treated as and be made applicable to and for the deposit money or deposit fund required by "The Tramways Act, 1870" (section 12), to be deposited in respect of the proposed tramways and works, or some part or parts thereof.

22. To alter, amend, or repeal, so far as may be necessary, all or some of the powers and provisions of "The Tramways Act, 1870," "The Ramsgate and Margate Tramways Act, 1879," "The Ramsgate and Margate Tramways Act, 1880," "The Ramsgate and Margate Tramways Act, 1882," an Act intituled "An Act for separating the management of the Harbour of Margate from the paving and lighting of the town of Margate, and for vesting the future management of the said Harbour in a Joint Stock Company of the Proprietors," and any other Act or Acts relating to the Company of Proprietors of the Margate Pier and Harbour.

23. A copy of this notice as published in the London Gazette, with a plan and section of the said intended tramways, will, on or before the 30th day of November instant, be deposited in the office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and in the office of the Board of Trade, Whitehall-gardens, London; and for public inspection in the office of the Clerk of the Peace for the County of Kent, at his office at Maidstone, in the said county; and a copy of so much of the said plan and section as relates to each of the aforesaid parishes will be deposited for public inspection with the parish clerk of each such parish, at his residence, and with the town clerk of Ramsgate, at his offices at the Town-hall, Ramsgate, with the Town Clerk of Margate, at his offices at the Town-hall, Margate, and with the clerk to the Broadstairs and St. Peter's Local Board, at his offices at Broadstairs, and with the clerk to the Isle of Thanet Rural Sanitary Authority, at his offices at Minster.

24. On or before the 23rd day of December next printed copies of the aforesaid Provisional Order will be deposited at the Office of the Board of Trade, Whitehall-gardens, London; and on and after that date printed copies of the draft Provisional Order, and of the Order when made, will be furnished by the Solicitors and Parliamentary Agent for the Promoters, at their offices respectively as under, to all persons applying for the same, at the price of one shilling each.

25. Every company, corporation, or person,

desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their offices at Whitehall-gardens, London, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections to Mr. R. W. Cooper, at his offices, situate as under-mentioned, 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 Promoters or their Agents.

Dated this 21st day of November, 1883.

Burdett-Cumwingham and *Anwyl*, Solicitors, St. Stephen's-chambers, Bridge-street, Westminster.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agent.

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 West 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, viz:—

- (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 Alie-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. Matheus and Browne, 151, Cannon-street, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1884.

Kingston-upon-Hull Corporation Water, &c. (Extension of Limits of Water Supply so as to include the Parish of Cottingham; Additional Works; Compulsory Purchase of Lands, Springs, Waters, &c., and Power to take Water from the Mill Dam Stream; Powers to acquire Compulsorily Easements over and along Millhouse Woods-lane, to break open and interfere with Public and Private Roads, &c., to lay down Pipes, to levy Rates, &c., to apply Funds and Rates, and to raise further Money; Altering Article II. of Local Government Kingston-upon-Hull Order, 1883; Alteration and Amendment of Acts, and other Provisions.)

A PPLICATION is intended to be made to Parliament next Session by the Mayor, Aldermen, and Burgesses of the Borough of Kingston-upon-Hull (hereinafter called "the Corporation"), for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

1. To extend the limits within which the Corporation are authorised to supply water, so as to include the whole of the parish of Cottingham, or some part or parts thereof, in the East Riding of the county of York, and to authorise the Corporation to supply water for domestic and all other purposes, and to exercise all or some of their powers and authorities, for and in relation to the supply of water within the said parish, or some part or parts thereof as aforesaid.

2. To empower the Corporation to construct and maintain the works hereinafter described, together with all such drains, sluices, communication-roads, approaches, cuts, aqueducts, mains, pipes, reservoirs, filter-beds, engines, pumping and other works, appliances and conveniences as may be required and deemed necessary.

(1) A well shaft or bore, pumping-station and engine house in the parish of Cottingham, in a certain field, called the Lawns, or Cows Pasture, belonging or reputed to belong to Charles John Ringrose, and occupied by John Oliver, and lying on the eastern side of the Mill Beck or Mill Dam Stream, near the Dam Springs.

(2) A line of pipes commencing at or in the intended engine-house hereinbefore mentioned, and terminating at the junction of the private or occupation-road known as Mill-house Woods-lane, with the public road called Northgate.

All which said several works will be situate in the parish of Cottingham aforesaid.

3. To make and maintain in connection with the aforesaid works, all necessary and proper approaches, filtering beds, dams, sluices, cuts, aqueducts, mains, pipes, reservoirs, outfalls, channels, engines, engine-houses, bores, shafts, pumping and other works, and appliances for obtaining, collecting, filtering, storing, distributing, and supplying water in and to the said parish, and also within the Corporation's present authorised district for water supply.

4. To authorise deviations from the line of the intended works shown on the plans (to be deposited as hereinafter mentioned), within the limits of deviation shown on those plans, and from the levels of those works, as shown upon the sections to be deposited as hereinafter mentioned, to such extent as may be defined in the intended Bill.

5. To authorise the Corporation to divert, take, use, and appropriate, at or near the intended pumping station, for the purposes of the intended works, and for supplying with water the said parish, and also their present authorised district of supply, the waters of the Mill Beck or Mill Dam Stream aforesaid, the waters of which flow or proceed into the Humber; and also to take, collect, appropriate, and use all or some of the springs and waters in and under the line of the proposed works, and in and under the lands intended to be taken for the purposes thereof.

6. To lay down and maintain, and from time to time to alter, enlarge, renew, and replace, or remove, mains, pipes, culverts, and other works, in, along, over, under, or across, and to enter upon, break up, alter, divert, or stop up, either temporarily or permanently, streets, roads (public and private), highways, lanes, and other public passages and places, bridges, sewers, drains, gas and water pipes, railways, tramways, streams, brooks, and watercourses within the said parish for the works and purposes hereinbefore mentioned.

7. To purchase and take by compulsion or agreement all lands, houses, streams, springs, waters, and other hereditaments and rights of laying down, maintaining, altering, and enlarging mains and pipes, and other rights, easements, and privileges upon, in, under, over, or across streets and roads (whether public or private), highways, lands, and other hereditaments situate within the said parish, so far as may be necessary for the purposes of the intended Bill, and to vary, alter, or extinguish any rights or privileges connected with such lands, houses, streams, springs, waters, streets, roads, highways, and other hereditaments respectively, or any of them.

8. To enable the Corporation to levy and recover rates, rents, and charges for, and in relation to, the supply of water for domestic and all other purposes within the said parish, and to confirm, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to confer, vary, or extinguish other rights, privileges, and exemptions.

9. To acquire, by compulsion or agreement, an easement or right of way over and along, and also an easement or right of laying down and maintaining a line of pipe or pipes along, under, and affecting the said private or occupation road, called Millhouse Woods-lane, so as to enable the Corporation to use such last-mentioned road or lane for the purposes of an approach to, and other purposes in connection with, the said intended Pumping Station and Works.

10. To empower the Corporation to apply, for the purposes of the intended Bill, and also in payment of the expenses of applying for and passing the same, any moneys, rates, rents, or revenues belonging to them, or which they are or may be empowered to raise or levy, and to empower the Corporation to raise additional money for the purposes of the intended Bill, and for the general purposes of their waterworks undertaking, or for any or either of those purposes, on the credit of the revenue of their water undertaking, and the rates, rents, and revenue under the intended Bill, and of the Borough Fund, Borough Rate, District Fund, and General District Rates, and other the rates and revenues of the Corporation, or such of them as may be prescribed by the intended Bill, by borrowing on bond or mortgage, or otherwise, or by the creation and issue of Corporation Stock under the Hull Corporation Loans Act, 1881, and any Acts amending the same.

11. To alter, amend, extend, or enlarge, and, if need be, to repeal all or some of the powers and provisions of the Kingston-upon-Hull Water Act, 1843, the Kingston-upon-Hull Water Act, 1872, the Hull Corporation Loans Act, 1881, the Hull Extension and Improvement Act, 1882, and the several Orders confirmed by Parliament relating to the water undertaking of the Corporation, and to apply all or some of the provisions of the said Acts and Orders, or some or any of them, to the works to be authorised by and the objects and purposes of the intended Bill.

12. To alter Article II. (sub: d) of the Local Government Board's Kingston-upon-Hull Order, 1883, so as to provide for an appeal from the decision of the Corporation to the Police or Stipendiary Magistrate of the borough, instead of to the Court of Quarter Sessions, by persons aggrieved by the refusal of a certificate of approval of any house or building intended to be occupied as a dwelling-house as therein provided.

13. And Notice is Hereby Given, that plans and sections (in duplicate) of the said intended line of pipes and other works, the plans also showing the lands in or through which the same are intended to be made, or which may be taken for the purposes of the intended Bill, and a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, and 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 East Riding of the county of York, at his office in Beverley, in the said Riding; and a copy of the said plans, sections, Book of Reference, and Gazette Notice will at the same time be deposited with the Parish Clerk of Cottingham, at his residence.

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

Dated this 16th day of November, 1883.

C. S. Todd, Town Clerk, Hull.

Durnford and Co., 33, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Lea Bridge, Leyton, and Walthamstow Tramways Extensions.

(Construction of Tramways in the Counties of Middlesex and Essex—Gauge—Widening of portion of Lea Bridge Road—Compulsory Purchase of Lands—Further Capital and Borrowing Powers—Reduction of Authorised Capital—Power to Attach Preferences to Portion of Authorised Capital—Power to Levy Tolls—Agreements with Local Authorities—Use of Steam or other Mechanical or Motive Power—Release of Portion of Deposit Fund—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 purposes following, that is to say: To empower the Lea Bridge, Leyton, and Walthamstow Tramways Company (hereinafter called "the Company") to make, form, lay down, maintain, and use, and work, with all proper rails, plates, sleepers, works and conveniences connected therewith, the several tramways hereinafter described, or some of them, or some part or parts thereof respectively, that is to say:—

Tramway No. 1, wholly in the parish of West Ham, commencing in the Leyton-road at a point opposite the north-west corner of Windmill-lane, passing thence in a northerly direction along the Leyton-road and Chobham-road, and terminating in the said Chobham-road opposite the south end of the Major-road.

The intended Tramway No. 1 will be laid throughout as a single line, except between the following points, where it will be a double line:—

- (a.) In the Leyton-road aforesaid between a point opposite the north-western corner of Waddington-street and a point three chains north from such last-mentioned point.
- (b.) In the Chobham-road between a point at the junction of the Leyton and Chobham-roads and a point 3 chains east from such last-mentioned point.

Tramway No. 2, commencing at the termination of the intended Tramway No. 1, thence passing in a northerly direction along the Major-road, Leyton High-road, Low Leyton, Leyton-street, High-street, Leyton (past Leyton-corner), Hoe-street, and terminating in the said Hoe-street at a point near by the parish of Leyton opposite the Boundary-road corresponding with the parish boundary of Leyton.

The intended Tramway No. 2 will be laid throughout as a single line, except between the following points, where it will be a double line:—

- (a.) Between a point half a chain north from the north-west corner of Leslie-road and a point 3 chains north from such last-mentioned point.
- (b.) Between a point $4\frac{1}{2}$ chains north from the centre of the bridge near Low Leyton Station and a point 3 chains north from such last-mentioned point.
- (c.) Between a point half a chain south-east of the north-west angle of Leyton-park and a point 3 chains north-west from such last-mentioned point.
- (d.) Between a point opposite the south end of the Grange-road and a point opposite to the south-east end of the Church-road.
- (e.) Between a point opposite the centre of the Great House and a point 3 chains north-east from such last-mentioned point.
- (f.) Between a point $2\frac{1}{2}$ chains north of the south end of Frog-row and a point 3 chains north from such last-mentioned point.
- (g.) Between a point opposite the north-west corner of Leyton-green, and a point $4\frac{1}{2}$

chains north-west from such last-mentioned point.

- (h.) And between a point 4 chains south-east from the termination of the tramway and a point 3 chains north-west from such last-mentioned point.

Tramway No. 3, wholly in the parish of Walthamstow, commencing at the termination of the intended Tramway No. 2, passing in a northerly direction along Hoe-street, and terminating in the said Hoe-street at the south-east corner of the entrance yard to the Hoe-street Station of the Great Eastern Railway. The intended Tramway No. 3 will be laid throughout as a single line, except between the following points, where it will be laid as a double line:—

- (a.) Between a point opposite the south-western corner of the Grove-road and a point $4\frac{1}{2}$ chains north from such last-mentioned point.
- (b.) And between a point 4 chains south from the termination of the tramway and a point 3 chains north from such last-mentioned point.

Which said intended tramways will be made and pass from, through, and into the parishes, townships, extra-parochial, and other places following, that is to say: West Ham, Stratford, Leyton, Wanstead, and Walthamstow, all in the county of Essex.

Tramway No. 4, wholly in the parish of West Ham, commencing at the termination of the intended Tramway No. 1, thence passing in an easterly direction along the Chobham-road, and terminating in the said Chobham-road at or near a point 18 links west from the junction of the said Chobham-road and Leytonstone-road.

The intended Tramway No. 4 will be laid as a single line throughout, except between the following points, where it will be a double line:—

- (a.) Between a point in the Chobham-road one chain east from the commencement of the said tramway and a point 3 chains east from such last-mentioned point.
- (b.) And between a point 4 chains west from the termination of the tramway and a point 3 chains east from such last-mentioned point.

Tramway No. 5, wholly in the parish of St. John, Hackney, in the county of Middlesex, commencing at a point in the Clapton-road opposite and in a line with the south wing wall of No. 5, Lea Bridge-corner, 6 feet or thereabouts from the centre of the east rails of the North Metropolitan Tramway Company, passing in a north-easterly direction along the Lea Bridge-road, and terminating at a point in the Lea Bridge-road $5\frac{1}{2}$ chains from the commencement of such tramway.

The intended Tramway No. 5 will be laid as a single line, except between the following points:—

- (a.) In the Clapton-road, from the commencement of the said Tramway and a point $1\frac{1}{2}$ chains north from such commencement.

Tramway No. 6, commencing in the Lea Bridge-road, at the termination of intended Tramway No. 5, thence passing in a north-easterly direction along the Lea Bridge-road, and terminating in the parish of Leyton, in the county of Essex, by a junction with the existing Tramway of the Company, near the west entrance gate to the East London Water Works.

The intended Tramway (No. 6) will be laid as a double line throughout, and be situate in the said parishes of St. John, Hackney, and Leyton.

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 said Tramways (Nos. 1, 2, 3, and 4) hereinbefore described, are intended to be constructed on a gauge of 3 feet 6 inches, and the said Tramways Nos. 5 and 6, hereinbefore described, are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on any of the said tramways, carriages or trucks adapted for use on 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 hereinafter mentioned, or as may be defined by the Bill.

In the following instances the said tramways will be laid 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 footpath on both sides of the street or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramway No. 1.—In Leyton-road for 6 chains north from the north-west corner of Windmill-lane.

Tramway No. 2.—For 10 chains north from the south-east end of Grange-road, for 3 chains north from the south end of Frog-row, for 3 chains north of a point 10½ chains from the east corner of the Vicarage-road, and for 4 chains north from the north-west corner of Leyton-green. In Hoe-street for 3 chains north-west of a point 6½ chains north-west from Leyton-corner.

Tramway No. 3.—In Hoe-street for 3 chains north from the north-west corner of Grove-road, and for 11 chains north from a point 1½ chains north of Queen's-road.

Tramway No. 4. In Chobham-road for 4 chains from the commencement of the line, and for 4 chains at the termination thereof.

Tramway No. 5. From the corner of the Lea Bridge-road to the termination of the said tramway.

Tramway No. 6. For its entire length.

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) steam or any other mechanical or motive power in addition to or in substitution for animal power.

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):—

The widening in the said parish of St. John, Hackney, of so much of the Lea Bridge-road as lies between the point known as Lea Bridge-corner and a point at or near the north-east end of the wall enclosing premises in the occupation of Thomas Fish, being a distance of 60 yards or thereabouts measuring in a north-easterly direction from that corner.

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 road, 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 and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substi-

tuting 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, and to sell or let on lease or otherwise any of such lands or houses.

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 or places mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a

tramway so removed or discontinued to be used or intended so to be.

To enable the Company 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, local board, trustees, or any body corporate, or persons having the duty of directing the repairs, or the control or management of the said streets, roads, and places, 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 enable the Company to reduce the capital which they are authorised to raise under the powers of "The Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881," by such an amount and upon such terms and conditions as may be prescribed by the Bill.

To attach to such portion of the said authorised capital, and upon such terms and conditions as may be prescribed by the Bill, privileges of preference or priority in payment of dividends or interest.

To increase their capital for all or any of the purposes of the Bill, 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 Act, or may be by the intended Act, authorised to raise.

To provide for and sanction the release and payment to the Company of so much of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice on the application for "The Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881," as having regard to the amount of that fund and the entire length of the tramways authorised by that Act, would represent or be applicable to the portion of the authorised tramways which has not been constructed by the Company.

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 Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881."

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, showing the lands and houses to be taken compulsorily, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of Novem-

ber instant for public inspection with the clerk of the peace for the county of Essex, at his office at Chelmsford in the said county; with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. John's, Hackney, will be deposited for public inspection on or before the same day with the clerk of the District Board of Hackney, at his office at the Townhall, Hackney, and as relates to the other parishes or places in or through which the tramways and works are proposed to be laid and made, with the parish clerk of each such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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.

R. J. Witty, 15, George-street, Mansion House, London, E.C., Solicitor for the Bill;

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

Board of Trade.—Session 1884.

Birmingham and Aston Tramways.

Provisional Order.

(Construction of Tramways in the Parish of Aston-juxta-Birmingham, in the County of Warwick; Agreements with Local Authorities Abandonment of Tramways Nos. 10 and 11, authorised by the Birmingham and Aston Tramways Order, 1880, and Release of the Deposit made in respect thereof; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, turn-tables, engines, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, a double line, 2 furlongs 1·7 chain in length, commencing in the Lichfield-road by a junction with the existing lines of the Birmingham and Aston Tramways Company, at a point '7 chain' or thereabouts south-west of the intersection of Park-street with Lichfield-road, thence proceeding in a north-easterly direction along Lichfield-road, and terminating in that road at a point 1·2 chain or thereabouts south-west of the centre of the London and North Western Railway Bridge.

Tramway (No. 1A), 2·7 chains in length, of which 1·7 chain will be single line and 1 chain a double line, commencing in Lichfield-road by a junction with Tramway No. 1, at a point '9 chain or thereabouts south-west of the intersection of that road with Church-road, thence proceeding along Lichfield-road in a north-easterly direction, thence along Church-road in a south-easterly direction, and terminating in that road at a point 2·2 chains south-east of the intersection of Lichfield-road and Church-road. Tramway No. 1A will be a single line except in Church-road from the junction of that road with Lichfield-road for

a distance of 1 chain measured in a south-easterly direction, where it will be a double line.

Tramway (No. 1B), a single line, 1·1 chain in length, commencing in Lichfield-road by a junction with Tramway No. 1, at a point 1 chain or thereabouts north-east of the intersection of Lichfield-road with Church-road, thence proceeding along Lichfield-road in a south-westerly direction, and terminating in that road by a junction with Tramway No. 1A.

Tramway (No. 2), 4 furlongs 6 chains in length, of which 4 furlongs will be single line and 6 chains double line, commencing in Lichfield-road at the termination of Tramway No. 1, thence proceeding along Lichfield-road in a north-easterly direction, and terminating in that road at a point at or about the centre of the Salford Bridge over the River Tame. Tramway No. 2 will be a single line except at the following places, where it will be a double line :—

In Lichfield-road from a point 5·5 chains from the intersection of Waterworks-street with Lichfield-road, measured in a north-easterly direction for a distance of 3 chains in the same direction.

In Lichfield-road from a point 5·5 chains from the intersection of Cuckoo-lane with Lichfield-road measured in a north-easterly direction for a distance of 3 chains in the same direction.

Tramways Nos. 1, 1A, 1B, and 2 will be in the parish of Aston-juxta-Birmingham and in the county of Warwick.

Tramway (No. 3), 1 mile 5 furlongs 2 chains in length, of which 1 mile 2 furlongs 5 chains will be single line and 2 furlongs 7 chains will be double line, commencing in Lichfield-road at the termination of Tramway No. 2, thence proceeding in a north-easterly direction along Lichfield-road, thence along High-street, Erdington, and terminating in that street at a point 1·4 chain or thereabouts measured in a north-easterly direction from the north-west corner of the Village Green. Tramway No. 3 will be a single line except at the following places, where it will be a double line :—

In Lichfield-road from a point at or about the intersection of Slade-lane with the Lichfield-road for a distance of 3 chains measured in a north-easterly direction.

From a point 1 furlong 3·5 chains measured in north-easterly direction, from the intersection of Slade-lane with the Lichfield-road for a distance of 3 chains in the same direction.

From a point 7 chains measured in a south-westerly direction from the intersection of Tamworth-road with Lichfield-road for a distance of 3 chains in a north-easterly direction.

From a point 2·4 chains measured in a south-westerly direction from the intersection of Hunton's-lane with Lichfield-road for a distance of 3 chains in a north-easterly direction.

From a point 1 furlong 1·7 chain measured in a north-easterly direction from the intersection of Hunton's-lane with Lichfield-road for a distance of 3 chains in the same direction.

From a point 2·2 chains measured in a south-westerly direction from the intersection of Fentham-road with Lichfield-road for a distance of 3 chains in a north-easterly direction.

From a point 6 chain measured in a south-westerly direction from the intersection of Wood End-road with Lichfield-road for a distance of 3 chains in a north-easterly direction.

In High-street, Erdington, from a point 1 chain measured in a south-westerly direction from the intersection of Church-lane, Erdington, with High-street, for a distance of 3 chains in a north-easterly direction.

From a point 3·7 chains measured in a north-easterly direction from the intersection of New-street with High-street for a distance of 3 chains in the same direction.

Tramway (No. 3A), a single line 5·8 chains in length, commencing in High-street, Erdington, by a junction with Tramway No. 3 at a point at or about the south-west end of the Village Green, thence proceeding in a north-easterly direction along Bell-lane, and terminating in that lane at a point 1·5 chain, or thereabouts, from the north-east corner of the Village Green.

Tramway (No. 3B.), a single line 2·2 chains in length, commencing in High-street, Erdington, by a junction with Tramway No. 3 at a point 4 chain, or thereabouts, measured in a north-easterly direction from the north-west corner of the Village Green, thence proceeding along the north-east end of the Village Green, thence along Bell-lane, and terminating in that lane at a point 5 chain or thereabouts from the north-east corner of the Village Green.

Tramway (No. 4), 5 furlongs in length, of which 4 furlongs 4 chains will be single line and 6 chains will be double line, commencing in High-street, Erdington, at the termination of Tramway No. 3, thence proceeding along High-street in a north-easterly direction, thence along Sutton-road in the same direction, and terminating in that road at a point 2 chains or thereabouts measured in a north-easterly direction from the intersection of Chester-road with Sutton-road. Tramway No. 4 will be a single line, except in Sutton-road at the following places, where it will be a double line :—

From a point 4·3 chains measured in a north-easterly direction from the intersection of Station-road with High-street, Erdington, for a distance of 3 chains in the same direction.

From a point at the intersection of Briars-lane with Sutton-road for a distance of 3 chains along that road, measured in a north-easterly direction.

Tramway (No. 4A), 2·7 chains in length, of which 1·7 chain will be single line and 1 chain double line commencing in Sutton-road by a junction with Tramway No. 4 at a point 9 chain measured in a south-westerly direction from the intersection of Chester-road with Sutton-road, thence proceeding along Sutton-road in a north-easterly direction, thence along Chester-road in a south-easterly direction and terminating in Chester-road at a point 2·2 chains or thereabouts south-east of the intersection of Sutton-road with Chester-road. Tramway No. 4A will be a single line except in Chester-road from the junction of that road with the Sutton-road for a distance of 1 chain measured in a south-easterly direction where it will be a double line.

Tramway (No. 4B), a single line 1·1 chain in length, commencing in Sutton-road by a junction with Tramway No. 4 at a point 1 chain or thereabouts measured in a north-easterly direction from the intersection of Chester-road with Sutton-road, thence proceeding in a south-westerly direction along the Sutton-road and terminating in that road by a junction with Tramway No. 4A.

Tramways Nos. 3, 3A, 3B, 4, 4A, and 4B, will be in the hamlet of Erdington, parish of Aston and county of Warwick.

In the following instances the tramways will be so laid that for a distance of 30 feet and 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 instance, and the nearest rail of the tramway :—

Tramway No. 1A in Church-road from the junction of Church-road and Lichfield-road for a

distance of 8 chain measured in a north-easterly direction on both sides of the road.

Tramway No. 2 in Lichfield-road on both sides of the road from a point 6 chains measured in a north-easterly direction from the intersection of Cuckoo-lane with Lichfield-road for a distance of 2 chains in the same direction.

Tramway No. 3 in Lichfield-road on both sides of the road from a point 1 furlong 4 chains measured in a north-easterly direction from the intersection of Slade-lane with Lichfield-road for a distance of 2 chains in the same direction.

In Lichfield-road on both sides of the road from the intersection of Hunton's-lane with Lichfield-road for a distance of 1.9 chain measured in a south-westerly direction.

In Lichfield-road on both sides of the road from a point 1 furlong 2.2 chains, measured in a north-easterly direction from the intersection of Hunton's-lane with Lichfield-road for a distance of 2 chains in the same direction.

In Lichfield-road on both sides of the road from the intersection of Fentham-road with Lichfield-road, for a distance of 1.8 chain measured in a south-westerly direction.

In Lichfield-road on both sides of the road from a point 4 chain measured in a north-easterly direction from the intersection of Wood End-road with Lichfield-road for a distance of 1.5 chain in the same direction.

In High-street, Erdington, on the east side of the street, from a point 5.4 chains measured in a north-easterly direction from the intersection of New-street with High-street, Erdington, for a distance of 1.5 chains in the same direction.

Tramway No. 3A. In Bell-lane on both sides of the lane from the north-east corner of the village green for a distance of 1.5 chains measured in a north-easterly direction.

Tramway No. 4. In Sutton-road on both sides of the road from a point 4.8 chains measured in a north-easterly direction from the intersection of Station-road with High-street, Erdington, for a distance of 2 chains in the same direction.

In Sutton-road on both sides of the road from a point 5 chain measured in a north-easterly direction from the intersection of Briars-lane with Sutton-road for a distance of 2 chains in the same direction.

Tramway No. 4A. In Chester-road on both sides of the road from the junction of that road with Sutton-road for a distance of 2 chains measured in a south-easterly direction.

Which said intended tramways will pass or be made from, in, through, or into, or be situate within the parish following (that is to say), the parish of Aston juxta Birmingham, in the county of Warwick.

To provide that the said tramways shall be constructed on a gauge of 3ft. 6in., and that so much of section 34 of "The Tramways Act, 1870," as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

To enable the Promoters for all or any of the purposes of the proposed tramways and works 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.

To enable the Promoters to demand, take, and recover all 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 or other traffic upon the same.

To prohibit the running on the proposed tram-

ways and works of carriages or trucks adapted for use upon railways.

To empower the Promoters from time to time and either permanently or temporarily to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage houses, or engine sheds, works, or buildings of the Promoters.

To enable the Promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways and works in lieu of a tramway or works so removed or discontinued to be used or intended so to be:

To enable the Promoters and other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, and renewing, repairing, deviating, working, and using the proposed tramways or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same:

To incorporate, and, so far as may be necessary, repeal, alter, amend, or extend, all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant or accept leases of the said tramways, or any of them, or any part or parts thereof, or grant or accept licenses to use the same, and to reserve in any such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To empower the Promoters to abandon Tramways Nos. 10 and 11 authorised by the Birmingham and Aston Tramways Order, 1880; and to obtain the release of the parliamentary deposit made in respect thereof.

To enable the Promoters to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the Aston district.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical power.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this notice above mentioned:

And the intended order will vary or extinguish all rights and privileges inconsistent with, or which would, or might, in any way interfere with its objects, and confer other rights and privileges.

A copy of this notice as published in the London Gazette, with a plan and section of the said intended tramways, will on or before the 30th day of November, 1883, be deposited in the Office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons; and in the office of the Board of Trade, Whitehall, London; and for public inspection in the office of the Clerk of the Peace for the county of Warwick, at his office at Leamington, and with the parish clerk of the said parish at his

residence, and with the Clerk to the Local Board for the Manor of Aston, at his office, and with the Surveyor of Highways for the district of Erdington at his residence.

On or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London; and on and after that date printed copies of the Draft Provisional Order, and of the Provisional Order when made, will be furnished by the Solicitors and Parliamentary Agents for the Promoters, at their offices respectively as under, to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter, addressed to the Assistant-Secretary of the Railway Department, of the Board of Trade, at their office, in Whitehall, London, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Mathews, Smith, and James, 29, Waterloo-street, Birmingham; 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 Promoters or their agents.

Dated this 17th of November, 1883.

Mathews, Smith, and James, 29, Waterloo-street, Birmingham, Solicitors for the proposed Provisional Order.

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

Board of Trade.—Session 1884.

Dyke District Water.

(Application for Provisional Order for Authority to Construct Waterworks and to Supply Water to the Parishes of Newtimber, Poynings, Edburton, and Hangleton, in the County of Sussex; Water Rates and Rents, &c.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, to be confirmed by Parliament in the next session, pursuant to "The Gas and Waterworks Facilities Act, 1870," for the following purposes, namely:—

To empower the Undertaker or Undertakers to be named in the intended Order, or a Company formed for the purpose, to make and maintain the following works in the county of Sussex:—

- (a) A well and pumping station and tank or reservoir to be situated in the parish of Edburton, at a point near the boundary between the fields numbered respectively 124 and 151 on the 25-inch ordnance map, distant 140 yards or thereabouts, measured in a southerly direction, from the "Shepherd and Dog" public-house at Fulking.
- (b) A well and shaft or boring and pumping-station to be situate in and towards the northern end of the field numbered 153 on the 25-inch ordnance map in the parish of Edburton.
- (c) A conduit or line of pipes, commencing at the tank or reservoir connected with the intended well and pumping station (a) first before described, and terminating at the intended well shaft or boring and pumping station (b) secondly before described.
- (d) A conduit or line of pipes commencing in the parish of Edburton, at the well shaft or boring and pumping station (b) before

described, and terminating in the parish of Poynings, at or near the service reservoir (e) next hereinafter described.

(e) A service reservoir, with filter beds, stand-pipes, and other apparatus and appliances, to be situate in and near the north-eastern corner of the property in the parish of Poynings numbered 140 on the 25-inch ordnance map, at a point distant 50 yards or thereabouts, measured in a north-easterly direction, from the north-east corner of the Dyke Hotel.

(f) All necessary engine and boiler houses and other buildings, approaches, fences, embankments, excavations, mains, pipes, tanks, sluices, culverts, dams, weirs, out-falls, valves, wells, borings, pumps, and other works, conveniences, and appliances connected with, or incidental to the works hereinbefore described.

The Order will confer upon the Undertaker or Undertakers or Company all necessary powers for the purposes aforesaid, and also power to purchase and hold lands and easements in or over lands, and to supply water within the parishes of Edburton, Poynings, Newtimber, and Hangleton, and adjacent places all in the county of Sussex; and to levy rates, rents, and charges in respect of the supply of water; and to lay pipes in, over, or under, and to cross, break up, and alter public and private roads, highways, footpaths, streets, pavements, bridges, public places, railways, tramways, sewers, drains, rivers, streams, pipes, and water-courses.

To authorise contracts and agreements with any Local Board, Highway Board, Sanitary Authority, commissioners, trustees, surveyors, bodies and persons within the limits of the Order, for a supply of water for any purposes whatsoever.

The Order will, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of any Act of Parliament or Charter which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands and such other matters as may be deemed expedient; and it will confer upon the Undertaker, Undertakers, or Company, the powers mentioned or referred to in "The Gas and Waterworks Facilities Act, 1870," and vary or extinguish all rights and privileges which will or may interfere with any of its objects, and confer other rights and privileges.

On or before the 30th day of November, 1883, a copy of this advertisement and plans and sections of the proposed works will be deposited, for public inspection, with the Clerk of the Peace for the County of Sussex, at his office at Lewes, and at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order when deposited at the Board of Trade on and after 23rd December next, and printed copies of the Order when settled and made by the Board of Trade, may be obtained, on application at the office of the undersigned, at the price of one shilling each copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the application for the Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, on or before the 15th day of January,

1884, and a copy of any such representation or objection must at the same time be sent to the undersigned on behalf of the Promoters, and the objectors or their agent must inform the Board of Trade that a copy has been sent to him.

Dated this 20th day of November, 1883.

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

Board of Trade.—Session 1884.

Electric Lighting Act, 1882.

Westminster District Electric Lighting.

(Application for Provisional Order for Supply of Electricity for Public and Private Purposes within the District of the Westminster District Board of Works.)

A PPLICATION will be made to the Board of Trade for a Provisional Order (hereinafter referred to as "the Order") under the provisions of "The Electric Lighting Act, 1882" and in accordance with the following particulars:—

1. The objects of the application are to authorise (subject to the conditions contained in the said Act or Order) the supply of electricity for public and private purposes within the area hereinafter described, the opening and breaking up of streets and bridges, altering the position of gas and water mains, pipes, and wires, sewers and drains, under the same, the requisition of lands, construction of works, holding of licenses for the use of patented or protected processes, inventions, machinery, apparatus, methods, materials, or things; contracts, agreements, and all such acts and things as may be necessary and incidental to such supply; to authorise the making and recovery of charges for the supply of electricity, apparatus, meters, lamps, machinery, and works; the making of regulations for securing the payment of the same, and for the continuance and proper use of the electricity supplied, with power to discontinue the supply in case of default; to make provision for the prevention of accidents; to make and enforce bye-laws and regulations in respect of all or some of the matters aforesaid; to make special provision with reference to the breaking up of footways of public streets, and interference with property under such footways, and for laying down under the pavement or kerb of such footways electric lines and works.

2. The address and description of the applicants are the Westminster District Electric Lighting Company, of 38, Parliament-street, London, S.W.

3. A general description of the nature of the proposed works is as follows, namely:—such works, electric lines, distributing boxes, engines, dynamos, batteries, cables, insulators, materials, and things, as are authorised by the said Act, or necessary for generating, storing, supplying and distributing electricity, and otherwise for the purposes of the Undertaking.

4. 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 whole of the District of the Westminster District Board of Works, constituted under the "Metropolis Management Act, 1855."

5. The streets and places in, over, or along which it is proposed to place any electric lines or other works, are all the streets and places within the area of supply, and among them the following (that is to say):—

Vauxhall Bridge, Vauxhall Bridge-road, Francis-street, Grosvenor-road (east of Vauxhall Bridge-road), Lambeth Bridge, Horseferry-road, Strutton-ground, Victoria-street, Tot-hill-street, Broadway, Queen Anne's-gate, Birdcage-walk, The Mall, Great George-

street, The Sanctuary, Bridge-street, Westminster Bridge, St. Margaret-street, Old Palace-yard, Parliament-street, Downing-street, Whitehall, Whitehall-place, Great Scotland-yard, Knightsbridge, Kensington-gore, Rutland-gate, Prince's-gate, Exhibition-road, Prince's-gardens, and Montpelier-square.

6. The streets, roads, or places not repairable by the Local Authority which the Company propose to take power to break up are as follows:—Old Palace-yard, Parliament-square, Birdcage-walk, and the Mall.

7. The railway which the Company propose to take power to cross over or under is the Metropolitan District Railway.

8. 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 Company, 38, Parliament-street, Westminster; and at Messrs. Waterlow and Sons, 49, Parliament-street, Westminster.

9. 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," on or before the 1st day of February, 1884.

Dated the 22nd day of November, 1883.

In Parliament.—Session 1884.

Rosebush and Fishguard Railway.

(Revival and Extension of Powers for Purchase of Lands and Completion of Works; Increase of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Rosebush and Fishguard Railway Company (in this notice called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

1. To revive and extend the powers granted by the Rosebush and Fishguard Railway Acts, 1878 and 1881 (hereinafter called "the said Acts"), for the compulsory purchase of land and for the completion of the railway and works thereby authorised, and to extend the time limited by the said Acts for the completion of the said railway and works.

2. To authorise the Company to raise further money for the purposes of the said Acts by the creation and issue of new shares or stock or both; and, if thought expedient, to attach to any such shares or stock such preferences, priorities, or privileges as may be prescribed by or under the Bill, and to borrow money on mortgage and to raise money by debenture stock.

3. The Bill will vary or extinguish any rights or privileges which would interfere with any of the aforesaid objects, and confer such other rights as may be necessary for carrying the same into effect.

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 14th day of November, 1883.

R. H. Harris, 46, Finsbury-circus, E.C.,
Solicitor for the Bill.

In Parliament.—Session 1884.

Western District Tramways.

(Dissolution and Re-incorporation of Western District Tramways Company (Limited); Power to Construct Tramways; Use of Steam or other Mechanical Power over Tramways of the Company; Tolls; Agreements with Road Authorities; Widening of Streets and Roads; Agreements with other Companies as to Traffic Arrangements and Running Powers; Compulsory Taking of Land; 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 all or some of the following among other purposes, that is to say:—

To dissolve the Western District Tramways Company (Limited), and to cancel their Memorandum and Articles of Association, &c. To incorporate a Company under the name of the Western District Tramways Company (hereinafter referred to as "the Company"), and to confer upon them powers to construct, equip, maintain, and work the several tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith respectively. 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 or 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.

The tramways proposed to be authorised by the Bill are the following, that is to say:—

Tramway No. 1 commences in the parish of St. Peter and St. Paul, Hammersmith, at a point in Queen-street opposite the centre of Bridge-road, passing thence southwards along Queen-street, and eastward and southward along the Fulham-road, otherwise Fulham Palace-road, and Crown-road, terminating in the parish of Fulham at a point opposite the centre of Munster-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

For a length of 3·50 chains from its commencement.

Also between two points in Fulham Palace-road, 30 yards or thereabouts west from the centre of Britannia-court and 45 yards or thereabouts south from the centre of Great Church-lane respectively.

Also between two points opposite the centre of Chancellor's-road and 5 yards or thereabouts northwards from the centre of Distillery-road respectively.

Also between two points from opposite the centre of Lurgan-avenue and 10 yards or thereabouts northward from the centre of Greyhound-road respectively.

Also between two points 10 yards or thereabouts southward from the centre of Delorme-street and 50 yards eastward from the centre of Fulham Palace-road, in Crown-road, otherwise Lillie-road respectively.

Also from a point 50 yards from its termination to the point of termination respectively.

Tramway No. 1a is wholly in the parish of St. Peter and St. Paul, Hammersmith, commences at the same point with a junction with Tramway No. 1, and terminates at a point and effects a junction with the existing West Metro-

politan Tramway, at a point in King-street West 15 yards or thereabouts west of the west corner of Beadon-road, by the Swan Tavern.

This tramway will be a single line throughout.

Tramway No. 1b, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction at the point of commencement of Tramway No. 1, and passing along Broadway terminates at a point opposite or thereabouts the centre of the booking office of the Metropolitan District Railway station.

This tramway will be wholly a double line.

Tramway No. 2, situate wholly in the parish of Fulham, commencing with a junction with the termination of Tramway No. 1 in Crown-road, otherwise Lillie-road, passing thence along part of Munster-road, and wholly through Dawes-road, and terminating at a point in Market-place, Walham-Green, opposite the south-eastern fence of the Church of St. John, Walham Green.

This tramway will be a single line, except between the following points, where it will be a double line:—

For a length of 5·50 chains or thereabouts from its commencement.

Also between two points in Dawes-road, from 10 yards or thereabouts west from opposite centre of Sherbrook-road, and 40 yards or thereabouts west from the centre of Homestead-road respectively.

Also between two points in Dawes-road, 35 yards or thereabouts west from opposite the centre from Bishops-road, and 40 yards or thereabouts north-eastward of the same point opposite Bishop's-road.

Also between two points commencing at 30 yards or thereabouts from its termination to its termination.

Tramway No. 3, situate wholly in the parish of Fulham, commencing with a junction with Tramway No. 2, at its termination in Market-place, Walham Green, passing thence eastward along Market-place, Fulham-road, otherwise London-road, Harwood-road, Bloxholme-road, Waterford-road, and terminating in King's-road at a point opposite the centre of Barrs-alley.

This tramway will be a double line, except between the following points:—

In London-road, otherwise Fulham-road, 30 yards or thereabouts west of the centre of Harwood-road, and in Harwood-road 45 yards or thereabouts from its junction with London-road.

Also between two points respectively 45 yards or thereabouts north of the centre of Bloxholme-road, in Harwood-road, and 15 yards or thereabouts in Waterford-road, southward from centre of Bloxholme-road.

Also from a point about 40 yards or thereabouts eastward from opposite the centre of Britannia-road to the termination of the tramway.

Tramway No. 3a, situate wholly in the parish of Fulham, commencing with a junction with Tramway No. 3, at a point 15 yards or thereabouts from the centre line of Upper Moore Park-road, passing thence along part of Moore Park-road and Waterford-road, and terminating at a point 7 yards or thereabouts south from the centre of Bloxholme-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

From its commencement to a point 15 yards or thereabouts westward from Cedar-road.

Tramway No. 4, situate wholly in the parish of Fulham, commencing with a junction with the termination of Tramway No. 3, passing

along King's-road, and terminating at a point 10 yards or thereabouts eastward of the centre of the road leading to Chelsea Railway Station, otherwise Harriet-street.

This tramway will be a single line throughout.

Tramway No. 5, commencing in the said parish of Fulham, with a junction with the termination of Tramway No. 4, and passing along King's-road, and terminates at a point in Sloane-square, in the parish of St. Luke's, Chelsea, 25 yards or thereabouts westward of the centre of Lower Sloane-street.

This tramway will be a single line, except between the following points, where it will be a double line:—

In King's-road, from a point 20 yards or thereabouts east of the centre of Upcerne-road to a point 20 yards or thereabouts west from the centre of Tadema-road.

Also in King's-road, from a point 25 yards or thereabouts west from the centre of Langton-street to a point 10 yards or thereabouts west of the centre of Hobury-street.

Also in King's-road, from a point 5 yards or thereabouts west from the centre of Milman-road to a point 25 yards or thereabouts east from the centre of Park-walk.

Also in King's-road, from a point 5 yards or thereabouts east from the centre of Church-street (north side) to a point opposite the centre of the garden of Oakley-square.

Also in King's-road, from a point 5 yards or thereabouts east from the centre of Robert-street to a point 5 yards or thereabouts west from the centre of Upper Manor-street.

Also in King's-road, from a point opposite the centre of Markham-street to a point 10 yards or thereabouts west from the centre of Smith-street.

Also in King's-road, at a point 5 yards or thereabouts east from the centre of Blackland-terrace to a point 20 yards or thereabouts east from the centre of South-street.

Tramway No. 6.—Commencing in the said parish of St. Luke's Chelsea, with a junction with the termination of Tramway No. 5, and passing a short distance along the south side of Sloane-square, thence southward along Lower Sloane-street and White Lion-street, and thence north-eastward along Pimlico-road and Buckingham Palace-road, and terminating at a point 35 yards or thereabouts south of the centre line of Lower Belgrave-street, in the said Buckingham Palace-road, in the parish of St. George's, Hanover-square.

This tramway will be a double line, except between the following points, where it will be a single line:—

From its commencement to a point 30 yards or thereabouts south from the centre of Chelsea Market.

Also from a point opposite the centre of Lower George-street to a point opposite the centre of Blomfield-place.

Also from a point 50 yards or thereabouts south-west from the centre of Church-street to a point 50 yards or thereabouts north-east from Clifford's-row.

Also for a length of 30 yards or thereabouts at its termination.

Tramway No. 7.—Wholly in the parish of Fulham, commencing with a junction about 20 yards westward of the termination of Tramway No. 1, passing along Crown-road, otherwise Lillie-road, as far as where crossed by North-end-road, thence along North-end-road in a south-easterly direction, and terminating with a

junction with Tramway No. 2, at 5 yards or thereabouts from its termination.

This tramway will be a single line, except between the following points, where it will be a double line:—

For a length of 4 chains or thereabouts from its commencement.

Also between points about 40 yards or thereabouts westward from centre of Church-road, otherwise Rylston-road, and 30 yards or thereabouts eastward centre of the same road.

Also between points 70 yards or thereabouts, and 20 yards or thereabouts, westward from the centre of North-end-road.

Also between points 50 yards or thereabouts north from the centre of Estcourt-road, and 20 yards or thereabouts south from the same point.

Also for a length of about 50 yards from its termination.

Tramway No. 8.—Wholly in the parish of Fulham, commencing with a junction with Tramway No. 3, in the Fulham-road, otherwise London-road, at a point opposite (or thereabouts) the centre of the road west of Walham Green Schools, and connecting the road known as Farm-lane with London or Fulham-road aforesaid, passing thence south-westerly along said London or Fulham-road by Purser's Cross, and High-street, Fulham, and terminating in High-street, Fulham, at a point 10 yards or thereabouts north from the centre of Church-street, Fulham.

This line will be a single line, except between the following points, where it will be a double line:—

From its commencement to a point at or about opposite the west side vestry offices, Walham Green.

Also between points 10 yards or thereabouts, and 75 yards or thereabouts, west from the centre of Parsons Green-lane.

Also between points 10 yards or thereabouts, and 75 yards or thereabouts, east from Munster-road.

Also from a point 20 yards or thereabouts, east from the centre of Burlington-road, in London-road, otherwise Fulham-road, to a point in High-street, Fulham, 30 yards or thereabouts south from the centre of London-road, otherwise Fulham-road, above mentioned.

Tramway No. 9, commencing in the parish of St. Peter and St. Paul, Hammersmith, with a junction with Tramway No. 1b, in Broadway, passing thence eastward along King-street East, Hammersmith High-road, terminating at a point 10 yards or thereabouts westward of the boundary line between the parishes of St. Peter and St. Paul, Hammersmith, and Fulham, and the parish of St. Mary Abbots, Kensington.

This tramway will be a double line throughout, excepting between the following points, where it will be a single line:—

From a point 30 yards or thereabouts eastward from the centre line of the station of the Metropolitan District Railway to a point 125 yards or thereabouts westward from the centre of Red Cow-lane.

Also for about 22 yards or thereabouts at its termination.

Tramway No. 10.—Commencing in the parishes of St. Peter and St. Paul, Hammersmith and the parish of Fulham, or one of them, with a junction with Tramway No. 9, at a point 15 yards or thereabouts westward from the centre of North-end-road, passing thence down North-end-road and terminating in the parish of Fulham with a junction with Tramway No. 7

at a point 15 yards or thereabouts south from the centre of Lillie-road.

This tramway will be a single line, except between the following points, where it will be a double line:—

From a point 20 yards or thereabouts north from the centre of Grove-terrace to a point 50 yards or thereabouts south from the same point.

Also from a point 25 yards or thereabouts north from the centre of Talgarth-road to a point 35 yards or thereabouts south from the same point.

Also from a point 20 yards or thereabouts south from the centre of Little Ebenezer-place to a point 30 yards or thereabouts south from the centre of May-street.

Also from opposite the centre of Archel-street to a point 20 yards or thereabouts north from the centre of Lillie-road.

Tramway No. 11 is wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction at or about the termination of Tramway No. 1b, passing thence northward through the Broadway, Brook Green-road, Brook Green, and Shepherd's Bush-road, and terminating with a junction with the existing tramways of the West Metropolitan Tramways Company in Gold Hawk-road.

This tramway is wholly a double line, excepting between the following points, where it is a single line:—

From a point 240 yards or thereabouts north from the south-west corner of Brook Green-road, to a point 20 yards or thereabouts north from the centre of the New-road on the north side of Brook Green.

Power to be taken to effect junctions with existing tramway in Gold Hawk-road.

Tramway No. 12, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction with Tramway No. 11, at a point 20 yards or thereabouts north from the centre of Blythe-lane or road, passing thence in a north-easterly direction along the Netherwood-road and Richmond-road, and terminating at a point in the latter road 25 yards or thereabouts south from the centre of Uxbridge-road.

This tramway is a single line; excepting between the following points, where it is a double line:—

From its commencement to a point in Netherwood-road, 45 yards or thereabouts from the centre of Shepherd's Bush-road.

Also between points 20 yards or thereabouts south from the centre of Minford-gardens and 25 yards south from Westwick-gardens respectively.

Also between points 22 yards or thereabouts from its termination and 66 yards or thereabouts from the same point respectively.

Tramway No. 12b, wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing with a junction with Tramway No. 12, at the termination thereof, passing northward into Uxbridge-road and along said road eastward, partly along the line of the existing West Metropolitan Tramway, and terminating at or about 1 foot eastward of the termination of existing tramways.

This tramway will be wholly a single line.

Power to be taken to effect a junction with and otherwise alter the existing tramway.

Tramway No. 13, wholly in the parish of St. Peter and St. Paul, Hammersmith, commences with a junction at the east end or termination of Tramway No. 12b, passing thence eastward along Uxbridge-road, and northward along Norland-road, Norland-road North, and Latimer-

road, to a point 10 yards or thereabouts south from the bridge which carries the Hammersmith and City Railway over Latimer-road.

This tramway will be a single line, excepting between the following points, where it will be a double line:—

From a point 20 yards or thereabouts south from the centre of St. George's-road to a point 10 yards or thereabouts south from the centre of Queen's-road.

Also from a point 60 yards or thereabouts north from the centre of Clifton-street to a point 35 yards or thereabouts south from the centre of Hunt-street.

Also from a point 66 yards or thereabouts north from the point where the centre lines of Bramley-road and Latimer-road intersect to a point 132 yards north from the same point.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial or other places following, or some of them, that is to say: St. Peter and St. Paul, Hammersmith, Fulham, Chelsea, and St. George, Hanover-square, all in the county of Middlesex.

In the following instances the tramways will be laid along the several streets and roads 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 side of the streets or roads hereafter mentioned] and the nearest rail of the tramway.

Tramway No. 1, in Fulham-road, on both sides thereof, from a point 20 yards east from the centre of Queen-street and 10 yards from the centre of York-place.

Also on the east side, from centre of Biscay-road to centre of Margravine-lane.

Also on the west side, from the centre of Margravine-lane to a point 30 yards north from the centre of Claybrook-road.

Also on both sides thereof, from centre of Lurgan-avenue to a point 5 yards north from centre of Greyhound-lane.

Also on west side, from a point in line with south side of Greyhound-lane to a point in line with centre of Crown-road.

In Crown-road, on the south side, from Fulham Palace-road to a point 15 yards east from centre of Everington-street.

Tramway No. 2, in Munster-road, on both sides thereof, from the intersection with Crown-road to the line of intersection with Dawes-road.

In Dawes-road, on both sides thereof, from its intersection with Munster-road to a point 50 yards west from the centre of Hannell-road.

Also on both sides thereof, from 10 yards west from centre of Sherbrook-road to a point 40 yards west from centre of Homestead-road.

Also on both sides thereof, from centre line of Rylston-road to Walham Green.

Tramway No. 3.—In Market-place, on both sides thereof, from a point 25 yards from its commencement to a point 30 yards west from the centre of the road west side of Walham Green Schools.

Tramway No. 3a.—In Moor Park-road, on the north side, from a point opposite the east corner of Cedar-road to a point 40 yards east from the centre of Cedar-road.

Tramway No. 5.—In King's-road, on both sides thereof, from a point 25 yards west of the boundary line between the parishes of Fulham and Chelsea respectively, to a point 30 yards east of the said boundary.

Also on both sides thereof, from a point 20 yards east from the centre of Uperne-road to a point 20 yards west from the centre of Tadema-road.

Also on both sides thereof, from a point 20 yards east from the centre of Langton-street to a point 50 yards west from the centre of Horbury-street.

Also on the north side, from a point 7 yards east from the centre of Limerston-street to a point 10 yards west from Milman-road.

Also on both sides thereof, from a point 30 yards east from the centre of Church-street to a point 10 yards west from the centre of the East-road of Oakley-square.

Also on both sides thereof, from 8 yards east from the centre of Robert-street to a point opposite the centre of Upper Manor-street.

Also on the south side, from the last-mentioned point to the centre of Radmor-street.

Also on the north side, from the centre of Bywater-street to a point 20 yards to the west of the said point.

Also on the south side, from a point 20 yards east from the centre of South-street to a point 85 yards east from the same point.

Tramway No. 6.—In Pimlico-road, on both sides thereof, from a point 30 yards or thereabouts west from the centre of Union-street to a point 10 yards west from the centre of Blomfield-place.

Tramway No. 7.—In Crown-road, otherwise Lillie-road, on both sides thereof, between two points 40 yards west and 30 yards east of the centre line of Church-road, otherwise Rylston-road, respectively.

Also on both sides, between points 70 yards and 20 yards west from the centre of North-end-road respectively.

Also in North-end-road, on the west side thereof, between points 50 yards north and 20 yards south from centre of Estcourt-road respectively.

Tramway No. 8.—In Loudon-road, otherwise Fulham-road, between points 10 yards and 75 yards west from the centre line of Palmers Green-lane.

Also between points 10 yards and 75 yards east from the centre line of Munster-lane respectively.

Tramway No. 9.—In King-street East, on both sides thereof, between two points 70 yards and 30 yards west from the centre line of Elm-grove respectively.

Tramway No. 10.—In North-end-road, on both sides thereof, from its commencement or junction with Hammersmith-road to a point 50 yards south therefrom.

Also on both sides thereof, between two points 20 yards north and 60 yards south of the centre line of Grove-terrace.

Also on both sides, from the centre of Fane-street, Lillie-road.

Tramway No. 11.—In Brook Green-road, on both sides thereof, from its commencement at the Broadway to a point 240 yards from the south-west corner of the said road.

Tramway No. 12.—In Netherwood-road, on both sides thereof, between points 25 yards south from the centre of Westland-gardens and 20 yards south from the centre of Munford-gardens.

Tramway No. 13.—In Latimer-road, on the west side thereof, between points 30 yards north and 30 yards south of the centre line of Stebbing-street.

Also on both sides, between points 66 yards and 132 yards respectively north of a point where the centre lines of Latimer-road and Bramley-road intersect.

2. Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not pro-

posed to run on any of the tramways carriages or trucks adapted for use on railways.

3. To reserve to the Company the exclusive right to use on the proposed tramways carriages with flange wheels, or other wheels specially adapted to run on or in a grooved or other rail.

4. To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-sheds, or works, or buildings of the Company.

5. To empower the Company and the Metropolitan Board of Works and the Fulham District Board of Works, and the Company and the Fulham District Board of Works, or either of them, to enter into and execute and fulfil contracts or agreements for and in relation to the widening, improving, or alteration of roads or streets in the parishes of St. Peter's and St. Paul's, Hammersmith, and Fulham, on one or both sides of such roads and streets, as follows:—Fulham Palace-road, Hammersmith, from its junction with Queen-street, on the south and west sides thereof, to a point 60 yards or thereabouts south from the centre of York-place, and

The same Fulham Palace-road, Fulham, between Biscay-road and Margravine-lane, on the east side thereof.

Dawes-lane, on both sides thereof, from its junction with Munster-lane to a point 40 yards west from the centre of Hannell-street, also from Rylston-road to Walham Green.

Waterford-road, on the east side thereof, from a point 15 yards or thereabouts north from the centre of Bloxholme-road to its junction with King's-road, and King's-road on the north side thereof to and between the last-named spot and Britannia-road.

North-end-road, on the south and west sides thereof, from its junction with Hammersmith-road to a point 45 yards north from the centre of Vernon-street. Also North-end-road, on the south-side thereof, from Lawn-terrace to the Cedars Hotel.

6. To authorise the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and telegraphic, telephonic, and electric tubes, pipes, wires, and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

7. To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

8. To empower the Company, when by reason of the execution of any works affecting the surface or soil of any street, road, or thoroughfare in which any tramway shall be laid, for the safety of the traffic alon

the tramway or otherwise, it is necessary or expedient to remove or discontinue the use of any tramways 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 to maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

9. To authorise the Company to run over and use with their carriages, horses, officers and servants the tramways of the West Metropolitan Tramways Company.

To authorise the Company to run over and use with their carriages and horses, officers and servants, the tramways of the West Metropolitan Tramways Company, on the south side of Shepherd's Bush-green eastward, to its junction with Uxbridge-road, and thence along Uxbridge-road to the termination of the tramways of the said West Metropolitan Tramways Company.

10. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same (and to alter same from time to time), and to confer exemptions from the payment of such tolls, rates, duties, or charges.

11. To provide for the maintenance and repair of any streets, roads, and thoroughfares in, along, or over which the tramways or any of them may be laid, and for the use or disposition of any materials or things found or extracted in the construction and maintenance thereof, and to exempt the Company as to the whole or any part or parts of any streets, roads, or thoroughfares which they may repair or maintain from any highway or other rate or assessment in respect thereof.

12. To authorise the Company (and all persons and companies lawfully using the intended tramways of the Company or any of them) to work such tramways, or some or one of them, by means of locomotive or other engines or other mechanical or motive power, subject to such conditions and restrictions as may be prescribed by the Bill.

13. To enable the Company on the one hand, and the several Vestries, the District Board of Works for the Fulham District, and other bodies having respectively the control or management of any streets, roads, or bridges, on, over, or along which the tramways are intended to be laid, or any of them, on the other hand, to enter into and fulfil contracts and agreements with respect to the alteration of the width or levels of any such streets, roads, or bridges, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of traffic over and along the same.

14. To authorise the Company, for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to raise further capital by the creation of new, ordinary, or preference shares, and by borrowing, and to authorise the Company to apply to all or any such purposes any capital or funds now belonging or which may hereafter belong to the Company, or under the control of the directors.

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

16. The intended Act will incorporate the necessary provisions of "The Companies Clauses Consolidation Acts, 1845 to 1869," "The Lands Clauses Consolidation Acts, 1845 to 1869," and the whole or some of the provisions of "The Tramways Act, 1870," as well as the powers hereinbefore mentioned, and so far as may be necessary "The West Metropolitan Tramways Act, 1882."

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the 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 Middlesex, at his office, at the Sessions House, Clerkenwell; and that a copy of so much of the plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this notice, will, on or before the same day, be deposited as follows:—As regards the parishes of St. Peter and St. Paul, Hammersmith, and Fulham, with the Clerk of the Fulham Board of Works, at his office at Broadway House, Hammersmith; as regards the parish of Chelsea, with the vestry clerk of that parish, at the Vestry-hall, King's-road, Chelsea; and as regards the parish of St. George, Hanover-square, with the vestry clerk of that parish, at his office at the Board Room, Mount-street, Grosvenor-square.

And notice is further given, that on or before the 21st December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 5th day of November, 1883.

Wm. Geo. Colley, 17, Netherwood-road, Hammersmith.

In Parliament.—Session 1884.

Anglesey and Carnarvon Direct Railway.
(Incorporation of Company: Construction of Railway from Talyfoel Ferry to Gaerwen, in the county of Anglesey, with a Jetty, Pier or Landing Place, and Bathing Places adjoining thereto, in the counties of Anglesey and Carnarvon; Purchase and Hire of Steamers, &c.; Compulsory Purchase of Lands, Tolls, Rates, &c.; Alteration of Tolls of the Anglesey Central and London and North-Western Railway Companies; Appointment of Pier-Masters and other Officers; Appropriation of Jetty, Pier or Landing Place to Particular Purposes; By-laws; Running Powers over the Anglesey Central Railway and Part of the London and North-Western Railway; Use of Stations on those Lines; Working and other Agreements with those Companies; Agreements with and Contributions by the Corporation of Carnarvon and the Carnarvon Harbour Trustees; Powers to Purchase or Lease Ferry Rights; Payment of Interest during Construction of Works; Amendment of Acts.)

A APPLICATION 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, that is to say:

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter

called "the Company") to make and maintain the railway, jetty, pier or landing place and bathing places hereinafter mentioned, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turn-tables, stations, approaches, roads, junctions, buildings, yards, shipping places, sheds, stages, slips, cranes, buoys, moorings, mooring chains, and other works and conveniences connected therewith, that is to say:—

A railway wholly in the county of Anglesey, commencing in the parish of Llangeinwen, in that county, at a point at or near to high water mark, on the Anglesey foreshore of the Menai Strait, opposite to the eastern boundary wall of the Foel Menai Hotel premises in the occupation of Henry Jones, and distant from that wall 50 yards or thereabouts, and terminating in the parish of Llanddanielfab by a junction with the railway of the London and North-Western Railway Company, at a point about 200 yards distant in a south-westerly direction from their station at Gaerwen, which intended railway will be made or pass in, from, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Llangeinwen, Llanfairy-Cwmwd, Llangaffo, Llanidan, Llanddanielfab, and Newborough, all in the county of Anglesey.

A jetty, pier, or landing-place (hereinafter called the jetty), commencing at or near the point of commencement of the intended railway hereinbefore described, and extending thence upon and over the bed and foreshore of the Menai Strait in a southerly direction for a distance of about 970 yards, and one or more bathing place or bathing places adjoining the jetty, which jetty and bathing place or bathing places will be situate in the said parish of Llangeinwen, in the county of Anglesey, and in the parish of Llanbeblig, in the county of Carnarvon, or one of them.

To deviate laterally from the lines of the intended works within the limits 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 provide and declare (if it be 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 Company or to the jetty.

To purchase, take, or lease, hire, and maintain steamers and other vessels and boats for all purposes of traffic in connection with the intended railway and the jetty.

To appoint and remove pier masters, meters, weighers, and other officers and servants, and to define the limits within which those persons may exercise the powers to be conferred upon them by the Bill.

To make, revise, and alter bye-laws, rules, and regulations for the management, use, regulation, and protection of the jetty and bathing places, and the regulation and control of the steamers, ships, vessels, and boats, and traffic of every description frequenting and using the jetty, and for the imposition and recovery of restrictions and penalties.

To appropriate from time to time, or permanently, upon such terms and subject to such conditions as the Company may think proper, or as may be prescribed by the Bill, the whole, or any part of the jetty, for the purposes of any particular class or classes of traffic, or for any specific purpose.

To cross, divert, alter, or stop up, either tem-

porarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid that may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works or any of them, or of the Bill.

To purchase and take by compulsion or agreement, the lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial, and other places aforesaid, for the purposes of the intended works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with or affecting the lands, houses, tenements, and hereditaments, so purchased or taken.

To levy tolls, rates, and duties upon, or in respect of the intended railway, and upon persons and traffic of every description resorting to and using the jetty and bathing places, and upon or in respect of the railway, portion of railway, stations, and works hereinafter mentioned, belonging to the Anglesey Central and London and North-Western Railway Companies, and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay to the shareholders of the Company during the construction of the intended works, and until the completion thereof respectively, or during such time as may be prescribed by the Bill, interest or dividends at and after the rate to be prescribed by the Bill on the amount of the calls from time to time made and paid in respect of the shares held by them.

To enable 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, either by agreement or otherwise, 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 prescribed 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 traffic of every description, the railway, portion of railway, and stations hereinafter mentioned, or some part or parts thereof (that is to say):—

- (a) The whole of the railway and stations of the Anglesey Central Railway Company, and
- (b) So much of the London and North-Western Railway, as lies between the point of junction therewith of the intended railway, and the junction therewith of the Anglesey Central Railway, at or near Gaerwen Station, including that station;

And all roads, approaches, platforms, points, water, water-engines, 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 and stations.

To enable the Company on the one hand, and the Anglesey Central Railway Company and the London and North-Western Railway Company, or either of them, on the other hand, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, from time to time to enter into, carry into effect, vary and maintenance by the contracting Companies, or any or either of them, of their respective railways, stations, jetties, piers, and landing-places, 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, stations, and works of the contracting Companies, or any or either of them; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof; and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Company and the Corporation of Carnarvon and the Carnarvon Harbour trustees, or either of those bodies, to enter into and carry into effect agreements and arrangements with respect to the construction, regulation, maintenance, and use of the jetty and the bathing places and works adjoining thereto and connected therewith, and with respect to providing, maintaining, and using steamers and other vessels, and with respect to the tolls, dues, rents, and charges to be levied, taken, and made in respect of the use of the jetty, bathing places, and works, steamers, and other vessels, and to authorise the Corporation of Carnarvon and the Carnarvon Harbour Trustees respectively to contribute and apply funds towards the objects of the Bill, and to subscribe for and hold shares in the capital of the Company, and to guarantee interest and dividends upon such capital or any specified portion thereof.

To enable the Company to purchase or take on lease, by compulsion or agreement, all or any rights of ferry between Anglesey and Carnarvon belonging to any Corporation or Company, body, or persons, and to confer upon any such Corporation or Company, body, or persons, all necessary powers to sell or lease, and to carry a sale or lease into effect.

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

And it is intended, as far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say:—

The Anglesey Central Railway Company's Act, 1863, and all other Acts relating to or affecting that Company;

The 9th and 10th Vict., cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company, and all Acts relating to or affecting the Corporation of Carnarvon and the Carnarvon Harbour Trustees.

On or before the 30th day of November instant, plans and sections of the intended railway, jetty, pier, or landing-place, 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 for public inspection with the Clerk of the Peace for the county of Anglesey, at his office at Beaumaris, in that county, and with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra-parochial place in or through which the said railway, jetty, and bathing places and works, or any part thereof respectively, are or is intended to be made, or

will be situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the Bill will 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.

Frederick Clift, LL.D., 111, Cheapside, London;

Edward Dean, LL.B., 49, Queen Victoria Street, London, Solicitors for the Bill.

C. J. Hanly and Co., 27, Great George Street, Westminster, S.W., Parliamentary Agents.

Aldborough Pier.

(Application for Provisional Order for Extension of Time and Revival of Powers for Constructions of Works authorised by the Pier and Harbour Orders Confirmation Act, 1876, and additions thereto.)

NOTICE is hereby given, that on or before the 23rd day of December, 1883, application is intended to be made to the Board of Trade by the promoters of the Aldborough Pier for a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following purposes, that is to say:

To revive and extend the time for the completion of the pier and works authorised by the Aldborough Pier Order, 1876, as confirmed by "The Pier and Harbour Orders Confirmation Act, 1876," and for making and continuing the pier and works authorised by that Order, which works are situate in the parish of Aldborough, in the county of Suffolk, and the bed and shore of the sea, and are described in the Order as follows:—

1. A pier, commencing on the sea beach at or near the Moot Hall, and proceeding seaward in an easterly direction towards and below low watermark to a distance of 145 yards, and of a width of not less than 20 feet, and a height above high watermark of not less than 13 feet.

2. All such seawalls, roads, approaches, landing places, and other works connected with the said pier for the convenient loading and unloading of vessels, and for embarking and landing of passengers, cattle, coals, goods, merchandise, and things as shall be deemed necessary.

To extend the length of the said pier from 145 yards to 204 yards or thereabouts, and to erect thereon a pavilion.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the said intended works, the powers which are proposed to be revived, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich; at the Custom-house at Aldborough aforesaid, and at the office of the Board of Trade, Whitehall-gardens, London.

And notice is hereby also given, that on and after the 23rd day of December next printed copies of the draft Provisional Order and of the Provisional Order when made will be furnished at the price of 1s. each, to all persons applying for the same at the offices of the Solicitor for the promoters, as undermentioned.

Dated this 23rd day of November, 1883.

H. H. Wells, 8, Paternoster-row, London, E.C., Solicitor for the Promoters.

Board of Trade.—Session 1884.

North Birmingham Tramways.
Provisional Order.

(Construction of Tramways in the Parishes of Birmingham and Aston, in the county of Warwick; Running Powers over the Birmingham Tramways, and over Tramways of the Birmingham and Aston Tramways Company Limited, and of the Birmingham Central Tramways Company Limited; Powers to use Steam or other Mechanical or other Power; Agreements with Local Authorities; Extension of Time for Completion of Tramways Authorised by the North Birmingham Tramways Order, 1883; Repeal and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made by the North Birmingham Tramways Company Limited (hereinafter called "the Company") to the Board of Trade for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Company to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of them, with all necessary and proper rails, sleepers, turntables, works, and conveniences connected therewith respectively (that is to say):—

A tramway (No. 1) 7 furlongs 2·32 chains in length, of which 1 furlong 3·17 chains will be single line, and 5 furlongs 9·15 chains will be double line, situate in the borough and parish of Birmingham, in the county of Warwick, commencing in Paradise-street, at a point opposite the south-eastern corner of the Birmingham Town Hall, and passing thence in an easterly and northerly direction along Paradise-street, Colmore-row, Snow-hill, and Constitution-hill, and terminating at a point 30 feet east of the intersection of Great Hampton-street and Constitution-hill.

Tramway No. 1 will be a double line throughout, except at the following points, viz. :—

From a point in Colmore-row 5 yards west of the west side of Eden-place, in an easterly direction, for a distance of 8·85 chains.

From a point in Colmore-row 1 yard west of the east side of Church-street, for a distance in an easterly direction of 4·32 chains.

NOTE.—Tramway No. 1, so far as it is above described as being double line, will consist of two single rails, one of which will be laid parallel with and at a distance of 3 feet 6 inches from, and on the outer side of the inner rail of each of the existing lines of the Birmingham Tramway, and so far as it is above described as being single line, will consist of one single rail laid parallel with and at a distance of 3 feet 6 inches from and on the southern side of the northern rail of the existing line of the Birmingham Tramway.

A tramway (No. 2) 3 furlongs 1·50 chains in length, of which 2 furlongs 1·72 chains will be single line, and 9·78 chains will be double line, situate in the said borough and parish of Birmingham, commencing in Snow-hill by a junction with Tramway No. 1, at a point 30 yards south of the intersection of Summer-lane and Snow-hill, and passing thence in a northerly direction along Hampton-street and Tower-street, and terminating in Great Hampton-row by a junction with the authorised line of the

North Birmingham Tramways Company, at a point in Great Hampton-row, 17 yards north of the intersection of Tower-street and Great Hampton-row.

The double portions will be situate as follows, viz. :—

From a point in Hampton-street 3·05 chains from the commencement of the tramway for a distance of 3·00 chains north-westward.

From a point in Hampton-street 1·30 chains south-east of the south-east side of Tower-street along Hampton-street in a north-westerly direction, and Tower-street in a westerly direction, to the termination of the tramway.

A tramway (No. 3) 5 furlongs 0·25 chain in length, of which 4 furlongs 1·25 chains will be single line, and 9·00 chains will be double line, situate in the parish of Aston, in the county of Warwick, commencing at the end of Lozells-road by a junction with the authorised line of the Birmingham Central Tramways Company, opposite the west corner of Birchfield-road, and passing thence in a north-easterly direction along Witton-road, and terminating in that road by a junction with the authorised line of the Birmingham and Aston Tramway Company, at a point 9 yards north-east of the intersection of Bevington-road with Wilton-road.

The double portions will be situate as follows, viz. :—

From a point in Witton-road 0·90 chain from the commencement of the tramway, for a distance of 3·00 chains north-eastward.

From a point in Witton-road 1·40 chains south-east of the south-east side of Albert-road, for a distance of 3·00 chains north-westward.

From a point in Witton-road 1·50 chains north-west of the north-west side of Trinity-road, for a distance of 3·00 chains north-eastward.

A tramway (No. 4) 7 furlongs 4·47 chains in length, of which 4 furlongs 6·71 chains will be double line, and 2 furlongs 8·76 chains will be single line, situate in the parishes of Birmingham and Aston, in the borough of Birmingham and county of Warwick, commencing in Corporation-street by a junction with the existing line of the Birmingham and Aston Tramway Company, at a point 24 yards south-west of the intersection of Corporation-street and James Watt-street, and passing thence in an easterly direction along Corporation-street, James Watt-street, Coleshill-street, A. B. row, Belmont-row, Lawley-street, and Landor-street, and terminating in that street at a point 243 yards east of the intersection of Lawley-street and Landor-street, the point being on the boundary between the borough of Birmingham and Saltley Local Board. The double portions will be situate as follows, viz. :—

From the commencement of the tramway for a distance of 1 furlong 0·47 chain eastward.

From a point in Coleshill-street 0·20 chain south-east of the south-east side of Old Cross-street for a distance of 2 furlongs 7·10 chains in a north-easterly direction, along Coleshill-street, and an easterly direction along Belmont-row.

From a point in Belmont-row 1·80 chains east of the east side of Bridge-street, for a distance of 5·43 chains eastward.

From a point in Lawley-street 1·00 chain north of the north side of Landor-street, for a distance of 2·71 chains southward, along Lawley-street, and eastward along Landor-street.

A tramway (No. 5) 1 mile 0 furlongs 1·71 chains in length, of which 6 furlongs 4·11 chains will be single line, and 1 furlong 7·60 chains will be double line, situate in the parish of Aston, in the county of Warwick, commencing at the termination of Tramway No. 4, and passing thence in an easterly direction along Landor-street, Adderley-road, and Washwood Heath-road, and terminating in that road at a point 27 yards north-east of the intersection of High-street and Adderley-road.

The double portions will be situate as follows, viz. :—

From a point in Landor-street 2·85 chains from the commencement of the tramway for a distance of 3·00 chains eastward.

From a point in Landor-street 3·60 chains west of the centre of the bridge carrying the Midland Railway for a distance of 3·00 chains eastward.

From a point in Landor-street 1·20 chains west of the west side of Adderley-road for a distance of 3·00 chains eastward along Landor-street and northward along Adderley-road.

From a point in Adderley-road 7·45 chains south of the south side of Duddeston Mill-road for a distance of 3·00 chains southward.

From a point in Adderley-road 1·30 chains south of the south side of Mill-lane, for a distance of 3·00 chains northward.

From a point in Adderley-road 0·90 chains south of the south side of High-street to the termination of the tramway.

A tramway (No. 6) 4 furlongs 8·53 chains in length, of which 3 furlongs 2·58 chains will be single line, and 1 furlong 5·95 chains will be double line, situate in the parish of Aston, in the county of Warwick, commencing at the termination of Tramway No. 5, and passing thence in a north-easterly direction along Washwood Heath-road, and terminating in that road at a point 30 yards east of its intersection with Highfield-road.

The double portions will be situate as follows, viz. :—

From the commencement of the tramway in Washwood Heath-road for a distance of 2·00 chains north-eastward.

From a point in Washwood Heath-road 7·50 chains north-east of the north-east side of Cranemore-lane for a distance of 4·45 chains north-eastward.

From a point in Washwood Heath-road 9·50 chains south-west of the south-west side of Aston Church-road, for a distance of 3·00 chains north-eastward.

From a point in Washwood Heath-road opposite the north-east side of Aston Church-road for a distance of 3·50 chains westward.

From a point in Washwood Heath-road 0·50 chain west of the west side of Leigh-road for a distance of 3·00 chains westward.

A tramway (No. 7) 2 furlongs 6·55 chains in length, of which 1 furlong 7·69 chains will be single line and 8·86 chains will be double line, situate in the parish of Aston and a part of the borough of Birmingham, in the county of Warwick, commencing by a junction with the authorised line of the Birmingham and Central Tramways Company in Saltley-road, at a point 70 yards north-west of its intersection with Nechells-place, and passing thence in a south-easterly direction along Saltley-road, High-street, and Washwood Heath-road, and terminating in that road at the commencement of Tramway No. 6.

The double portions will be situate as follows viz. :—

From the commencement of the tramway for a distance of 3·70 chains south-eastward.

From a point in High-street 1·45 chains south-west of the south-east side of Mill-lane for a distance of 3·00 chains south-eastward.

From a point in High-street 0·90 chain north-west of the north-west side of Adderley-road to the termination of the tramway.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath, on the side or sides of the roads specified in each instance, and the nearest rail of the tramway.

Tramway No. 2.—In Hampton-street from the south-west corner of Henrietta-street for a distance of 47 yards south-eastwardly on both sides of the road.

In Hampton-street from the south-west corner of Tower-street for a distance of 20 yards south-eastward on the south-west side of the road.

In Hampton-street from the north-east corner of Tower-street for a distance of 10 yards south-eastward on the north-east side of the road.

In Tower-street from the south-west corner of Saint George's Church for a distance of 80 yards westward on north side of the road.

Tramway No. 3.—In Witton-road from the north corner of Birchfield-road for a distance of 53 yards north-eastward on the north-west side of the road.

In Witton-road from the north corner of Victoria-road for a distance of 33 yards north-eastward on the south-east side of the road.

In Witton-road from the north-west corner of Albert-road for a distance of 20 yards south-westward on the north-west side of the road.

In Witton-road from the north corner of Albert-road for a distance of 20 yards north-eastward on the north-west side of the road.

In Witton-road from the south corner of Albert-road for a distance of 33 yards south-westward on the south-east side of the road.

In Witton-road from a point 40 yards north-eastward of the north-west corner of Trinity-road for a distance of 53 yards north-eastward on both sides of the road.

Tramway No. 4.—In Coleshill-street from a point 23 yards north-eastward of the north corner of Stafford-street for a distance of 50 yards north-eastward on the north-west side of the road.

In Lawley-street from a point 7 yards north of the intersection of Landor-street for a distance of 20 yards northwards on both sides of the road.

In Landor-street from the east side of Lawley-street for a distance of 20 yards on both sides of the road.

Tramway No. 5.—In Landor-street from a point 45 yards west of the centre of the bridge carrying the branch line of the Midland Railway over Landor-street for a distance of 47 yards westward on both sides of the road.

In Landor-street from a point 20 yards west of the bridge carrying the Midland Railway over Landor-street, for a distance of 47 yards westward on both sides of the road.

In Landor-street from the north corner of Adderley-road, for a distance of 19 yards westward on both sides of the road.

In Adderley-road from the west corner of Landor-street, for a distance of 20 yards northward on both sides of the road.

In Adderley-road from a point 182 yards south of the intersection of Duddleston Mill-road, for a distance of 47 yards southward on both sides of the road.

In Adderley-road from a point 23 yards south of the intersection of Mill-lane, for a distance of 47 yards northward on both sides of the road.

In Adderley-road from the south side of High-street, for a distance of 13 yards southward on both sides of the road.

Tramway No. 6.—In Washwood Heath-road from the commencement of the tramway, for a distance of 45 yards eastward on both sides of the road.

In Washwood Heath-road from a point 167 yards north-east of the intersection of Crane-more-lane, for a distance of 33 yards north-eastward on the south-east side of the road.

In Washwood Heath-road from a point 60 yards west of the intersection of Malthouse-lane, for a distance of 20 yards eastwards on both sides of the road.

Tramway No. 7.—In Saltley-road from the commencement of the tramway, for a distance of 75 yards eastward on the south-west side of the road.

In Saltley-road from a point 27 yards north-west of the Midland Railway arch, for a distance of 185 yards south-eastward on the north-west side of the road.

In Saltley-road from a point 27 yards north-west of Gate-street, for a distance of 56 yards north-westward on the south-west side of the road.

Which said intended tramways will pass or be made from, in, through, or be situate within the several parishes, townships, or places following, or some of them (that is to say):—

Birmingham, Aston, and Saltley, all in the county of Warwick.

To provide that the said tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of Section 34 of "The Tramways Act, 1870," as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not be apply to carriages used on the proposed tramways.

To authorise and empower the Company from time to time to enter upon, or open, and break up the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, lanes, highways, tramways, public works, ways, footpaths, sewers, canals, bridges, streams, watercourses, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph posts, pipes, tubes, wires, and apparatus within all or any of the parishes, townships, and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating, the proposed tramways and works, or of substituting others in their place, or for other purposes of the intended Order.

To enable the Company, for all or any of the purposes of the proposed tramways and works, 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.

To enable the Company to demand, take, and recover all 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 and the carriage of goods, minerals, and other traffic, and parcels upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To empower the Company from time to time, and either permanently or temporarily to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stables, carriage-houses, or engine-sheds, works, or buildings 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 expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of a tramway, or any part of a tramway or works so removed or discontinued to be used, or intended so to be.

To enable the Company to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the above districts.

To enable the Company to run over and use, with horses, engines, and carriages, so much of the tramways constructed under the powers of "The Birmingham Tramways Acts, 1870 and 1873," and "The Birmingham (Corporation) Tramways Order, 1872," as extends from a point in Paradise-street, Birmingham, opposite the south-eastern corner of the Birmingham Town Hall to the junction of Constitution-hill with Great Hampton-row as at present constructed or as proposed to be varied, altered, or added to under the provisions of the intended order, but subject to such provisoes, regulations, and conditions as may be prescribed by such intended Order in respect thereof.

To enable the Company to run over and use with horses, engines, and carriages so much and such parts of the tramways of the Birmingham and Aston Tramways Company Limited already constructed or authorised to be constructed under or by the Birmingham and Aston Tramways Order, 1880, as extend from the Old Square, Birmingham, to a point in Aston-street 4.50 chains north-east of its intersection with Moland-street, and from a point 9 yards north-east of the intersection of Bevington-road with Witton-road to the junction of Aston-lane and Witton-road, subject to such provisoes, regulations, and conditions as may be prescribed by the intended Order in respect thereof.

To enable the Company to run over and use with horses, engines, and carriages so much and such parts of the tramways of the Birmingham Central Tramways Company Limited constructed or authorised to be constructed under or by the Birmingham and Suburban Tramways Order, 1882, as extend from the junction of Wheeler-street with Lozells-road to the junction of Birchfield-road with Witton-road, and from a point in Aston-street, Birmingham, 4.50 chains north-east of its intersection with Moland-street to a point in Nechells-place 1.80 chains north of its intersection with Saltley-road, subject to such provisoes, regulations, and conditions as may be prescribed by the intended Order in respect thereof.

To enable the Company, in the event of any portion of the said tramway of the Birmingham and Aston Tramways Company, Limited, which extends from the junction of Bevington-road

with Witton-road to the junction of Aston-lane with Witton-road, not being constructed within the period prescribed by the said Birmingham and Aston Tramways Order, 1880, to construct and maintain such portion, and, when constructed, to vest the same and all powers, rights, and privileges relating thereto in the Company, as if the same were part of the Tramway No. 3 above mentioned.

To enable the Company, in the event of any portion of the said tramways of the Birmingham Central Tramways Company, Limited, extending from the junction of Wheeler-street with Lozells-road to the junction of Birchfield-road with Witton-road, and from a point in Aston-street 4.50 chains north-east of its intersection with Moland-street, to a point in Nechells-place 1.80 chains north of its intersection with Saltley-road, not being constructed within the period prescribed by the said Birmingham and Suburban Tramways Order, 1882, to construct and maintain such portion, and, when constructed, to vest the same and all powers, rights, and privileges relating thereto in the Company, as if the same were part of one of the Tramways Nos. 4, 5, 6, and 7 above mentioned.

To enable the Company and the Corporation of Birmingham, and other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical or other power, and, so far as may be necessary, to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

To authorise the Company to grant leases of the said tramways, or any of them, or any part or parts thereof, or to grant licences to use the same, and to reserve in any such lease the right for the Company and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham, or some parts thereof.

To extend the time for the commencement, completion, and opening for public traffic of the tramways authorised by the North Birmingham Tramways Order, 1883.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this notice above mentioned.

To vary, or in part repeal, if necessary, the Birmingham Tramways Act, 1870, and the Birmingham Tramways Act, 1873, and also the Birmingham (Corporation) Tramways Order, 1872, the Birmingham (Corporation) Tramways Order, 1872, Amendment Order, 1874, the Birmingham and Aston Tramways Order, 1880, the Birmingham and Aston Tramways Order, 1882, the Birmingham and Suburban Tramways Order, 1882, and the North Birmingham Tramways Order, 1883, and the several Acts of Par-

liament confirming the same Orders respectively.

And the intended Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the said proposed tramways and works, with a diagram, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited at the office of the Board of Trade, Whitehall Gardens, Westminster, London; and that on or before the same day, duplicate plans and sections, and a copy of this notice will be deposited at the office of the Clerk of the Parliaments, House of Lords, and the Private Bill Office of the House of Commons, and also for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Leamington, in that county; and a complete copy of the said plans and sections, and also a copy of this notice, will be deposited for public inspection with the Town Clerk of the borough of Birmingham, and with the Clerk of the Local Board of Aston Manor, and with the Clerk to the Local Board of Saltley, at their respective offices; and a copy of so much of the said plans and sections as relates to each of the parishes in or through which the proposed tramways will be made or pass, and also a copy of this notice will, on or before the same day, be deposited for public inspection with the parish clerk of each such parish at his residence.

And notice is hereby further given, that the draft of the proposed Provisional Order will be deposited at the offices of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and the Provisional Order when made, can be obtained at the offices of Messrs. Slater and Marshall, Solicitors, Darlaston; and of Mr. John Jordan, Parliamentary Agent, 3, Westminster-chambers, Victoria-street, Westminster, S.W., on payment of one shilling for each copy.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next, and copies of their objections must at the said time be sent to the said Solicitors and Parliamentary Agent at the addresses aforesaid, on behalf of the Company.

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 Company or their Agents.

Dated this 16th day of November, 1883.

Slater and Marshall, Darlaston, Solicitors for the Company.

John Jordan, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1884.

Cromer Pier.

(Construction of a Pier at Cromer; Rebuilding &c. of Existing Jetty or Pier Tolls, &c.; Agreements with Commissioners; Amendment of Acts.)

A PPLICATION is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order

pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to authorise and empower a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or Corporation, person or persons, to be named in that behalf in the proposed Order (hereinafter called "the Promoters"), to construct and maintain the pier and landing-place, and other works hereinafter described (that is to say):—

A pier and landing-place in the parish of Cromer and county of Norfolk, and on the bed and fore-shore of the sea, commencing at the point of commencement of the existing jetty or pier, and extending seaward in the same direction as the existing jetty or pier for a distance of 790 feet or thereabouts, with all necessary works and conveniences thereon for the landing, embarking, and accommodation of passengers, and the erection of toll-houses, approaches, saloons, baths, reading, dining, refreshment, and other rooms and erections thereon.

To purchase, take on leave, or otherwise, lands or hereditaments necessary for the construction of the said pier, landing-place, and works, and to hold, rebuild, alter, improve, enlarge, and extend the existing jetty or pier, and undertaking with all the rights, powers, and privileges connected therewith.

To levy tolls, rates, and duties upon, or in respect of, the use of the existing and proposed piers and landing-place and conveniences, to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, to alter or repeal all existing tolls, rates, and duties which would or might affect the existing and intended piers, or the persons using the same, and to confer, vary, or extinguish other rights and privileges.

To sell or demise and lease the undertaking of the Promoters, or any part thereof, and the tolls, rates, and charges authorised to be taken by the proposed Order, or any of them to any other Company, Corporation, body, or person, on such terms and conditions as may be authorised or provided by the said Order, and also to sell and convey, let or otherwise dispose of any lands and hereditaments purchased or acquired, or formed or reclaimed under the power of the said Order, and which may not be required for the intended works.

The Order will authorise the Commissioners acting in the execution of the Act 8 and 9 Vic., cap. 20, intituled "An Act to authorise the erection of Sea Walls and Works, and a Jetty at the Town or Parish of Cromer, in the County of Norfolk, and otherwise to provide for protecting the said Town and Parish from the further Encroachment of the Sea," to subscribe and contribute funds towards the construction and maintenance of the proposed works or any part or parts thereof, and to take and hold shares in the capital of the Promoters, and to guarantee dividends, or annual, or other payments on shares or stock, and the principal of and interest on any loans of the Promoters, and for such purposes, and for all or any purposes of the said Order to apply their respective funds and revenues, and to raise further money if necessary, and to appoint Directors of the Promoters, and the said Order will also authorise the Promoters and the said Commissioners to make and carry into effect agreements with respect to the construction, working, use, and maintenance of the proposed works, or any of them, the acquisition and appropriation of

the existing Jetty, and other lands and property, and any incidental matters.

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 Promoters or their undertaking.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes aforesaid, the said Act of 8 and 9 Vic., cap. 20.

On or before the 30th day of November instant, plans and sections of the proposed Pier and Works, 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 Norfolk, at his office at Norwich, and at the Office of the Board of Trade, Whitehall, London.

On and after the 22nd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of One Shilling each to all persons applying for the same at the Office of the undersigned.

Dated this 17th day of November, 1883.

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

In Parliament.—Session 1884.

Kensington Public Baths.

(Power to Commissioners to Acquire Lands by Compulsion or Agreement to Erect Baths, &c., in Lancaster and Silchester roads, Kensington; Power to Vestry of Kensington and to Commissioners to Apply Moneys in Aid of the Undertaking; Further Powers; Amendment of Acts; and for other Purposes.)

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

To confer on the Commissioners for Public Baths and Washhouses in the parish of St. Mary Abbots, Kensington, in the county of Middlesex (hereinafter called "The Commissioners"), the following powers, or some of them (that is to say):—

1. To purchase, by compulsion or agreement, the lands and hereditaments hereinafter described, or some part or parts thereof, and all rights and easements in or affecting the same, namely:—

Certain lands situate in the parish of St. Mary Abbots, Kensington, in the county of Middlesex, with the several houses and buildings thereon, bounded on the north by Silchester-road, on the south by, but inclusive of, the northern side of Blechynden-mews, on the east by Lancaster-road, and on the west by vacant and other lands abutting upon the Hammersmith and City Railway, and which lands are defined on the plans hereinafter mentioned.

2. To erect and maintain Public Baths and Washhouses, and other conveniences and approaches, upon the said lands, and to exercise in respect thereof the powers conferred upon the Commissioners by the following public Acts relating to Public Baths and Washhouses, viz., 3th and 10th Vict., cap. 74; the 10th and 11th Vict., cap. 61; and the 41st Vict., cap. 14; and, for the purposes of the intended Act, to authorise the Vestry of St. Mary Abbots, Kensington, and the Commissioners, or either of them, to apply moneys under their control, or which may come into their hands, towards carrying out the objects of the intended Act, and in payment of the costs and expenses incurred in relation to the application for the same.

3. To stop up, alter, divert, and extinguish all ways, paths, passages, easements, or other rights and privileges, and to confer upon the Commissioners all necessary powers and authorities enabling them to carry out all or any of the purposes of the intended Act.

And power will be taken by the intended Act to incorporate therewith "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and so far as may be necessary, for the purposes of the intended Act, to amend, enlarge, and in part repeal some of the provisions of the above-mentioned Acts relating to Public Baths and Washhouses, and some of the provisions of "The Kensington Improvement Acts, 1851 and 1880," "The Metropolis Local Management Act, 1855," and all other Acts relating to the Metropolitan Board of Works, "The Hammersmith and City Railway Act, 1861," "The Great Western Railway Additional Powers Act, 1867," "The Metropolitan Railway Acts, 1865 and 1880," and other Acts relating to the Hammersmith and City Railway.

Duplicate plans, describing the lands, houses, and other property intended to be taken, or which may be taken for the purposes of the intended Act, together 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, houses, and 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 Middlesex, at his office at the Sessions House, Clerkenwell-green, in that county, and on or before the same day a copy of the said plan, book of reference, and Gazette Notice will be deposited at the office of the Metropolitan Board of Works, Spring-gardens, Westminster; and with the clerk to the vestry of the parish of Kensington, at the Town Hall, High-street, Kensington.

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

Dated this 16th day of November, 1883.

Jno. Jordan, 3, Westminster-chambers,
Victoria-street, S.W., Parliamentary
Agent.

In Parliament.—Session 1884.

Rotherham and Bawtry Railway, and Bawtry and Trent Railway and Dock Companies.
(Incorporation of New Company and Transfer to that Company of Undertakings, &c., of Rotherham and Bawtry Railway Company, and of Bawtry and Trent Railway and Dock Company; Provisions as to Capital and Directors and other Matters; Working Agreements with other Companies; 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 new Company (hereinafter referred to as "the Company") and to transfer to and vest in that Company, upon such terms and conditions as may have been or may be agreed upon, or as may be prescribed or provided for by the intended Act, the undertakings of the Rotherham and Bawtry Railway Company, and the Bawtry and Trent Railway and Dock Company (hereinafter called "the two Companies"),

and all their property and effects, and their respective interests in and with respect to other undertakings, and their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their respective undertakings, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, or the fixing and levying of tolls, rates, and charges, and including any works, property, and interests which may become vested in the two Companies, or either of them, or which they may respectively be authorised to construct and acquire, and any rights, powers, and privileges which may be conferred on them respectively by the intended Act, or by any other Act or Acts which may be passed in the ensuing session of Parliament, but subject, in so far as not otherwise provided by the intended Act, to their contracts, obligations, debts, and liabilities, and to provide for the dissolution of the two Companies respectively, and the winding up of their affairs.

To prescribe, define, and regulate the capital of the Company, and so far as necessary the respective rights, priorities, and privileges of the shareholders of the two Companies, and to empower the Company and the two Companies, and any or either of them, for the purposes of the intended Act, and for other purposes connected with their respective undertakings, or to be authorised by the intended Act, 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 and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means.

To make provision with respect to the number and qualification, and the nomination, appointment, retirement, and rotation of directors of the Company, and of the two Companies respectively.

To enable the Company and the two Companies, or any and either of them on the one hand, and the Midland Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any or either of them on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the railways, dock, and works of the Company, or of the two Companies, or either of them, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic on the said railways, and to the costs, charges, and expenses of such working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the railways of the Companies, parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

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

To vary, amend, repeal, or extend all or some of the provisions of the following local and personal Acts of Parliament, that is to say: The

Rotherham and Bawtry Railway Act, 1881, the Rotherham and Bawtry Railway Act, 1882, and the Bawtry and Trent Railway and Dock Act, 1882, and any other Act or Acts relating to the two Companies, or either of them, 7 and 8 Vict., cap. 18, and any other Act relating to the Midland Railway Company, 12 and 13 Vict., cap. 81, and any other Act relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and 10 Vict., cap. 71, and any other Act relating to the Great Northern Railway Company, the Great Eastern Railway Act, 1862, and any other Act relating to the Great Eastern Railway Company.

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

Dated this 15th day of November, 1883.

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

Board of Trade—Session 1884.

Plymouth, Devonport, and District Tramways. (Extension of Time for Completion of authorised Tramways; Division of unissued authorised Capital into Deferred and Preferred Shares; Variation of authorised Borrowing Power; Amendment of Acts.)

A PPLICATION is intended to be made by the Plymouth, Devonport, and District Tramways Company to the Board of Trade, under the provisions of the Tramways Act, 1870, for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for the following purposes, or some of them (that is to say):—

To extend the time limited by "The Plymouth, Devonport, and District Tramways Act, 1882" (hereinafter called "the Act of 1882"), for the completion of the tramways and works authorised by that Act.

To enable the Company to divide the unissued portion of the capital authorised by the Act of 1882 into deferred and preferred shares, in such proportions and subject to such terms and conditions, and with such privileges attached thereto, as may be provided by the Provisional Order.

To vary and alter the borrowing power given to the Company by the Act of 1882, and to enable the Company, within limits to be prescribed by the Provisional Order, to borrow a proportionate part of the sum authorised by that Act upon the issue and acceptance of an equivalent portion of the share capital.

To vary and extinguish any existing rights or privileges which might in any manner interfere with the objects of the Provisional Order, and to repeal and amend, as far as may be necessary, the provisions, or some of the provisions, of "The Tramways Act, 1870," and of the Act of 1882.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 22nd day of December, 1883, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the offices of Messrs. C. J. Hanly and Co., Parliamentary Agents, 27, Great George-street, Westminster, at the price of one shilling for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January, 1884, and copies of

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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 sent to the Promoters or their agents.

Dated this 23rd day of November, 1883.

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

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

In Parliament.—Session 1884.

Plymouth, Devonport, and District Tramways. (Extension of Time for Completion of Tramways; Division of unissued authorised Capital into Deferred and Preferred Shares; Variation of authorised Borrowing Power; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the Plymouth, Devonport, and District Tramways Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To extend the time limited by "The Plymouth, Devonport, and District Tramways Act, 1882" (hereinafter called the Act of 1882), for the completion of the tramways and works authorised by that Act.

To enable the Company to divide the unissued portion of the capital authorised by the Act of 1882 into Deferred and Preferred Shares, in such proportion and subject to such terms and conditions, and with such privileges attached thereto, as may be provided by the Bill.

To vary and alter the borrowing power given to the Company by the Act of 1882, and to enable the Company, within limits to be prescribed by the Bill, to borrow a proportionate part of the sum authorised by that Act, upon the issue and acceptance of an equivalent portion of the share capital.

To vary and extinguish any existing rights and privileges which might in any manner interfere with the objects of the Bill, and to repeal and amend, as far as may be necessary, the provisions, or some of the provisions, of the Tramways Act, 1870, and of the Act of 1882.

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 23rd 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.

Swindon, Marlborough, and Andover and Swindon and Cheltenham Extension Railway Companies Amalgamation.

(Amalgamation of the Swindon and Cheltenham Extension Railway with the Swindon, Marlborough, and Andover Railway; Dissolution of the Swindon and Cheltenham Extension Railway Company; Change of Name of Companies; 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 unite and consolidate into one undertaking, to be called "The Midland and South-Western Union Railway," or such other name as may be

prescribed by the intended Act, from and after such period or periods, and upon such terms and conditions, as may have been, or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the undertakings of the Swindon and Cheltenham Extension Railway Company and the Swindon, Marlborough, and Andover Railway Company, and to amalgamate the proprietors of the said undertakings into one Company (hereinafter referred to as "the Company"), and which proprietors are hereinafter referred to together as "the Amalgamating Companies," so that the said undertakings, including, among others, railways, piers, land, property, estate, and effects, rights, powers, and privileges, liabilities, and obligations, of what nature or kind soever, and whether with reference to the separate undertakings, works, or property of the Amalgamating Companies respectively, or to the undertaking, works, or property, of any other company, body, or persons in which the Amalgamating Companies, or either of them, may have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties, or otherwise vested in and belonging to, or exercised or enjoyed by, or attaching to the Amalgamating Companies jointly or severally, or jointly with any other company or companies, at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the intended Act) be vested in and belong to, and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, and with or without the reservation to each or any class of proprietors, in the respective undertakings or Companies when amalgamated, or any exclusive right or privileges.

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

To make provision for the conversion into stock of the Company of any stocks or shares of the Swindon and Cheltenham Extension Railway Company which may not have been consolidated and converted by that Company under the provisions in that behalf of any Act relating to them.

To provide for the mortgage, debenture, and other debts of the Amalgamating Companies respectively, and the security of the respective creditors.

To confirm or provide for the confirmation of any agreement or agreements made between or on behalf of the Amalgamating Companies, or either of them, and of any acts done by them, or either

of them, in contemplation or anticipation of, or in any way relating to, any of the objects of the intended Act, and to authorize agreements between the Amalgamating Companies, or either of them.

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

To alter, amend, extend, and enlarge or repeal, so far as may be necessary for the purposes of the intended Act, the powers and provisions of "The Swindon and Cheltenham Extension Railway Act, 1881," and any other Acts relating to or affecting the Swindon and Cheltenham Extension Railway Company, and "The Swindon, Marlborough, and Andover Railway Act, 1873," and any other Acts relating to or affecting the Swindon, Marlborough, and Andover Railway Company.

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

Dated this 15th day of November, 1883.

J. C. Townsend, Swindon, Solicitor for the Bill.

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

In Parliament.—Session 1884.

Uxbridge and Rickmansworth Railway Company. (Extension of Time for compulsory Purchase of Lands; Alteration of Act).

A PPLICATION is intended to be made to Parliament next session by the Uxbridge and Rickmansworth Railway Company, for leave to bring in a Bill to extend the time limited by the Uxbridge and Rickmansworth Railway Act, 1881, for the compulsory purchase and taking of lands, houses, and other property required for constructing the railway and works by that Act authorized; and so far as may be necessary for that purpose, to alter and extend the provisions of that 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 the 16th day of November, 1883.

Williamson, Hill, and Co., 13, Sherbourne-lane, London, E.C., Solicitors for the Bill;

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session, 1884.

Cattewater Harbour.

(Application to the Board of Trade for a Provisional Order for Power to Purchase and Lease Lands; to Purchase or Lease Undertaking of the Sutton Harbour Improvement Company; Alteration and Variation of Tolls, Rates, and Duties; Further Borrowing Powers; Amendment of Orders.)

NOTICE is hereby given, that application is intended to be made by the Cattewater Commissioners (hereinafter called "the Commissioners") to the Board of Trade for a Provisional Order, pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for the following purposes, or some of them (that is to say):—

To empower the Commissioners to appropriate or purchase, take on lease, or otherwise acquire and hold lands and properties, and to extinguish all rights of common, and other rights in and over such land, also to authorise the Commissioners to purchase, take on lease, or otherwise acquire the

undertaking, property, or rights of the Sutton Harbour Improvement Company, or any part thereof; to repeal, amend, and alter the Cattle-water Orders, 1874, 1876, and 1880; to alter and vary the existing tolls, rates, and duties, and to levy and impose other tolls, rates, and duties; to confer, vary, and extinguish any exemption from tolls, rates, or duties, or any other right or privilege; to authorise the borrowing of additional moneys, and charging the same upon the tolls, rates, and duties; to empower the Commissioners to take all necessary measures to prevent the fouling of and silting up of their harbour, and for that purpose to impose penalties for breach of any regulations; to vary, alter, or extinguish all rights and privileges which are inconsistent with, or which might in any way impede or interfere with the objects of the intended order, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1883, 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 at the Custom House at Plymouth, in the said county; at the Admiralty, Whitehall, in the county of Middlesex; and at the Board of Trade, Whitehall-gardens, in the said county of Middlesex.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same at the offices of the Solicitors undermentioned.

Dated this 22nd day of November, 1883.

S. Cater, Plymouth.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster.

In Parliament—Session 1884.

City of Dublin Steam Packet Company.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, namely:—

To make all or some of the provisions of the Railway and Canal Traffic Act, 1854, and the Regulation of Railways Act, 1873, and any Act amending the same, applicable to the City of Dublin Steam Packet Company and to the steam vessels of that Company, used, maintained, and worked between Holyhead and Kingstown, and the passenger and parcels traffic conveyed or intended to be conveyed therein, as if that Company were a Railway Company, and as if the railways of any railway company, commencing or terminating at Dublin, Kingstown, or Holyhead, and the routes traversed by them and the said steam-vessels respectively, were railways which form part of a continuous line of railway communication, and which have the terminus station or wharf of the one near the terminus station or wharf of the other. To authorize the said Company to levy tolls, rates, and charges, and to alter the tolls, rates, and charges leviable by the owners of any railway commencing or terminating at Dublin, Kingstown, or Holyhead as aforesaid, and to vary or extinguish all existing rights and privileges which might interfere with any of the objects aforesaid; and to confer all powers, rights, and privileges expedient for effecting those objects, or in relation thereto; to amend all or some of the Acts relating to the City of Dublin Steam Packet Company, and to the owners of any railway commencing or terminating at Dublin, Kingstown, or Holyhead as aforesaid.

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 29th day of November, 1883.

Grahames, Currey, and Spens, Westminster.

The London and Suburban Land and Building Company Limited and Reduced.

NOTICE is hereby given, that a certain Order, made on the 3rd day of November, 1883, in the Chancery Division of the High Court of Justice, confirming a resolution for reduction of the capital of the above-named Company was, on the 22nd instant, registered with the Registrar of Joint Stock Companies, together with a Minute in the words following, that is to say: "The capital of the Company is £12,915 divided into 4,305 shares of £3 each fully paid."—Dated 28th November, 1883.

*Tho. W. Rogers, Leadenhall-buildings,
1, Leadenhall-street, in the city of
London, Solicitor for the said Company.*

In the High Court of Justice.—Chancery Division.
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Merioneth Mining Agency Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of the High Court of Justice, was, on the 27th day of November, 1883, presented to the Chancery Division of the High Court of Justice by Augustus Frederick Sheppard and Samuel William Riley, of No. 56, Moorgate-street, in the city of London, Solicitors, carrying on business under the style or firm of Sheppard and Riley, creditors of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Kay, on the 14th 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 29th day of November, 1883.

Augustus Frederick Sheppard,

*Saml. Wm. Riley, 56, Moorgate-street,
London, Petitioners.*

In the High Court of Justice.—Chancery Division.
Mr. Justice Pearson.

In the Matter of the Blue Tent Consolidated Hydraulic Gold Mines of California Limited, and in the Matter of the Companies Acts, 1862 to 1880.

BY an Order made in the above matters by Mr. Justice Pearson, dated the 19th day of November, 1883, on the petition of the Blue Tent Consolidated Hydraulic Gold Mines of California Limited, preferred unto this Court, and upon hearing Counsel for the petitioners, and for William Henry Burnand and Anna Maria Todd, contributories and creditors supporting the said petition, it was ordered that the voluntary winding up of the said Blue Tent Consolidated Hydraulic Gold Mines of California Limited be continued, but subject to the supervision of this Court; and any of the proceedings under the said voluntary winding up might be adopted as the Judge should direct; and the creditors, con-

tributories, and Liquidators of the said Company, and all other persons interested, were to be at liberty to apply to the Judge at Chambers as there might be occasion. And it was ordered that the said Company and the said contributories and creditors be allowed their costs of and relating to the said petition out of the assets of the said Company, such costs to be taxed by the Taxing Master, who was to allow the said contributories and creditors one set of costs only.—Dated this 27th day of November, 1883.

*Renshaws, 2, Suffolk-lane, London, E.C.,
Solicitors for the Petitioning Company.*

In the High Court of Justice.—Chancery Division.
Mr. Justice Chitty.

In the Matter of the Mutual Society, and in the Matter of the Companies Acts, 1862, 1867, and 1877.

THE Vacation Judge has by an Order, dated the 3rd day of October, 1883, appointed Arthur Cooper, of 14, George-street, Mansion House, and Frederick Whinney, of No. 8, Old Jewry, both in the city of London, Chartered Accountants, to be Official Liquidators of the above-named Society, in the place of James Waddell, removed by the said Order.—Dated this 26th day of November, 1883.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the New Tharsis Sulphur Company Limited.

HIS Lordship the Vice-Chancellor Bacon has by an Order, dated the 17th day of November, 1883, appointed John Folland Lovering, of No. 77, Gresham-street, in the city of London, Chartered Accountant, to be the Official Liquidator of the above Company, in the place of William Waddell.—Dated the 26th day of November, 1883.

NORWAY SPARS.

TENDERS will be received until two o'clock on Tuesday, the 1st January, 1884, for 12,250 NORWAY SPARS.

Forms of tender containing conditions of contract and all particulars may be obtained on personal application at this Office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,
November 29, 1883.

British Linen Company Bank.
Edinburgh, November 30, 1883.

THE General Court of Proprietors of the British Linen Company have ordered that to settle the half-year's Dividend on the capital stock of the Company, to be paid at Christmas next, no transfer of stock shall be made from this date to the 26th proximo inclusive; and notice is hereby given to the Proprietors that the Dividend, without deduction of Income Tax, will be paid at the Company's office here, on Wednesday, the 26th day of December next. John Gunn, Secretary.

In the Matter of the Companies Acts, 1862 to 1880, and of the Carnarvon Copper Mining Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at the offices of the Company, Gracechurch-buildings, Gracechurch-street, in the city of London, on Friday, the 23rd day of November, 1883, the following Extraordinary Resolutions were duly passed, viz. :—

1. "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 it is advisable to wind up the same.

2. "That the Company be wound up voluntarily, and that Mr. Edward Ashmead, Chartered Accountant, be appointed Liquidator for the purposes of such winding up."

J. Y. Watson, *Chairman.*

The London Contract Company Limited.

AT an Extraordinary General Meeting of the London Contract Company Limited, duly convened and held at the registered office of the Company, No. 10, John-street, Adelphi, in the county of Middlesex, on Thursday, the 18th day of October, 1883, the following Special Resolution was duly passed, and confirmed at a subsequent Extraordinary General Meeting, duly convened and held at 53 and 54, Wool Exchange, Coleman-street, in the city of London, on Wednesday, the 14th day of November, 1883, viz. :—

1. "That the London Contract Company Limited be wound up voluntarily.

2. "That Mr. Henry Coe, of 4, Furnival's-inn, Holborn, London, and Mr. John Harry Evens, of No. 54, Wool Exchange, in the city of London, be and are hereby appointed Liquidators for the purpose of such winding up."

H. Loewenfeld, *Chairman.*

The City Oil Mills Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the City Oil Mills Company Limited, duly convened and held at the Company's office, City-buildings, No. 23, Old Hall-street, in the city of Liverpool, on the 5th day of November, 1883, the subjoined Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 21st day of November, 1883, the said Resolutions were duly confirmed :—

"That the Company be wound up voluntarily under the provisions of the Companies Acts, 1862 and 1867.

"That George Samuel Oldam, of the Temple, Dale-street, in the city of Liverpool, Chartered Accountant, be and he is hereby appointed Liquidator for the purposes of such winding up."

Dated this 23rd day of November, 1883.

W. Rowlandson, *Chairman.*

In the Matter of the Companies Acts, 1862 and 1880, and of the Kirk Michael Mining Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at the offices of the Company, Gracechurch-buildings, Gracechurch-street, in the city of London, on Friday, the 23rd day of November, 1883, the following Extraordinary Resolutions were duly passed, viz. :—

1. "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 it is advisable to wind up the same.

2. "That the Company be wound up voluntarily, and that Mr. Edward Ashmead, Chartered Accountant, be appointed Liquidator for the purposes of such winding up."

J. Y. Watson, *Chairman.*

In the Matter of the Companies Acts, 1862 and 1867, and of the Leeds and District Creditors' Association of Wholesale Dealers.

NOTICE is hereby given, that a General Meeting of the above-named Association will be held at the offices of Messrs. Beever and Spies, 26, Commercial-street, Leeds, in the county

of York, on the 31st day of December, 1883, at three o'clock in the afternoon precisely, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted, and the property of the Association disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator.—Dated this 27th day of November, 1883.

W. Henry Spice, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Wirth Frères et Cie. Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at my offices, No. 7, Westminster-chambers, Victoria-street, London, S.W., on Wednesday, the 9th day of January next, at eleven o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated the 29th day of November, 1883.

Henry Brown, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Onward Cement Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at my offices, No. 7, Westminster-chambers, Victoria-street, London, S.W., on Wednesday, the 9th day of January next, at twelve o'clock at noon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated the 29th day of November, 1883.

Henry Brown, Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and of the Brotton Co-operative Industrial Society Limited.—In Voluntarily Liquidation.

NOTICE is hereby given, that a General Meeting of the above-named Society will be held at the Good Templars' Hall, Brotton, in the county of York, on the 4th day of January, 1884, at seven o'clock in the evening precisely, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted, and the property of the Society disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator.—Dated this 28th day of November, 1883.

Henry Robinson Bailey, Liquidator.

In the Matter of the Industrial and Provident Societies Act, 1867, and of the Companies Act, 1862, and in the Matter of the Clew Alliance Industrial and Provident Land Society Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at Mr. John Benton's rooms, 158, Cleethorpe-road, Great Grimsby, in the county of Lincoln, on Monday, the 7th day of January, 1884, at seven o'clock in the evening precisely, for the purpose of having the Liquidator's account, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, laid before such Meeting, 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 this 27th day of November, 1883.

R. Allison, Liquidator.

The Companies Acts, 1862–1880.

The Irish Supply Agency Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at the Irish National Hall, Great Crosshall-street, in the city of Liverpool, on the 8th day of January, 1884, at eight o'clock P.M., for the purpose of having accounts laid before them by the Liquidators (pursuant to sect. 142), showing the manner in which the winding up of the said Company has been conducted, and of hearing any explanation that may be given by the Liquidators.—Liverpool, 28th November, 1883.

E. Purcell, }
P. Manning, } Liquidators.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Ashton-under-Lyne Real Estates Company Limited.—In Liquidation.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a Special General Meeting of the Shareholders of the above Company will be held at the registered office, Buckley-chambers, Stamford-street, Ashton-under-Lyne, in the county of Lancaster, on Monday, the 8th day of January, 1884, at half-past seven o'clock in the evening, for the purpose of having an account laid before them showing the manner in which the winding up of the Company has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidators thereof, shall be disposed of.—Dated this 27th day of November, 1883.

John Hall, }
William Kelsall, } Joint Liquidators.

In the Matter of the Companies Act, 1862, and the Liverpool Rowing Club Boathouse Company Limited.

NOTICE is hereby given, that a General Meeting of the Shareholders of the above-named Company will be held at the office of Messrs. Charles Hall and Son, the Albany, Oldhall-street, Liverpool, in the county of Lancaster, on Monday, the 31st day of December next, at four o'clock in the afternoon, for the purpose of examining the accounts of the Liquidator of the said Company, and the closing of the liquidation, at which time and place the Shareholders of the said Company are requested to attend.—Dated this 27th day of November, 1883.

Chas. E. Hall, Liquidator.

In the High Court of Justice—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Great Barrier Land, Harbor, and Mining Company Limited.

NOTICE is hereby given, that a Meeting of the Debenture and Shareholders of the above-named Company will be held at the offices of Messrs. Good, Daniels, and Co., No. 7, Poultry, London, E.C., on the 18th day of December next, at two of the clock in the afternoon, for the purpose of having the Liquidator's account, showing the manner in which the winding up of the Company has been conducted, and the property disposed of, and of hearing any explanation which may be given by the Liquidator.

Alfred Good, Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and of the Colonial and Eastern Agency Limited.—In Liquidation.

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 us, Henry Phelps Baxter, of Southall Green, in the county of Middlesex, and Charles Joseph Boyce, of the Lawn, Lampton, in the county of Middlesex aforesaid, or one of us, the Liquidators of the said Company, and if so required by notice in writing from the said Liquidators are, by their Solicitors or personally, to come in and prove their said debts or claims at the office of our Solicitor, Mr. A. Lawrence Houlder, Lonsdale-chambers, 27, Chancery-lane, W.C., 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.—Dated this 26th day of November, 1883.

Hy. P. Baxter, } Liquidators.
C. J. Boyce, }

NOTICE is hereby given, that the Partnership lately subsisting between us, John William Humphrey and Thomas Tomly Onslow, of Riga Wharf, Hoxton, in the county of Middlesex, heretofore carrying on business as Firewood Manufacturers and Timber Merchants, under the firm of Humphrey and Onslow, of the same place, was, on this 22nd day of November, 1883, dissolved by mutual consent; and that all debts owing to the said partnership are to be received by the said Thomas Tomly Onslow, and all persons to whom the said partnership stands indebted are requested to send in their accounts to the said Thomas Tomly Onslow in order that the same may be examined and paid.—Dated this 22nd day of November, 1883.

John W. Humphrey,
Thomas Tomly Onslow.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Horace Bayden Neame and Charles Edward Trew, trading under the style or firm of Neame and Trew, Brewers, Maltsters, and Spirit Merchants, at Blandford Saint Mary, in the county of Dorset, was dissolved, on the 24th day of November, 1883, by mutual consent.—As witness our hands this 24th day of November, 1883.

Horace B. Neame.
Chas. E. Trew.

NOTICE is hereby given, that the Partnership between Edmund Septimus Hildick and Edwin Leighton, under the style of Hildick and Leighton, as Saddlers' and Coach Ironmongers, at Walsall, in the county of Stafford, has been dissolved, by mutual consent, as from the 29th day of September last. The business will henceforth be carried on under the style of Hildick and Company, by the said Edmund Septimus Hildick, who will receive and pay all debts due to and by the partnership.—Dated this 24th day of November, 1883.

E. S. Hildick.
E. Leighton.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Stanley Druiff and Samuel Druiff, as Wholesale Opticians, at 55A, Bernard-street, Russell-square, in the county of Middlesex, under the styles or firms of Druiff and Druiff and Wm. Herbert and Godfrey respectively, was, on the 15th day of November, 1883, dissolved, by mutual consent, the said Stanley Druiff having retired from the said business, which will in future be carried on by the said Samuel Druiff alone who will in future pay all moneys due from the said firms, and receive all moneys due to the said firms.—As witness our hands this 26th day of November, 1883.

Stanley Druiff.
Samuel Druiff

NOTICE is hereby given, that the Partnership heretofore subsisting between William Ingram and Joseph Ingram, of Rolfe-street, Smethwick, in the county of Stafford, as Stone, Marble, and Monumental Masons, under the style of W. Ingram and Son, was dissolved as and from the 1st January, 1883. The business will be carried on by Joseph Ingram, who will receive and pay all debts due to and owing by the late firm.—Dated this 27th day of November, 1883.

Wm. Ingram.
Joseph Ingram.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Heywood and James Fenton, carrying on business as Cotton Spinners, at the Cobden Mills, Heywood, in the county of Lancaster, under the style or firm of the Cobden Mills Company, has been this day dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Samuel Heywood.—Dated this 31st day of October, 1883.

Saml. Heywood.
James Fenton.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, George Baker the elder and George Baker the younger, as Wire Workers, carrying on business at Cecil-street, Birmingham, in the county of Warwick, under the style or firm of the Cecil-Street Wire Works Company, late M. Lonsdale and Co., has this day been 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 George Baker the elder, by whom the said business will in future be carried on under the style of George Baker the elder.—Dated the 23rd day of November, 1883.

Geo. Baker, senior.
Geo. Baker, junr.

NOTICE is hereby given, that the Partnership formerly subsisting between us the undersigned, Peter Pearson, Joseph Swinden Birks, Thomas Rhodes Birks, and James Aylward Game, carrying on business at Cambridge-street, in Broughton, near the city of Manchester, as Chicory Manufacturers, Coffee Merchants, and Coffee Roasters, under the style or firm of Pearson and Co., was, on the 1st day of June last, dissolved, by mutual consent, so far as regards the said James Aylward Game. All debts owing to and by the said firm will be respectively received and paid by the said Peter Pearson, Joseph Swinden Birks, and Thomas Rhodes Birks, who will in future carry on the said business under the same style or firm as heretofore.—Dated the 30th day of October, 1883.

Peter Pearson. Thomas R. Birks.
Joseph Swinden Birks. James A. Game.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Patrick O'Donnell and Charles Meyer Zusman, as Wholesale Shirt Manufacturers and Warehousemen, at 75, Commercial-street, Spitalfields, in the county of Middlesex, under the firm of O'Donnell and Zusman, was this day dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said Patrick O'Donnell.—As witness our hands this 27th day of November, 1883.

Patrick O'Donnell.
Charles Meyer Zusman.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, James Benito Reid and Henry Turner, carrying on business as Tobacconists, &c., at No. 42B, Old Broad-street and at No. 33, Liverpool-street, both in the city of London, under the style or firm of Reid and Turner, has been this day dissolved by mutual consent. All debts due to and owing by the late firm will be received and paid by the said Henry Turner, by whom the said businesses will in future be carried on alone.—Dated this 26th day of November, 1883.

James B. Reid.
Henry Turner.

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, William Edward Johnson and William Judd, trading under the style of W. Judd and Co., as Pitch and Waterproof Paper Manufacturers, at Farm-street, Hockley, Birmingham, in the county of Warwick, has been this day dissolved by mutual consent. All debts due to and owing by the said partnership will be received and paid by the said William Edward Johnson.—Dated this 24th day of November, 1883.

William Edward Johnson.
Wm. Judd.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Wight and Thomas Holyoake Wight, carrying on business as Solicitors, at Dudley, in the county of Worcester, under the style or firm of Wight and Son, has been dissolved, by mutual consent, as and from the 29th day of September, 1883, and the said business will henceforth be carried on by the said Thomas Wight alone. All debts due to and owing by the said late firm will be received and paid by the said Thomas Wight.—Dated this 19th day of November, 1883.

Tho. Wight.
T. Holyoake Wight.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Holmes and Albert Frederick Style, carrying on business in partnership together at the Medway Brewery, Maidstone, in the county of Kent, as Brewers and Farmers, under the firm of Holmes and Style, is dissolved, by mutual consent, as and from the 31st day of December, 1881; and that the said business will in future be carried on by the said Albert Frederick Style alone, by whom all debts due to and owing by the said partnership will be received and paid.—Dated the 27th day of November, 1883.

*John Holmes.
Albert F. Style.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ferdinand Rath, of Australian-avenue, London, Frilling Manufacturer, and James Dowling, of 35, Jewin-street, London, Machinist, in the business of Plaiting Machine Manufacturers, at 24, Australian-avenue, London, under the style of J. Dowling and Co., was dissolved, by mutual consent, as from the 28th day of July, 1882.—Dated this 22nd day of November, 1883.

*Ferdinand Rath.
J. Dowling.*

NOTICE is hereby given, that the Partnership heretofore carried on by the undersigned, Henry James Facey and Alfred James Halsey, under the style of Facey and Halsey, at 502 and 507, Railway-arches, Rotherhithe New-road, in the county of Surrey, as Coach and Cart Wheelwrights, was this day dissolved by mutual consent. All debts owing to the said firm are to be paid to the said Henry James Facey, who will henceforth carry on the said business on his own account.—Dated this 27th day of November, 1883.

*H. J. Facey.
A. J. Halsey.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Newbury Box and Allan Box, as Grocers, Bakers, and Linen Drapers, at Stanwell, in the county of Middlesex, has been dissolved, as from the 31st day of October, 1883, by mutual consent.—Dated this 27th day of November, 1883.

*Charles Newbury Box.
Allan Box.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, John Tribe and Thomas Campling Lamb, in the trade or business of Chemists and Druggists, at No. 211 (lately 137), High-street, Chatham, in the county of Kent, under the style or firm of Tribe and Lamb, has been dissolved, by mutual consent, as and from the 31st day of March, 1883; and that all debts due to or owing by the late firm will be received and paid by the said Thomas Campling Lamb, by whom the business will in future be carried on, under the style of Tribe and Lamb.—As witness our hands this 24th day of November, 1883.

*John Tribe.
Thomas Campling Lamb.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, at 4, Borough-lane and 110, Cannon-street, in the city of London, and at Queen's-road, Battersea, in the county of Surrey, under the style or firm of the London Patent Felt Company, is this day dissolved by mutual consent; and also that the style of the London Patent Felt Company will be continued by the undersigned, William Marshall, only.—Dated this 13th day of November, 1883.

*Charles Murdoch.
Wm. Marshall.*

WE, the undersigned, hereby give notice, that the Partnership hitherto subsisting between us in the trade or business of Cab Proprietors and Job Masters, carried on by us at Pau's-yard, Little Hunter-street, Great Dover-street, London, S.E., under the style or firm of Bowdery and Verrall, is this day dissolved by mutual consent.—Dated this 17th day of November, 1883.

*John Bowdery, junr.
John Verrall.*

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, William Green, John Vicary Thatcher, and John Patrick Byrne Larkin, carrying on business at No. 4, Walbrook, in the city of London, as Engineers and Millwrights, under the firm of William Green and Company, was dissolved, on the 29th day of August, 1883. All debts owing to or from the said partnership will be received and paid in due course by the said William Green.—Dated this 26th day of November, 1883.

*J. V. Thatcher.
J. Byrne Larkin.
Wm. Green.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Peel and Gerald Peel, carrying on business as Merchants, at the cities of Manchester and Liverpool, under the style or firm of John Peel and Co., has been dissolved, by mutual consent, as and from the 30th day of June, 1883. All debts due to and owing by the said late firm will be received and paid by the said Charles Peel, by whom the said business will be carried on under the style aforesaid.—Dated this 26th day of November, 1883.

*Charles Peel.
Gerald Peel.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Gerald Peel and Cornelius Tattersall, carrying on business as Cotton Doublers, &c., at Ashbourne, in the county of Derby, and at Jackson-street, in the city of Manchester, under the style or firm of the Woodeaves Company, has been dissolved, by mutual consent, as and from the 18th day of August, 1883. All debts due to and owing by the said late firm will be received and paid by the said Cornelius Tattersall, by whom the said business will be carried on under the style aforesaid.—Dated this 26th day of November, 1883.

*Gerald Peel.
C. Tattersall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Gerald Peel and Cornelius Tattersall, carrying on business as Cotton Spinners, at Jackson-street, in the city of Manchester, under the style or firm of the Jackson-street Spinning Company, has been dissolved, by mutual consent, as and from the 30th day of September, 1883. All debts due to and owing by the said late firm will be received and paid by the said Gerald Peel, by whom the said business will be carried on under the style aforesaid.—Dated this 26th day of November, 1883.

*Gerald Peel.
C. Tattersall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Henry Lambe and Albert James Jones, carrying on business as Iron Building Manufacturers, at No. 40, Tavistock-road, Plymouth, in the county of Devon, under the style or firm of Jones and Lambe, has been this day dissolved, by mutual consent, as and from the 27th day of October last. All debts due to and owing by the late firm will be received and paid by the said Albert James Jones.—Dated this 26th day of November, 1883.

*Albert James Jones.
William Henry Lambe.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Bodkin and Edmund Alexander Harris, at Farringdon Market, in the city of London, under the style or firm of Bodkin and Harris, Fruit Salesmen, was, on the 19th day of November, 1883, dissolved by mutual consent. All debts owing from or due to the late firm will be discharged or received by the said Edmund Alexander Harris, who for the future will carry on the business on his own account.—Dated the 26th day of November, 1883.

*William Bodkin.
Edmund Alexander Harris.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Hiram Chadwick, of John-street, Rochdale, in the county of Lancaster, Merchant, James Hadfield, of Cheetham-street, Rochdale aforesaid, Druggist, and Joseph Chadwick, of Whitehall-street, Rochdale aforesaid, Pawnbroker, carrying on business as Colliery Proprietors, under the style of H. Chadwick and Co., at 39, John-street, Rochdale aforesaid, and at the Silkstone Colliery, Unstone, in the county of Derby, is this day dissolved by mutual consent.—Dated this 27th day of November, 1883.

*Hiram Chadwick.
James Hadfield.
Joseph Chadwick.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by and between us the undersigned, Henry Edwin Negus and William Belcher Rumsey, at No. 31, Great Titchfield-street, and afterwards at No. 12, Little Exmouth-street, George-street, Euston-road, Marylebone, in the county of Middlesex, under the style or firm of Talbot and Negus, in the trade or business of Wholesale Iron Braziers, Iron Plate Workers, and Tanners, has been dissolved, by mutual consent, as and from the 30th day of June, 1883. All debts due to and owing by the said late firm will be received and paid by the said Henry Edwin Negus. As witness our hands.—Dated the 28th day of November, 1883.

*W. B. Rumsey.
Henry Edwin Negus.*

NOTICE is hereby given, that the Partnership heretofore existing between Joseph West and Henry Edward Pegg, of Hackney-road, in the county of Middlesex, carrying on the business of Brewers, Maltsters, and Beer Retailers, under the style or firm of West and Pegg, is dissolved, as from the 1st day of July, 1883. All debts due and owing to the said firm and all liabilities will be received and paid by the said Joseph West, who will continue to carry on the business.—Dated this 24th day of November, 1883.

Joseph West.
Henry E. Pegg.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ambrose Eaton and Ambrose Collingridge Eaton, carrying on business as Commission Agents, at 72, Mark-lane, in the city of London, under the style or firm of Ovington, Eaton, and Co., was dissolved, as from the 4th May, 1883, by mutual consent.—Dated the 28th day of November, 1883.

Ambrose Eaton.
Ambrose Collingridge Eaton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Henry Scott and George Joyner, carrying on business as Printers and Stationers, at No. 3, Copt-hall-court, in the city of London, under the style or firm of Barnes and Scott, was dissolved, on the 24th day of November, 1883, by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Walter Henry Scott, by whom the said business will in future be carried on.—Dated this 28th day of November, 1883.

W. H. Scott.
Geo. Joyner.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Bradley and Arthur James Neal, carrying on business as Watch Manufacturers, at 1, Upper Priory, Birmingham, in the county of Warwick, under the style or firm of Bradley and Neal, has been dissolved, by mutual consent, as and from the 5th day of November, 1883. All debts due to and owing by the said late firm will be received and paid by the said Alfred Bradley.—Dated this 27th day of November, 1883.

Alfred Bradley.
Arthur James Neal.

WILLIAM EVANS, Esq., 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 William Evans, late of Aspinshaw Hall, New Mills, in the county of Derby, and formerly of Apsley Villa, Cheet-ham-hill, Manchester, in the county of Lancaster, and of Mytton, in the county of York, Letter-press Printer and Newspaper Proprietor, deceased (who died on the 1st day of September, 1883, and whose will, with a codicil thereto, was proved on the 13th day of November, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by William Flitcroft, of Lostock House, Farrington, near Preston, in the county of Lancaster, Cotton Spinner, and Thomas William Evans, of the city of Manchester, Cashier, power to prove same being reserved to John Edward Taylor, the other executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to the said William Flitcroft and Thomas William Evans, or to the undersigned, Price, Woodcock, and Widdows, on or before the 10th day of January 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.—Dated this 26th day of November, 1883.

PRICE, WOODCOCK, and WIDDOWS, 8, Saint James'-square, Manchester, Solicitors for the said Executors.

RICHARD ADAMSON, 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 others having any claims or demands against the estate of Richard Adamson, late of Lord-street, Liverpool, in the county of Lancaster, Saddler, deceased (who died on the 16th day of June, 1882), are hereby required to send in particulars of their debts, claims, or demands to the executors of the said Richard Adamson, at the office of their Solicitors, Messrs. Lynch and Teebay, 25, Lord-street, Liverpool aforesaid, on or before the 12th day of December next,

at the expiration of which time the said executors will proceed to distribute the assets of the said Richard Adamson among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and for the assets, or any part thereof, so administered or distributed the said executors will not be liable to any person of whose debt, claim, or demand they shall not then have had notice; and all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said executors.—Dated this 22nd day of November, 1883.

LYNCH and TEEBAY, 25, Lord-street, Liverpool, Solicitors for the said Executors.

Re EDWIN HENRY WELLS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act further to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of Edwin Henry Wells, of Great Shurdington, in the county of Gloucester, Farmer, deceased (who died on the 17th day of September, 1883, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Gloucester on the 24th day of November, 1883, by John Tombs, of Great Shurdington aforesaid, Farmer, and John Gaspard Villar, of Cheltenham, in the county aforesaid, Auctioneer, the executors named in the said will), are hereby required to send particulars of their claims to the undersigned, on or before the 20th day of December, 1883, after which date the said executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice, and the said executors will not be liable to any person of whose claim they shall not then have had notice for the assets so distributed.—Dated this 26th day of November, 1883.

ARTHUR H. SMITH, Corn Exchange, Cheltenham, Solicitor for the said Executors.

ELIZA ANN COLEMAN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Eliza Ann Coleman, formerly of No. 5, Saint Stephen's-road, Westbourne Park, in the county of Middlesex, and late of No. 9, Saint Stephen's-road, Westbourne Park aforesaid, Widow, deceased (who died on the 11th 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 Joseph Henry Peel Bland and William Charles Hallett, the executors named in the said will), are required to send in particulars of their debts, claims, or demands to the said executors, at the offices of Messrs. Hallett and Woosnam, 32, Craven-street, Charing-cross, London, W.C., on or before the 16th day of January next, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which the said executors shall then have had notice; and for the assets, or any part thereof, so administered or distributed, the said executors will not be liable to any person of whose debt, claim, or demand they shall not then have had notice; and all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said executors.—Dated this 27th day of November, 1883.

HALLETT and WOOSNAM, Solicitors for the said Executors.

ROBERT CHANDLER, 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 claimants against the estate of Robert Chandler, late of Charlton, in the county of Middlesex, Farmer, deceased (who died on the 10th day of September, 1883, and whose will was proved by William Merrick, of Shepperton, Middlesex, Farmer, and John Chandler Merrick, of Stanwell, Middlesex, Farmer, the executors named therein, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 17th day of October, 1883), are required to send particulars, in writing, of their debts, claims, and demands, to us, the undersigned, at our office, at Chertsey, Surrey, on or before the 31st day of December, 1883, after which time the said executors will proceed to distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and such executors will not be liable for such assets, or any part thereof, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 26th day of November, 1883.

PAINÉ and BRETTELL, Chertsey, Surrey, Solicitors for the said Executors.

JOSEPH RODGERS, Deceased.

Pursuant to 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Joseph Rodgers, late of Selwyn Court, Richmond, in the county of Surrey, deceased (who died on or about the 12th day of May, 1883, and whose will, with three codicils thereto, was proved by Gilbert Wilkinson, of Scarborough, in the county of York, Gentleman, and Nathaniel Creswick, of Sheffield, in the said county of York, Solicitor, two of the executors named in the said will, and Joseph Rodgers, of Selwyn Court aforesaid, the executor named in the first codicil to the said will, on the 30th day of July, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in particulars of their claims to the undersigned, Nathaniel Creswick, on or before the 31st day of December next; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have 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 the 1st day of November, 1883.

NATH. CRESWICK, 9, East-parade, Sheffield,
Solicitor for the Executors.

FRANCES WILLS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Francis Wills, late of Greenway-terrace, Coventry-road, Birmingham, Widow (who died on the 10th April, 1883, and whose will was proved in the District Registry attached to the Probate Division of the High Court of Justice at Birmingham on the 7th day of June, 1883), are hereby required to send particulars, in writing, of their claims and demands to me, the undersigned, on or before the 1st day of January, 1884, after which date the executors will distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which the executors shall then have had notice.—Dated this 28th day of November, 1883.

H. A. HOLDEN, 10, Newhall-street, Birmingham,
Solicitor for the Executors of the Deceased.

Miss MARY ANNE LAMBE, Spinster, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Mary Anne Lambe, late of Newuham-villa, Hampton-road, Redland, Bristol, deceased (who died on the 2nd day of November, 1883, and whose will was proved on the 21st day of November, 1883, by the executor therein named), are required to send particulars, in writing, of their claims to us, the undersigned, Solicitors for the said executor, on or before the 15th day of January, 1884, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated this 26th day of November, 1883.

STONE, KING, KING, STONE and WATTS,
13, Queen-square, Bath, Solicitors for the Executor.

JOHN BAMBER, Deceased.

ALL persons having claims against the estate of the deceased, formerly of No. 29, Herbert-street, New North-road, Hoxton, and late of 19, Mildmay-road, Stoke Newington, both in the county of Middlesex, Gentleman (who died 21st February, 1883, and whose will was proved at London by John Bamber and Richard Henry Bamber, the executors of the said deceased), are required to send, in writing, particulars of their claims to me on or before the 20th day of December next, after which date the assets will be distributed, without regard to any claim of which notice shall not then have been received.—Dated this 20th day of November, 1883.

FRED. EASTWOOD, 34, Great Saint Helen's,
London, Solicitor for the Executors.

GEORGE AUGUSTUS ADDISON, Deceased.

Pursuant to Act of 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of George Augustus Addison, formerly of No. 6, Charles-street, Berkeley-square, but late of No. 188, Lancaster-road, Kensington, both in the county of Middlesex, Gentleman (who died on the 18th day of August, 1883), are required to send the particulars of their debts or claims to me, the undersigned, the sole executor of the said deceased, on or before the 1st day of January next, at the expiration of which time I shall proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which I shall then have had notice.—Dated this 27th day of November, 1883.

FREDERICK LOVELL KEAYS, 26, Charles-
street, St. James's, London, S. W., Solicitor.

No. 25292.

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HENRY EDWARD WALFORD, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claims against the estate of Henry Edward Walford, late of Linda Vale Farm, Hawkhurst, in the county of Sussex, and formerly of 19, York-terrace, Regent's Park, in the county of Middlesex, Gentleman (who died on the 25th March, 1883), are required to send particulars of such claims to the undersigned, the Solicitors for the executor of the will of the said Henry Edward Walford, at 36, Finsbury-circus, in the city of London, on or before the 25th December next, after which day the said executor will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice; and such executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 23rd November, 1883.

EMANUEL and SIMMONDS, 36, Finsbury-
circus, in the city of London, Solicitors.

In the Matter of JOHN BOWMER COLLISON,
Deceased.

Pursuant to an Act passed in the 22nd and 23rd year of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of John Bowmer Collison, late of No. 25, Maria Victoria Strasse, in Baden, in the Grand Duchy of Baden, in Germany, Esq., deceased (who died on the 5th day of September, 1883, and whose will was proved in the Principal Registry of the Probate, Divorce, and Admiralty Division of Her Majesty's High Court of Justice on the 12th day of October last, by Caroline Ida Friederika Collison, Widow, the relict of the said deceased, and Clair James Grece, Doctor of Laws, the executors named in the said will) are required to send the particulars of any such claim to me, the undersigned, Clair James Grece, at my office in the Station-road, Redhill, Surrey, on or before the 1st day of January next, after which time the said executors will proceed to distribute the assets of the said deceased as directed by the said will, having regard to those claims only of which they may then have had notice.—Given under my hand this 28th day of November, 1883.

CLAIR J. GRECE.

HENRY LEVY, Deceased.

Pursuant to Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Henry Levy, late of No. 8, North-terrace, Peckham, and of No. 2a, Boyson-road, Walworth-road, both in the county of Surrey, Gentleman (who died on the 28th day of September, 1883, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 23rd day of November, 1883, by Mary Levy, Widow, one of the executors therein named), are hereby required to send particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said Mary Levy, on or before the 31st day of January, 1884, after which date the said Mary Levy will proceed to distribute the assets of the said testator, having regard only to the claims of which notice shall then have been given.—Dated 29th November, 1883.

CHAS. G. WOODROFFE, 18, Great Dover-street,
Southwark, London, Solicitor for the said Mary Levy.

DAVID WATTERS, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of David Watters, late of No. 4, Terrace-road, Swansea, in the county of Glamorgan, Gardener, deceased (who died on the 5th day of January, 1883, and probate of whose will was granted to David Saunders, 32, Ffynone-terrace, Swansea, Minister of the Gospel, and David Rees, 4, Terrace-road, Swansea, Assayer, in the said county, the executors therein named), are requested to send in particulars, in writing, of such claim or demand to us, the undersigned executors, on or before the 22nd day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice.—Dated the 14th day of November, 1883.

DAVID SAUNDERS,
DAVID REES, Executors of the said Estate,

The Right Honourable WILLIAM BERESFORD,

Deceased.

Notice pursuant to the 22nd and 23rd Victoria, chapter 35.

All persons having any claims or demands against the estate of the Right Honourable William Beresford, late of 40, Eccleston-square, and of Hampton Court Palace, both in the county of Middlesex (who died on the 6th day of October, 1883, at No. 40, Eccleston-square aforesaid, and whose will was proved on the 23rd day of November, 1883, by Mostyn de la Poer Beresford, of 40, Eccleston-square aforesaid, a Colonel in Her Majesty's Army, the acting executor of the said will), are to send particulars of their debts, claims, or demands to us, the undersigned, on or before the 24th day of December, 1883, after which date the assets will be distributed.—Dated this 26th day of November, 1883.

WORDSWORTH, BEAKE, and CO., South Sea House, Threadneedle-street, London, Solicitors for the said Executor.

ELIZABETH SNIBSON, Deceased.

Pursuant to the Act of Parliament of the 22, 23, Vic., cap. 35, section 29.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Elizabeth Snibson, formerly of Buxton, in the county of Derby, but afterwards of Ashford, in the same county, Widow, deceased (who died on the 26th day of March, 1864, and whose will was, on the 24th day of October, 1864, proved in the District Registry at Derby of Her Majesty's Court of Probate by Sarah Brandreth, since deceased, and William Greaves, the executrix and executor therein named), are hereby required, on or before the 1st day of March next, to send in particulars of their claims or demands to the undersigned, F. and H. Taylor, at their offices in Bakewell, in the county of Derby; and notice is hereby also given, that after the said 1st day of March next, the said executor will proceed to distribute the assets of the said testatrix among the persons entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that the said executor will not be liable for the said assets, or any part thereof, so distributed to any person or persons of whose debt, claims, or demands they shall not have received notice at the time of such distribution.—Dated the 27th day of November, 1883.

F. and H. TAYLOR, Solicitors for the said Executor.

SARAH BRANDRETH, Deceased.

Pursuant to the Act of Parliament of the 22, 23 Vic., cap. 35, sec. 29.

NOTICE is hereby given, that all persons having any debts, claims, or demands upon or against the estate of Sarah Brandreth, late of Ashford, in the parish of Bakewell, in the county of Derby, Widow, deceased (who died on the 30th day of May, 1883, and whose will, with two godfathers thereto, was, on the 2nd day of August, 1883, proved in Her Majesty's High Court of Justice at the District Registry attached to the Probate Division thereof at Derby by George Glover and Thomas Wright Stratton, the executors therein named), are hereby required, on or before the 1st day of March next, to send in particulars of their claims or demands to the undersigned, F. and H. Taylor, at their offices in Bakewell, in the county of Derby; and notice is hereby also given, that after the said 1st day of March next, the said executors will proceed to distribute the assets of the said testatrix among the persons entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that the said executors will not be liable for the said assets, or any part thereof, so distributed to any person or persons of whose debt, claims, or demands they shall not have received notice at the time of such distribution.—Dated this 27th day of November, 1883.

F. and H. TAYLOR, Solicitors for the said Executors.

WILLIAM HACKER, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd 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 William Hacker, late of Hindon, in the county of Wilts, Innkeeper, deceased (who died on the 22nd day of June, 1881, and whose will was proved in the District Registry at Salisbury of the Probate Division of Her Majesty's High Court of Justice on the 14th day of October, 1881, by William Whittle, of Fonthill Gifford, in the county of Wilts, Yeoman, and Archibald Beckett, then of Hindon, in the same county, Painter, two of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to the said Archibald Beckett, at the Bennett Arms Hotel, Tisbury, 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 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 27th day of November, 1883.

MAYO and MARSH, Yeovil, Somerset, Solicitors for the Executors.

Re CHARLES SAXBY, Esq., Deceased.

Pursuant to the Act of Parliament 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 claims or demands against the estate of Charles Saxby, late of Clairville, Lulworth-road, in Birkdale, in the county of Lancaster, Esq., deceased, lately carrying on business as a Calico Printer at Furness Vale, in the county of Chester, and at 32A, George-street, in the city of Manchester, and also as a Brewer at Abingdon, in the county of Berks, and as a Farmer at Chorley and Blackpool, both in the said county of Lancaster (who died, on the 1st day of June, 1879, and whose will was proved in the Liverpool District Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of August, 1879, by Frederick Saxby, of 32A, George-street, Manchester aforesaid; Calico Printer, George Saxby, of Abingdon aforesaid; Brewer; and Frederick Woodhams, of 59, Mark-lane, in the city of London, Merchant, the executors therein named, are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 31st 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 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 claim or demands they shall not then have had notice.—Dated this 27th day of November, 1883.

JOHNSON and JOHNSONS, 26, Park-street, Stockport, Cheshire, Solicitors for the said Executors.

LOUISA TREMAIN, 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 Louisa Tremain, late of No. 3, Wakefield-road, Page Green, South Tottenham, in the county of Middlesex, Spinster (who died on the 18th day of August, 1883, and whose will was proved by Samuel Frederick Acocks, of No. 3, Wakefield-road aforesaid, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th day of September, 1883), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, as Solicitor for the said executor, on or before the 31st day of December, 1883. And notice is hereby given, that at the expiration of that time the said executor 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 he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have notice.—Dated this 27th day of November, 1883.

ROBERT L. RATCLIFF, 26, Bishopsgate-street Within, London, Solicitor for the said Executor.

ROBERT COLQUHOUN FERGUSSON, Deceased.

Pursuant to an 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 or demands against the estate of Robert Colquhoun Fergusson, late of No. 28, Cornwall-gardens, South Kensington, in the county of Middlesex, Esq., (who died on the 11th day of October, 1883, and whose will was duly proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1883, by William Lidderdale Esq., and Thomas Rannie Grant, Esq., two of the executors thereof), are hereby required to send particulars, in writing, of their claims and demands to us, the undersigned, Messrs. Lyne and Holman, of 5 and 6, Great Winchester-street, in the city of London, Solicitors for the said executors, on or before the 31st day of January, 1884, after which date the said executors will proceed to distribute the estate and effects of the said Robert Colquhoun Fergusson, deceased, among the parties entitled thereto, having regard only to the debts, claims, and demands of

which the said executors shall then have had notice; and that they will not be liable for the said assets to any person of whose claim they shall not then have had notice.—

Dated this 27th day of November, 1883.
LYNE and HOLMAN, 5 and 6, Great Winchester-street, London, E.C. Solicitors for the said Executors.

EDWARD WATSON BOWERBANK, Deceased.
Pursuant to the Statute 22 and 23 Victoria, chapter 35, entitled "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 Edward Walton Bowerbank, of Sun-street, Bishopsgate-street, in the city of London, and of No. 1, The Terrace, Stamford-hill, in the county of Middlesex, Distiller (who died on the 27th day of July, 1883, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 6th day of October, 1883, by Elizabeth Fanny Dames, and Edward William Bowerbank, two of the executors therein named), are hereby required to send, in writing, the particulars of their claims and demands to us, the undersigned, the Solicitors of the said executors, on or before the 7th day of January, 1884, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which they shall have had notice.—Dated the 29th day of November, 1883.

CHAPPLE, WELCH, and CHAPPLE, 25, Carter-lane, London.

JOSEPH LAMBERT, 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, intitled "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 Joseph Lambert, late of Penstanton, in the county of Huntingdon, Farmer and Malster, deceased (who died on or about the 12th day of October, 1865, and whose will was proved by Ann Lambert, the widow, since deceased, Samuel Beech Lambert, since deceased, and John Ingle Ellis, of Shepreth, in the county of Cambridge, Farmer, the executrix and executors therein named, on the 30th day of November, 1865, in the Peterborough District Registry of Her Majesty's Court of Probate), are hereby required to send in particulars of their claims and demands to the undersigned, on or before the 29th day of December next; and notice is hereby also given, that after that day the said trustees will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which the said trustees 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 28th day of November, 1883.

GINN and MATTHEW, 63, St. Andrew-street, Cambridge, Solicitors for the said Trustees.

EDMUND MORTIMER, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Edmund Mortimer, late of Belfield House, St. Leonards, Exeter, Major in Her Majesty's Army, Retired List, deceased (who died on the 10th day of June, 1883, and whose will and two codicils thereto were proved in the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice on the 25th day of October, 1883, by Colonel Thomas Richard Bythoesa Mortimer, and Major William Augustus Townshend Payne, the executors therein named), are hereby required to send particulars of such claim or demand to Messrs. Petherick and Son, of No. 8, Southernhay, Exeter, the Solicitors for the said executors, on or before the 14th day of December next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice; and the said executors will not in respect of the assets so distributed be liable to any person of whose claim or demand the said executors shall not then have had notice.—Dated 28th November, 1883.

PETHERICK and SONS, Solicitors for the Executors.

WILLIAM MAULE WEBSTER, Esq., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intitled "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 Maule Webster, formerly of No. 33, Essex-

street, Strand, but late of No. 7, Southampton-street, Bloomsbury-square, and of No. 98, Inverness-terrace, Bayswater, all in the county of Middlesex, Gentleman, deceased (who died on the 19th day of September, 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 19th day of November, 1883, by James Gray Webster, Esq., the nephew of the said deceased, the executor named in the said will, and George Kennedy Webster, Esq., the nephew also of the said deceased, the executor named in the said codicil), 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 31st 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 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 claim or demands they shall not then have had notice.—Dated this 29th day of November, 1883.

WEBSTER and HAGUE, 7, Southampton-street, Bloomsbury-square, Middlesex, Solicitors for the Executors.

RICHARD EDWARD ASHTON, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intitled "An Act to further Amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of Richard Edward Ashton, late of Beaconsfield, Fallowfield, near Manchester, in the county of Lancaster, Boiler Insurance Agent, deceased (who died on the 9th day of November, 1883, and letters of administration to whose estate were granted on the 26th day of November, 1883, by the District Registry at Manchester of the Probate Division of the High Court of Justice to Mary Hannah Ashton, of Beaconsfield, aforesaid, his widow), are hereby required to send, in the particulars of their claims or demands to us, the undersigned, Barrow and Smith, of 37, Cross-street, Manchester, Solicitors for the said administratrix, on or before the 31st day of December, 1883, after which day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to such claims and demands only as she shall then have had notice of; and that the said administratrix will not be liable for such assets to any person or persons of whose claim or demand she shall not then have had notice.—Dated this 27th day of November, 1883.

BARROW and SMITH, 37, Cross-street, Manchester, Solicitors for the Administrators.

EBENEZER WALKER, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Ebenezer Walker, late of Wakefield, in the county of York, Surveyor, deceased (who died on the 8th day of September, 1883, and whose will was proved in the District Registry at Wakefield of the Probate Division of Her Majesty's High Court of Justice by Edmund Stonehouse, of Wakefield aforesaid, Worsted Spinner, one of the executors of the said deceased, on the 5th day of November, 1883), are hereby required, on or before the 1st day of January next, to send in the particulars of their claims or demands, with the nature of their securities, if any, to me, the undersigned, as Solicitor for the said Edmund Stonehouse; and notice is hereby also given, that from and after the said 1st day of January next, the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the 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 claims he shall not have had notice at the time of such distribution.—Dated this 27th day of November, 1883.

GEO. MANDER, Crown-court, Wakefield, Solicitor for the said Executor.

JAMES CURTIS, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intitled "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 James Curtis, late of No. 2, Eglantine-road, Wandsworth, in the county of Surrey, Commercial Clerk (who died on the 14th day of September, 1883, and whose will was proved in the Principal Registry of the Division of the High Court of Justice on the 9th day of

October, 1883, by James Allen the younger, of No. 23, Marylebone-lane, in the county of Middlesex, Ironmonger, and Edwin Andrews, of No. 9, Smith's-terrace, King's-road, Chelsea, in the same county, Commercial Clerk, the executors named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executors, at the office of their Solicitor, Mr. Oliver Richards, at No. 16, Warwick street, Regent-street, in the county of Middlesex, on or before the 10th day of January, 1884, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 28th day of November, 1883.

OLIVER RICHARDS, Solicitor for the said Executors.

SOPHIA JEFFRIES WHITEHURST, 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 upon or against the estate of Sophia Jeffries Whitehurst, formerly of Burton-upon-Trent, in the county of Stafford, but late of Stapenhill, in the county of Derby, Widow (who died on the 19th day of January, 1883, and whose will was proved in the Derby District Registry of the Probate Division of the High Court of Justice on the 2nd day of March, 1883, by John Allen Whitehurst, of Burton-upon-Trent, Commercial Clerk, and Charles Hodgkinson James, of the same place, Commercial Clerk, the executors therein named), are hereby required to send particulars, in writing, of their debts, claims, and demands to me, the undersigned, on or before the 10th day of January next, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executors shall then have had notice; and such executors will not be liable for such assets, or any part thereof, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 28th day of November, 1883.

WILLIAM SMALL, Burton-on-Trent, Solicitor for the said Executors.

Mrs. ANASTASIA BRUCE, Deceased.

Pursuant to an Act of Parliament made and passed in the twenty-second and twenty-third 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 Anastasia Bruce, late of the city of Winchester, widow, deceased (who died on the 10th day of June, 1883, and whose will was proved in the Winchester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of November, 1883, by George Edward Gudgeon and Agnes Guy, two of 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 10th 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 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 are forthwith to pay the amount of their debts to the said executors, or to us, the undersigned.—Dated the 26th day of November, 1883.

BOWKER and SON, Winchester, Solicitors.

GEORGINA ANNIE STEPHENS COMPTON, 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 debt, claim, or demand upon or against the estate of Georgina Annie Stephens Compton, formerly of 24, Hatherley-grove, Westbourne-grove, Bayswater, then of 112, Cornwall-road, Notting-hill, then of 1, Charles-street, Grosvenor-square, and afterwards of No. 16, Upper Gloucester-place, Dorset-square, all in the county of Middlesex, Widow, deceased (who died on the 2nd day of September, 1882, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 12th day of November last, by George Francis Parker and Jane Court, the executors) are hereby

required to send, in writing, the particulars of their debts, claims, and demands to us, the undersigned, the Solicitors of the said executors, on or before the 18th day of January, 1884, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall have notice; and they will not be liable for the assets of the said deceased, or any part thereof, to any person or persons of whose debts, claims, and demands they shall not then have had notice.—Dated this 28th day of November, 1883.

G. F. PARKER and PONSFORD, 28, Finsbury-pavement, London, E.C., Solicitors for the said Executors.

Re EDWIN BROWN, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chap. 35.

ALL creditors and other persons having any claim or demand against the estate of Edwin Brown, late of 130, the Parade, Leamington, in the county of Warwick, Wine Merchant, deceased (who died on the 29th of May, 1883, and whose will was proved at Birmingham on the 9th of July, 1883, by Joseph Glover, of Leamington aforesaid, Newspaper Proprietor, and Henry Horncastle, of the same place, Ironmonger, the executors therein named), are hereby required to send the particulars of their debts or claims to us by the 1st of January, 1884, after which date the executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 27th day of November, 1883.

WRIGHT and HASSALL, 11, Dormer-place, Leamington, Solicitors for the said Executors.

WILLIAM WHINCUP, Deceased.

Pursuant to an Act of Parliament 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of William Whincup, late of 404, Essex-road, Islington, in the county of Middlesex, Pharmaceutical Chemist, deceased (who died on the 27th day of September last, and whose will, with a codicil thereto, was proved at the Principal Registry of the Probate Division of the High Court of Justice on the 10th day of November, 1883, by Joseph Whincup, one of the executors), are hereby required to send, in writing, particulars of such claims to the undersigned, one of the executors, on or before the 31st 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 to the claims only of which they shall then have had notice.—Dated this 23rd day of November, 1883.

JOSEPH WHINCUP, 25, Cheapside, London, E.C., one of the Executors.

MICHAEL MOSES GOMPERS, Esq., Deceased.

Pursuant to an Act of Parliament of the 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 persons having any claims and demands upon or against the estate of Michael Moses Gompers, late of 89, Hatton-garden, and of No. 46, Guildford-street, Russell-square, both in the county of Middlesex, Diamond Merchant (who died on the 8th day of November, 1883, and to whose estate and effects letters of administration by the Principal Registry of the Probate Division of the High Court of Justice were granted to Elzina Winkel, the wife of Michael Joseph Winkel, of No. 64, Grosvenor-road, Canonbury, in the county of Middlesex, Diamond Agent, on the 21st day of November, 1883, are hereby required to send the particulars of their claims and demands to the undersigned, the Solicitor for the said administratrix, on or before the 31st day of December, 1883, after which date the said administratrix 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. And all persons indebted to the said Michael Moses Gompers, or having any goods belonging to him, are requested to pay and forward same to me forthwith.—Dated this 23rd November, 1883.

R. H. PLATER, 41, Southampton-buildings, Chancery-lane, London, W.C., Solicitor for the said Administratrix.

WILLIAM WRIGHT, 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 persons having any debt, claim, or demand against the estate of William Wright, late of No. 24, Devonshire-street, Portland-place, in the county of Middlesex, Esq. (who died on or about the 9th day of September, 1883, and whose will was proved by Anne Jackson Winter, of No. 23, Hamilton-terrace, St. John's Wood-road, in the county of Middlesex,

Spinster, and Arthur Frederic Wright, of No. 2, James-street, Adelphi, in the county of Middlesex, Esq., two of the executors therein named, on the 11th day of October, 1883, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executor, on or before the 18th day of January, 1884. And notice is hereby also 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 debt, 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 28th day of November, 1883.

MINET, SMITH, HARVIE, and SMITH, 4, King William-street, London, E.C., Solicitors for the said Executors.

AGNES WYLDE, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all persons having claims against the estate of Agnes Wylde, late of Dashat Gate, in the parish of Millom, in the county of Cumberland, Widow (who died on the 4th day of June, 1883, and probate of whose will and codicil was, on the 22nd day of November, 1883, granted by the District Registry of the Probate Division of Her Majesty's High Court of Justice at Carlisle to the executors therein named), are required to send particulars of such claims to me, the undersigned, on or before the 27th day of December next, after which date the said executors will proceed to apply the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 26th day of November, 1883.

THOS. BUTLER, Broughton-in-Furness and Millom, Solicitor for the said Executors.

WILLIAM DAWSON, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all persons having claims against the estate of William Dawson, late of Havelock Cottage, Seathwaite, in the parish of Kirkby Ireleth, in the county of Lancaster, Gentleman (who died on the 25th day of August, 1883, and probate of whose will and two codicils was, on the 5th day of November, 1883, granted by the District Registry of the Probate Division of Her Majesty's High Court of Justice at Lancaster to two of the executors therein named), are required to send particulars of such claims to me, the undersigned, on or before the 27th day of December next, after which date the said executors will proceed to apply the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 26th day of November, 1883.

THOS. BUTLER, Broughton-in-Furness and Millom, Solicitor for the said Executors.

THOMAS ALLSOP, Deceased.

Pursuant to the Statute 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 claims or demands upon or against the estate of Thomas Allsop, late of Blake House, Osmastor, near Ashbourne, in the county of Derby, Farmer (who died on the 6th day of October, 1883, and whose will, with one codicil thereto, was proved on the 19th day of November, 1883, in the District Registry at Derby attached to the Probate Division of Her Majesty's High Court of Justice by John Smith, of Compton, near Ashbourne aforesaid, Merchant's Clerk, the surviving executor therein named in the said will), are hereby required to send particulars of their respective debts or claims to the said John Smith, on or before the 1st day of January, 1884, after which date the said John Smith will proceed to distribute the assets of the said Thomas Allsop, deceased, amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and the said executor will not be liable for any debt or claim of which he shall not then have received notice.—Dated this 28th day of November, 1883.

LEECH, SMITH, and CO., Saint James's-chambers, Derby, Solicitors for the said John Smith.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action re James William Tyler, deceased, Tyler v. Cicognani, 1879, T., No. 186, with the approbation of the Vice-Chancellor Sir James Bacon, by Mr. John Hogbin, the person appointed by the said Judge, at the Dolphin Hotel, Herne Bay, in the county of Kent, on Thursday, the 6th day of December, 1883, at two o'clock in the afternoon, in 53 lots:—

Valuable freehold building plots and garden ground, containing about 3A. 1B. 34P., situate at Herne Bay, in the county of Kent.

Particulars and conditions of sale may be had gratis of Messrs. Ingle, Cooper, and Holmes, of No. 30, Threadneedle-street, in the city of London, Solicitors; of the Auctioneer, at Victoria House, Herne Bay, and at the place of sale.

PURSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in an action in the matter of the estate of John Cosgrove, deceased, Sydenham against Cosgrove, 1883, C., No. 3743, the creditors of John Cosgrove, late of West-grove, Hagley-road, Edgbastor, in the county of Warwick, who died in or about the month of February, 1883, are, on or before the 29th day of December, 1883, to send by post, prepaid, to Thomas Horton, of the firm of Horton, Lee, and Lee, of Birmingham, in the county of Warwick, the Solicitors of the defendants, Constance Cosgrove, Thomas Henry Edden, and Alfred Barratt, the executors of the deceased, their Christian and surname, addresses and descriptions, the full particulars of their claims, a statement of the 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 Mr. Justice Chitty, at his chambers, the Royal Courts of Justice, London, on the 14th day of January, 1884, at eleven o'clock in the forenoon, being the time appointed for adjudication on the claims.—Dated this 26th day of November, 1883.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of William Sandle, deceased, Sandle against Sandle, 1873, S., No. 4785, the creditors of the above-named William Sandle, late of Park Hall, near Braintree, in the county of Essex, Esq., who died in or about the month of June, 1883, are, on or before the 31st day of December, 1883, to send by post, prepaid, to Robert William Dibdin, Esq., a member of the firm of Bridges, Sawtell, Heywood, and Company, of No. 23, Red Lion-square, in the county of Middlesex, the Solicitors of the defendants, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before Mr. Justice Pearson, at his chambers, in the Royal Courts of Justice, London, on Thursday, the 17th day of January, 1884, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1883.

John Worme.

PURSUANT to a Judgment of the High Court of Justice in England, Chancery Division, made in the matter of the estate of Mary Elizabeth Worme, deceased, Worme versus Worme, 1883, W., 929, John Worme, formerly of Frettenham, in the county of Norfolk, in England, Agricultural Labourer, who in or about the year 1823 emigrated to France, and who, it is believed, was then in the employment of Mr. Moore, on a farm in the neighbourhood of Paris, and which said John Worme, it is further believed, intermarried in the year 1833 with a Frenchwoman, and has never returned to England, and who, if living, is alleged to be one of the next of kin of the said Mary Elizabeth Worme, who died at Blofield, in the county of Norfolk, on the 17th day of February, 1883, or, if the said John Worme be dead since the last-mentioned day, his legal personal representative, by his or her Solicitors, is, on or before the 31st day of January, 1884, to come in and prove his or her claim as such next of kin or legal personal representative of such next of kin, at the chambers of Mr. Justice Pearson, at the Royal Courts of Justice, Strand, in the county of Middlesex, in England, or in default thereof the said John Worme, or his legal personal representative, will be peremptorily excluded from the benefit of the said Judgment. Wednesday, the 6th day of February, 1884, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1883.

James Herd, late of Polygon-avenue, Ardwick, near Manchester, in the county of Lancaster, Builder and Contractor, deceased.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, Manchester District, made in an action Healey versus Herd, the creditors of the said James Herd, who died on the 16th day of September, 1883, are, by their Solicitors, on or before the 31st day of December next, to come in and prove their debts at the office of the District Registrar, Duchy-chambers, 2, Clarence-street, Manchester aforesaid, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 11th day of January, 1884, at eleven o'clock in

the forenoon, has been appointed for hearing and adjudicating on the claim, at the said office of the District Registrar. Dated this 27th day of November, 1883.

In the Matter of William Thomas Eeles' Assignment, Whereas by an Indenture, dated the 16th day of November instant, and made between William Thomas Eeles, of 81, Porchester-road, Bayswater, in the county of Middlesex, trading under the firm or style of W. T. Eeles and Co., General Outfitters, and residing at 80, Fernhead-road, Paddington, in the said county of Middlesex, of the first part; William Fraser, of Ipswich, in the county of Suffolk, Wholesale Clothier, and Alexander Fraser, of Ipswich aforesaid, Merchant, of the second part, and the creditors of the said William Thomas Eeles, of the third part, the said William Thomas Eeles assigned unto the said William Fraser and Alexander Fraser all the personal property of him, the said William Thomas Eeles, in trust for themselves and the rest of the creditors of the said William Thomas Eeles, and which Deed of Assignment now lies at the office of the undersigned for signature by the creditors of the said William Thomas Eeles.

TAKE notice, that all persons having any claim upon the said William Thomas Eeles, or his estate, are required to send without delay the particulars of the same to the said William Fraser and Alexander Fraser; and all persons indebted to the said William Thomas Eeles are requested to pay forthwith the amount of their debt to the said William Fraser and Alexander Fraser. Dated the 19th day of November, 1883.

ROBERT R. HILL, 39, Saint Nicholas-street, Ipswich, Solicitor for the said Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A SECOND Dividend of 3s. 4d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Förster Graham, Walter Graham, and William Edgar Graham, all of Nos. 68 to 86, Oxford-street, and of Nos. 5, 6, and 7, Newmarket-street, and of Perry's-place, Freston-place, and Newmarket-yard, all in the county of Middlesex; Builders, Upholsterers, 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 Förster 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, Stanhope-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, and will be paid by me, at my office, No. 7, Westminster-chambers, Victoria-street, London, S.W., on either of the Wednesdays following; viz. the 12th and 19th days of December, 1883, and the 2nd and 9th days of January, 1884, between the hours of ten a.m. and four p.m.—Dated this 29th day of November, 1883.

HENRY BROWN, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 1s. 5d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Charles Richmond, of 80, Commercial-street, Spitalfields, in the county of Middlesex, Boot and Shoe Manufacturer, and will be paid by me, at the offices of the Boot and Shoe Manufacturers' Association and Leather Trades' Protection Society, No. 3, West-street, Finsbury-circus, in the city of London, on and after Monday, the 3rd day of December, 1883, between the hours of eleven and four, Saturdays excepted.—Dated this 26th day of November, 1883.

LOUIS M. BERGTHEIL, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A SECOND Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by David Tildesley, of 6, Devonshire-villas, Brondesbury, Kilburn, and Alfred Hailey, of 15, Shaftesbury-road, Hammersmith, and 6, Sloane-street, Chelsea, carrying on business at Irongate Wharf, Paddington, under the style or firm of Tildesley Brothers and Co., and at 6, Sloane-street, Chelsea, and 1, St. George's-terrace, Kensington, under the style or firm of Hailey and Co., and at 190, Alexandra-road, St. John's Wood, as David Tildesley, all in the county of Middlesex, Ironmongers and Builders, and will be paid by me, at my offices, Billiter House,

Billiter-street, in the city of London, on Monday, the 10th day of December, 1883, or on any following Monday, between the hours of eleven and two.—Dated this 29th day of November, 1883.

HERBERT E. HARPER, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and 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 Charles Hillary Laurence, late of the Duke of Clarence, 61, Hackney-road; but now of the Duke of Cambridge, 177, Whitechapel-road, both in the county of Middlesex, Licensed Victualler, and will be paid by me, at my offices, Billiter House, Billiter-street, in the city of London, on Monday, the 10th day of December, 1883, or on any following Monday, between the hours of eleven and two.—Dated this 29th day of November, 1883.

HERBERT E. HARPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. A FIRST and Final Dividend of 10s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of the separate estate of Charles Pedley, of Moody-street, Congleton, in the county of Chester, Silk Throvester, carrying on business together with Arthur Pedley, of the Meadows, in Congleton aforesaid; Silks Throvester, at the Meadows Mill and the Vale Mill, in Congleton aforesaid, under the style or firm of Charles Pedley and Sons, and will be paid by me, at my offices, No. 76, Derby-street, Macclesfield, in the county of Chester, on and after Monday, the 10th day of December, 1883, between the hours of ten and twelve o'clock in the forenoon.—Dated this 26th day of November, 1883.

GEO. IBESON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. A FIRST and Final Dividend of 3s. 0d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Owen William Ellis, of Ash Grove, Hove, Keynes, in the county of Sussex, Grocer, Draper, Provision Merchant, and Drug Store Keeper, and will be paid by me, at my office, No. 37, Ship-street, Brighton, in the county of Sussex, on and after the 3rd day of December, 1883.—Dated this 27th day of November, 1883.

GEORGE DANSELL FENNER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

A DIVIDEND of 4s. 10d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Thomas Tinley, of No. 2, St. Ann's Staith, in Whitby, in the county of York, Draper, and will be paid by me, at my office, County Saleroom, in Whitby aforesaid, on and after the 28th day of November, 1883, between the hours of ten and four.—Dated this 27th day of November, 1883.

ROBERT GRAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

A FIRST and Final Dividend of 2s. 1j. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Charles Lilly, of the Commercial Tavern, Norton-road, Stockton-on-Tees, in the county of Durham, Licensed Victualler, and will be paid by me, at the offices of Messrs. McKinlay and Watson, Bank-chambers, Stockton-on-Tees aforesaid, on and after the 30th day of November, 1883, between the hours of ten a.m. and one p.m.—Dated this 28th day of November, 1883.

HENRY CRAWFORD WATSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

A FIRST Dividend of 2s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Robert Thompson Barker, late of Skelton-in-Cleveland, but now of No. 71, Russell-street, Middlesbrough, in the county of York, Grocer and Draper, and will be paid by me, at the offices of the South Durham and North Yorkshire Wholesale Traders' Association Limited, No. 134, High-street, Stockton-on-Tees, in the county of Durham, on and after Friday, the 30th day of November, 1883, between the hours of nine and one.—Dated this 27th day of November, 1883.

GEO. ED. PYBUS, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Cambridgeshire, holden at Cambridge.

A FIRST Dividend of 2s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Harlock, of the Forehill, in the city of Ely, in the county of Cambridge, formerly a Farmer, but now of no occupation, and will be paid at the offices of Mr. Alfred Williamson, Ely, on and after the 30th day of November, 1883, between the hours of ten A.M. and four P.M.—Dated this 29th day of November, 1883.

ALFRED WILLIAMSON,
THOMAS MICKLEM, Jun., Trustees.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A FIRST Dividend of 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Fowler, of the borough of Kingston-upon-Hull, Engineer and Boiler Maker, trading as Fowler and McCollin, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 25th day of May, 1882.—Dated this 18th day of May, 1882.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull, by transfer from the County Court of Yorkshire, holden at Sheffield.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Johnson, of Amcotts, in the county of Lincoln, Thrashing Machine Owner, and will be paid by me, at my offices, No. 8, Parliament-street, in the borough of Kingston-upon-Hull, on and after the 23rd day of October, 1883.—Dated this 15th day of October, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A THIRD and Final Dividend of 8d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Thomas Dickinson, of Seaton Ross, in the East Riding of the county of York, Farmer, and will be paid by me, at my offices, No. 8, Parliament-street, in the borough of Kingston-upon-Hull, on and after the 24th day of October, 1883.—Dated this 16th day of October, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull, by transfer from the County Court of Yorkshire, holden at Wakefield.

A FIRST Dividend of 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by James Drifill, of Swinefleet, in the West Riding of the county of York, Farmer, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 26th day of October, 1883.—Dated this 18th day of October, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A FIRST Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Hawson, of No. 3, Boulevard-villas, Hesse-road, Kingston-upon-Hull, in the county of York, Keel Owner and Agent, and formerly of 51, Colman-street, Kingston-upon-Hull, late Coal Merchant and Keel Owner, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 2nd day of November, 1883.—Dated this 25th day of October, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A THIRD and Final Dividend of 1s. 4d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by David Tidd, of No. 105, West-parade, in the borough of Kingston-upon-Hull, Joiner and Builder, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 26th day of October, 1883.—Dated this 18th day of October, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A FIRST Dividend of 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Robert Leake, of Kettlethorpe Farm, North Cave, in the county of York, Farmer, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 18th day of July, 1881.—Dated this 10th day of July, 1881.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A FIRST Dividend of 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Robert James, of High Drewton, North Cave, in the county of York, Farmer, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 18th day of July, 1881.—Dated this 10th day of July, 1881.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A SECOND Dividend of 3d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Edmund Strafford, of No. 66, Prospect-street, in the borough of Kingston-upon-Hull, Corn Factor and Straw Dealer and Beer Retailer, and will be paid by me, at my offices, No. 8, Parliament-street, in the said borough of Kingston-upon-Hull, on and after the 23rd day of September, 1883.—Dated this 15th day of September, 1883.

B. PICKERING, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Leeds.

A FIRST and Final Dividend of 2s. 9d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Osmond Yeodell Rhodes, of New-Briggate, Leeds, in the county of York, Wine and Spirit, Hop, and Cigar Merchant, and will be paid at the offices of Messrs. Hardcastle and Barnfather, Calverley-chambers, Victoria-square, Leeds aforesaid, Chartered Accountants, on and after Tuesday, the 27th day of November, 1883.—Dated this 24th day of November, 1883.

JAMES SMITH BARNFATHER,
HERBERT E. HARPER, Trustees.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Halifax.

A FIRST and Final Dividend of 2d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Thomas Parkinson, of No. 3, Bond-street and of Crossley-street, both in Halifax, in the county of York, Stock and Share Broker, and will be paid by me, at my office, Townhall-buildings, Princess-street, in Halifax aforesaid, on and after the 3rd day of December, 1883.—Dated this 28th day of November, 1883.

J. D. TAYLOR, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Yorkshire, holden at Bradford.

A SECOND Dividend of 1s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Dawson, of Piece Hall-yard and Bower Green Shed, Bradford, in the county of York, Cotton Warp Agent and Worsted Spinner, trading as John Dawson and Co., and residing at No. 57, Church-lane, Shipley, in the same county, and will be paid by me, at my offices, No. 33, Kingate, Bradford, on and after the 3rd day of December, 1883.—Dated this 26th day of November, 1883.

WM. GLOSSOP, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

A FIRST and Final Dividend of 1s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Robinson, of Whitby, in the county of York, Builder, and will be paid by me, at the offices of the South Durham and North Yorkshire Wholesale Traders Association Limited, No. 134, High-street, Stockton-on-Tees, in the county of Durham, on and after Friday, the 30th day of November, 1883, between the hours of nine and one.—Dated this 27th day of November, 1883.

GEO. ED. PYBUS, Trustee.

The Bankruptcy Act, 1869.
In the County Court of Hertfordshire, holden at Hertford.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, insti-

tured by Richard Green, of Essendon Mills, Essendon, and of the Railway Station, Cole Green, in the county of Hertford, Miller, Corn and Coal Merchant, and will be paid by me, at my office, Weavers' Hall, 22, Basinghall-street, in the city of London, on and after Wednesday, the 12th day of December, 1883, between the hours of eleven and three.—Dated this 28th day of November, 1883.

JOHN JOSEPH STEER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

A FIRST and Final Dividend of 5d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Hodges, residing at No. 2, Hutchinson-street, and carrying on business at No. 15, Dentman-street, both in Leicester, in the county of Leicester, Boot and Shoes Manufacturer, and will be paid at the offices of Messrs. Roberts and Baker, Chartered Accountants, Selborne-buildings, Millstone-lane, Leicester, on and after the 10th day of December, 1883.—Dated this 28th day of November, 1883.

EDWARD ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

A THIRD and Final Dividend of 1d. in the pound (making 9s. 1d.) has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Hall Abell and George Abell, both of Hinckley, in the county of Leicester, Hosiery Manufacturers, formerly in copartnership with Thomas Abell, since deceased, and now carrying on business together in copartnership, and trading, as Abell and Sons, and will be paid at the offices of Messrs. Roberts and Baker, Chartered Accountants, Selborne-buildings, Millstone-lane, Leicester, on and after this 12th day of December, 1883.—Dated this 28th day of November, 1883.

EDWARD ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

A FIRST and Final Dividend of 5s. 4d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Peter Hand, of North Cockerington, in the county of Lincoln, Farmer, and will be paid at the office of Mr. Charles Lucas, No. 8, Bridge-street, Boston, in the said county, Chartered Accountant, on and after Friday, the 16th day of November, 1883, between the hours of ten and four o'clock.—Dated this 9th day of November, 1883.

JOHN WALTER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport.

A FIRST Dividend of 2s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Berrill, of No. 67, Dock-street, in the borough of Newport, in the county of Monmouth, Ship Owner and Ship Broker, carrying on business under the style or firm of John Berrill and Co., and will be paid by me, at my office, No. 36, Bridge-street, Newport, in the said county of Monmouth, on and after the 23rd day of December, 1883.—Dated this 28th day of November, 1883.

J. BOTHOMLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro.

A FIRST and Final Dividend of 1s. 0½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Morcumb, formerly of Branston, in the parish of Saint Winnow, in the county of Cornwall, Farmer, but now of Harlyn, in the parish of Saint Mervyn, Cornwall, Husbandman, and will be paid by me, at my office, 26, River-street, Truro, on and after Wednesday, the 28th day of November, 1883, between the hours of three and five.—Dated this 27th day of November, 1883.

THOS. CHIRGWIN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Warner Joy, of the Shipwrights' Arms, Undershore, Northfleet, Gravesend, in the county of Kent, Licensed Victualler, and will be paid by me, at 136, High-street, Chatham, on and after Friday, the 7th day of December, 1883, between the hours of ten A.M. and four P.M.—Dated this 28th day of November, 1883.

G. PEPPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich.

A SECOND and Final Dividend of 1s. 1½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Henry Jones, of Castle-street, in the city of Norwich, Hatter, Hosiery, and Clothier, residing at

Edinburgh-road North, Heigham, in the county of the city of Norwich, and will be paid by me, at my office, at Orford Hill, in the city of Norwich, on and after Friday, the 30th day of November, 1883, between the hours of ten and four.—Dated this 28th day of November, 1883.

JAMES MOBBS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

A FIRST Dividend of 4s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Thomas Allen Bellamy, of Spilaby, in the county of Lincoln, carrying on business at Spilaby aforesaid, as a Bank Agent, Postmaster, Insurance Agent, Printer, and General Stationer, and at 25, Bridge-street, Burton-on-Trent, in the county of Stafford, under the style or firm of Bellamy, Son, and Nephew and G. A. Bellamy, as a Printer and Stationer, and at Halsham, in the county of York, as a Farmer and Grazier, and will be paid by me, at my office, No. 8, Bridge-street, Boston aforesaid, on and after Monday, the 10th day of December, 1883, between the hours of ten and four o'clock.—Dated this 26th day of November, 1883.

CHARLES LUCAS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

A FIRST and Final Dividend of 11d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James Samuel Cooke, of No. 5, Raymond-buildings, Gray's-inn, in the county of Middlesex, Civil Engineer, and Peter Furniss, of Ashford-lane, Longstone, Bakewell, in the county of Derby, Farmer, carrying on business in copartnership together under the style or firm of J. S. Cooke and Co., at No. 9, Victoria-chambers, Victoria-street, Westminster, in the said county of Middlesex, and at Peterborough, in the county of Northampton, as Builders and Contractors, seeking their living by the conversion of building materials and iron piping into sewers, and will be paid by me, at Earlsfield Villa, Dysart-road, Grantham, in the county of Lincoln, on and after the 3rd day of December, 1883.—Dated this 29th day of November, 1883.

ROBERT HEMPSTED, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles French, of No. 116, Lissington-grove, Marylebone, and also of No. 1, Samford-place, Capland-street, Lisson-grove, both in the county of Middlesex, 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 Guildhall Tavern, Gresham-street, in the city of London, on the 18th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1883.

WOLFERSTAN, AVERY, and JENNINGS, 20, Ironmonger-lane, Cheapside, London, 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 Alfred Louis Victor Rumilly, Alfred Louis Victor Charles Rumilly, Richard Percy Chapman Rumilly, and Charles Eugene Victor Rumilly, late of No. 46, Little Britain, in the city of London, carrying on business there as A. Rumilly and Sons, Glass Merchants, and as R. Rumilly and Co., Wholesale Stationers, the said Charles Eugene Victor Rumilly carrying on business in copartnership with Joseph William Hiscox, at No. 23 A, Gray's-inn-road, in the county of Middlesex, Glass Merchants, under the style or firm of J. W. Hiscox and Co., the said Richard Percy Chapman Rumilly carrying on business separately at No. 54, Pater-noster-row, in the city of London, as Richard Rumilly, Fancy Stationer, the said Alfred Louis Victor Charles Rumilly carrying on business separately at No. 70, Hatton-garden, in the county of Middlesex, as A. Rumilly and Co., Glass Merchants, the said Alfred Louis Victor Rumilly and Charles Eugene Victor Rumilly carrying on business in copartnership at No. 11, Cross-street, Hatton-garden, in the county of Middlesex, under the style or firm of A. Rumilly and Son, Glass Merchants, the said Alfred Louis Victor Rumilly residing at No. 116, King Edward-road, South Hackney, in the county of Middlesex, the said Alfred Louis Victor Charles Rumilly residing at No. 33, Hampden-road, Forest Gate, in the county of Essex, the said Richard Percy Chapman Rumilly residing at No. 2, Durham-cross, Romford-road, Manor Park, in the county

of Essex, and the said Charles Eugene Victor Rumilly residing at No. 52, Hampton-road, Forest Gate, in the county of Essex.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Lumley and Lumley, No. 37, Conduit-street, Bond-street, in the county of Middlesex, on the 19th day of December, 1883, at three o'clock in the afternoon, precisely.—Dated this 26th day of November, 1883.

LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W., 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 Alfred Louis Victor Rumilly, Alfred Louis Victor Charles Rumilly, Richard Percy Chapman Rumilly, and Charles Eugene Victor Rumilly, late of No. 46, Little Britain, in the city of London, carrying on business there as A. Rumilly and Sons, Glass Merchants, and as R. Rumilly and Co., Wholesale Stationers, the said Charles Eugene Victor Rumilly carrying on business in copartnership with Joseph William Hiscox, at No. 231A, Gray's-inn-road, in the county of Middlesex, Glass Merchant, under the style or firm of J. W. Hiscox and Co., the said Richard Percy Chapman Rumilly carrying on business separately at No. 54, Paternoster-row, in the city of London, as Richard Rumilly, Fancy Stationer, the said Alfred Louis Victor Charles Rumilly carrying on business separately at No. 70, Hatton-garden, in the county of Middlesex, as A. Rumilly and Co., Glass Merchants, the said Alfred Louis Victor Rumilly and Charles Eugene Victor Rumilly carrying on business in copartnership at No. 11, Cross-street, Hatton Garden, in the county of Middlesex, under the style or firm of A. Rumilly and Son, Glass Merchants, the said Alfred Louis Victor Rumilly residing at No. 116, King Edward-road, South Hackney, in the county of Middlesex, the said Alfred Louis Victor Charles Rumilly residing at No. 33, Hampton-road, Forest Gate, in the county of Essex, the said Richard Percy Chapman Rumilly residing at No. 2, Durham-cross, Romford-road, Manor Park, in the county of Essex, and the said Charles Eugene Victor Rumilly residing at No. 52, Hampton-road, Forest Gate, in the county of Essex.

NOTICE is hereby given, that a General Meeting of the separate creditors of the above-named Alfred Louis Victor Rumilly has been summoned to be held at the offices of Messrs. Lumley and Lumley, No. 37, Conduit-street, Bond-street, in the county of Middlesex, on the 20th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W., Solicitors for the above-named Alfred Louis Victor Rumilly.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Louis Victor Rumilly, Alfred Louis Victor Charles Rumilly, Richard Percy Chapman Rumilly, and Charles Eugene Victor Rumilly, late of No. 46, Little Britain, in the city of London, carrying on business there as A. Rumilly and Sons, Glass Merchants, and as R. Rumilly and Co., Wholesale Stationers, the said Charles Eugene Victor Rumilly carrying on business in copartnership with Joseph William Hiscox, at No. 231A, Gray's-inn-road, in the county of Middlesex, Glass Merchants, under the style or firm of J. W. Hiscox and Co., the said Richard Percy Chapman Rumilly carrying on business separately, at No. 54, Paternoster-row, in the city of London, as Richard Rumilly, Fancy Stationer, the said Alfred Louis Victor Charles Rumilly carrying on business separately, at No. 70, Hatton-garden, in the county of Middlesex, as A. Rumilly and Co., Glass Merchants, the said Alfred Louis Victor Rumilly and Charles Eugene Victor Rumilly carrying on business in copartnership at No. 11, Cross-street, Hatton-garden, in the county of Middlesex, under the style or firm of A. Rumilly and Son, Glass Merchants, the said Alfred Louis Victor Rumilly residing at No. 116, King Edward-road, South Hackney, in the county of Middlesex, the said Alfred Louis Victor Charles Rumilly residing at No. 33, Hampton-road, Forest Gate, in the county of Essex, the said Richard Percy Chapman Rumilly residing at No. 2, Durham-cross, Romford-road, Manor Park, in the county of Essex, and the said Charles Eugene Victor Rumilly residing at No. 52, Hampton-road, Forest Gate, in the county of Essex.

NOTICE is hereby given, that a General Meeting of the separate creditors of the above-named Alfred Louis Victor Charles Rumilly has been summoned to be held at the offices of Messrs. Lumley and Lumley, No. 37, Conduit-street, Bond-street, in the county of Middlesex, on

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the 20th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W., Solicitors for the said Alfred Louis Victor Charles Rumilly.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Louis Victor Rumilly, Alfred Louis Victor Charles Rumilly, Richard Percy Chapman Rumilly, and Charles Eugene Victor Rumilly, late of No. 46, Little Britain, in the city of London, carrying on business there as A. Rumilly and Sons, Glass Merchants, and as R. Rumilly and Co., Wholesale Stationers, the said Charles Eugene Victor Rumilly carrying on business in copartnership with Joseph William Hiscox, at No. 231A, Gray's-inn-road, in the county of Middlesex, Glass Merchants, under the style or firm of J. W. Hiscox and Co., the said Richard Percy Chapman Rumilly carrying on business separately at No. 54, Paternoster-row, in the city of London, as Richard Rumilly, Fancy Stationer, the said Alfred Louis Victor Charles Rumilly carrying on business separately at No. 70, Hatton-garden, in the county of Middlesex, as A. Rumilly and Co., Glass Merchants, the said Alfred Louis Victor Rumilly and Charles Eugene Victor Rumilly carrying on business in copartnership at No. 11, Cross-street, Hatton-garden, in the county of Middlesex, under the style or firm of A. Rumilly and Son, Glass Merchants, the said Alfred Louis Victor Rumilly residing at No. 116, King Edward-road, South Hackney, in the county of Middlesex, the said Alfred Louis Victor Charles Rumilly residing at No. 33, Hampton-road, Forest Gate, in the county of Essex, the said Richard Percy Chapman Rumilly residing at No. 2, Durham-cross, Romford-road, Manor Park, in the county of Essex, and the said Charles Eugene Victor Rumilly residing at No. 52, Hampton-road, Forest Gate, in the county of Essex.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Richard Percy Chapman Rumilly has been summoned to be held at the offices of Messrs. Lumley and Lumley, No. 37, Conduit-street, Bond-street, in the county of Middlesex, on the 20th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W., Solicitors for the said Richard Percy Chapman Rumilly.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Louis Victor Rumilly, Alfred Louis Victor Charles Rumilly, Richard Percy Chapman Rumilly, and Charles Eugene Victor Rumilly, late of No. 46, Little Britain, in the city of London, carrying on business there as A. Rumilly and Sons, Glass Merchants, and as R. Rumilly and Co., Wholesale Stationers, the said Charles Eugene Victor Rumilly carrying on business in copartnership with Joseph William Hiscox, at No. 231A, Gray's-inn-road, in the county of Middlesex, Glass Merchants, under the style or firm of J. W. Hiscox and Co., the said Richard Percy Chapman Rumilly carrying on business separately at No. 54, Paternoster-row, in the city of London, as Richard Rumilly, Fancy Stationer, the said Alfred Louis Victor Charles Rumilly carrying on business separately at No. 70, Hatton-garden, in the county of Middlesex, as A. Rumilly and Co., Glass Merchants, the said Alfred Louis Victor Rumilly and Charles Eugene Victor Rumilly carrying on business in copartnership at No. 11, Cross-street, Hatton-garden, in the county of Middlesex, under the style or firm of A. Rumilly and Son, Glass Merchants, the said Alfred Louis Victor Rumilly residing at No. 116, King Edward-road, South Hackney, in the county of Middlesex, the said Alfred Louis Victor Charles Rumilly residing at No. 33, Hampton-road, Forest Gate, in the county of Essex, the said Richard Percy Chapman Rumilly residing at No. 2, Durham-cross, Romford-road, Manor Park, in the county of Essex, and the said Charles Eugene Victor Rumilly residing at No. 52, Hampton-road, Forest Gate, in the county of Essex.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Charles Eugene Victor Rumilly has been summoned to be held at the offices of Messrs. Lumley and Lumley, No. 37, Conduit-street, Bond-street, in the county of Middlesex, on the 20th day of December, 1883, at half-past three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W., Solicitors for the said Charles Eugene Victor Rumilly.

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 Welch, of 29, Hartington-road, South Lambeth, 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 Cannon-street Hotel, Cannon-street, in the city of London, on the 11th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

COURTENAY and CROOME and SON, 9, Gracechurch-street, 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 Charles Reed, of 2, Forest Place-villas, Leytonstone, in the county of Essex, and Park-road, High Barnet, in the county of Herts, 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 Messrs. Jennings and Son, 69, Leadenhall-street, in the city of London, on the 18th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

JENNINGS and SON, 69, Leadenhall-street, 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 William Nightingale, of No. 109, Newington Butts, in the county of Surrey, formerly of No. 92, Westminster Bridge-road, in the same county, Furniture Manufacturer and Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Harker, No. 37, Walbrook, in the city of London, on the 7th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

WM. BYRNE JONES, 20, Bucklersbury, in the city of London, 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 Edward Clark, of No. 432, West Strand, in the county of Middlesex, Architect and Surveyor, residing at No. 11, Brixton-road, in the county of Surrey, and formerly residing at No. 6, the Terrace, Peckham-road, Camberwell, in the said county of Surrey.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of the debtor, No. 432, West Strand, in the county of Middlesex, on the 17th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1883.

ROBT. P. UPTON, 20, John-street, Adelphi, W.C., Solicitor for the said Edward Clark.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Henry Brooke, trading as F. H. Brooks and Co., of 36 and 37, Cow Cross-street, West Smithfield, in the county of Middlesex, Wholesale Bookbinder and Account Book Maker, residing at 7, Sloane-street, Chelsea, in the said county, and there carrying on business under the style of Marie Louise, as a Dressmaker and Milliner.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at Ridler's Hotel, No. 133, Holborn, in the city of London, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 7th day of November, 1883.

E. F. MARSHALL, 76, Chancery-lane, W.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 Walter Beyfus, now of No. 17, Bloomsbury-street, Oxford-street, in the county of Middlesex, formerly of 8, New London-street, in the city of London, and residing in Bedford-square, in the said county of Middlesex, of no business or occupation.

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. Beyfus

and Beyfus, No. 69, Lincoln's-inn-fields, in the county of Middlesex, on the 18th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

BEYFUS and BEYFUS, 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 Charles Stanley Champion Crezpigny, of No. 110, Cannon-street, in the city of London, and of the Members' Mansions, Victoria-street, Westminster, in the county of Middlesex, and of Brentwood, in the county of Essex, Secretary to a Public Company and Brick Merchant.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, Lincoln's-inn-fields, in the county of Middlesex, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1883.

FREDERIC CLIFT, LL.D., 111, Cheapside, 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 Joseph Henry Gillett, of 175 and 176, Upper Whitecross-street, Saint Luke's, in the county of Middlesex, Pawnbroker and Salesman, formerly trading in copartnership with Joseph William Freeman, at the same address, as Pawnbrokers and Salesmen, under the style or firm of Freeman and Gillett.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Charles Kilsby, No. 21, College-hill, Cannon-street, in the city of London, on the 18th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

EDW. C. KILSBY, 21, College-hill, Cannon-street, in the city of London, 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 Bernhard Julius, of 60, Beckway-street, Old Kent-road, in the county of Surrey, and lately of Wick-road, Homerton, 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 the offices of Mr. George Brett, Solicitor, situate at No. 9, Mincing-lane, in the city of London, on the 15th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1883.

GEORGE BRETT, 9, Mincing-lane, 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 Owen Wadey, of No. 35, Uxbridge-road, Shepherd's Bush, in the county of Middlesex, Contractor and Estate Agent, and lately carrying on business at the Falcon Tavern, Fetter-lane, in the city of London, as a 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. George Brett, Solicitor, situate at No. 9, Mincing-lane, in the city of London, on the 15th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

GEORGE BRETT, 9, Mincing-lane, 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 Charles Frederick Barham, of 88, Shepherdess-walk, City-road, in the county of Middlesex, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Carter and Bell, 6, Idol-lane, Great Tower-street, in the city of London, on the 12th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

CARTER and BELL, 6, Idol-lane, London, Solicitors for the Charles Frederick Barham.

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 Henry Richards, of No. 339, Clapham-road, in the county of Surrey, and William Whitehill, of No. 16A, Tasman-road, Stockwell, in the same county, trading in copartnership as Richards and Whitehill, and carrying on business at Nos. 2 and 4, High-street, Clapham, and at No. 40, Bromell's-road, Clapham, both in the same county, as Upholsterers and House Furnishers.

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 the London Warehousemen's Association, No. 111, Cheapside, in the city of London, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

THOS. D. and W. H. PETTIVER, 26, College-street, College Hill, London, E.C., 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 Wolfe Bernstein, late of 41, Noble-street and 9, Union-court, Old Broad-street, both in the city of London, now of 61, Acacia-road, St. John's Wood, in the county of Middlesex, Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Lewis Davis, Solicitor, No. 19, Moorgate-street, in the city of London, on the 13th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 27th day of November, 1883.

LEWIS DAVIS, 19, Moorgate-street, in the city of London, 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 William Harnett, of 18, Proctor-terrace, Verney-road, Rotherhithe New-road, in the county of Surrey, Journeyman Wheelwright, formerly of 5, Manaton-road, Peckham Rye, and 4, Sterndale-lane, Peckham Rye, both in the county of Surrey, Wheelwright.

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, situate at 60, Fore-street, in the city of London, on the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

G. A. STEWART, 60, Fore-street, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Humphris, of 34, Lincoln's-inn-Belds, in the county of Middlesex, and of 6, Wandle-bank, South Wimbledon, in the county of Surrey, Clerk in the London Bankruptcy Court.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Lee, 1, Gresham-buildings, Basinghall-street, in the city of London, on the 17th day of December, 1883, at ten o'clock in the forenoon precisely.—Dated this 28th day of November, 1883.

EDWARD LEE, 1, Gresham-buildings, Basinghall-street, Solicitor for the said Richard Humphris.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick William Hoepfner, late of 169, Hackney-road and 43, Harwar-street, Kingsland-road, both in the county of Middlesex, but now of 24, Dalston-lane, 28, Hoxton-square, and No. 1, Wood-street-chambers, Old-street, Shoreditch, all in the same county of Middlesex, Grocer and Provision Merchant, Upholsterer, Hair Dresser, and Perfumer.

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 Cotton, Solicitor, 62, St. Martin's-le-Grand, in the city of London, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

JNO. COTTON, 62, St. Martin's-le-Grand, 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 John George Dyer, of No. 5, Downham-road, Kingsland, in the county of Middlesex, Grocer and 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 my offices No. 2, Guildhall-chambers, Basinghall-street, E.C., on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

JOHN J. PEDDELI, 2, Guildhall-chambers, Basinghall-street, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Naylor, late of the Red Cow Inn, Tinchborne-street, Dudley, in the county of Worcester, Licensed Victualler and Coal Dealer, but now in lodgings at Steppingstone-street, Dudley aforesaid, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. H. Tinsley, Solicitor, 31, Priory-street, Dudley aforesaid, on the 11th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

WM. HY. TINSLEY, 31, Priory-street, Dudley, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Temple Holdway, of the Masons' Arms Beerhouse, Hinton Charterhouse, in the county of Somerset, Beerhouse Keeper, Coal Haulier, and Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Bewsey Titley, at No. 15, Orange-grove, in the city of Bath, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

EDWARD B. TITLEY, 15, Orange-grove, Bath, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sam Rawson, of 90, Normanton-road, in Derby, in the county of Derby, and the Bell and Castle-yard Works, Burton-road, in Derby aforesaid, Tobacconist and Bicycle 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. Fred. D. Cooke, 16, Wardwick, Derby, Solicitor, on the 17th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

FRED. D. COOKE, 16, Wardwick, Derby, Solicitor for the said Sam Rawson.

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 Solomon Myer Harris and Henry Edward Joel, carrying on business in partnership at No. 43, Pilgrim-street, in the city and county of Newcastle-upon-Tyne, under the style of Harris and Co, Dealers in Works of Art, and Picture Restorers, the said Solomon Myer Harris residing at No. 64, Lovaine-place, and the said Henry Edward Joel residing at No. 47, Osborne-road, Newcastle-upon-Tyne, Auctioneer.

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. Sidney Chapman, Solicitor, 10, Pancras-lane, Queen Victoria-street, in the city of London, F.C., on the 12th day of December, 1883, at two o'clock in the afternoon precisely.—Dated the 26th day of November, 1883.

SIDNEY CHAPMAN, No. 10, Pancras-lane, Queen Victoria-street, in the city of London, E.C., Solicitor for the said Solomon Myer Harris;

JOEL, MILVAIN, and PARSONS, No. 1, Newgate-street, Newcastle-upon-Tyne, Solicitors for the said Henry Edward Joel.

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 Henry James Browning and Edward Browning, of Somerset Villa, No. 11, Beaconsfield-villas, Ealing, in the county of Middlesex, Builders and Contractors, carrying on business as Copartners in Trade, under the style or firm of Browning 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 offices of Messrs. Wright and Pilley, No. 29, Bedford-row, London, W.C., on the 14th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

WRIGHT and PILLEY, 29, Bedford-row, London, W.C., Solicitors for the said Henry James Browning and Edward Browning.

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 Henry James Browning and Edward Browning, of Somerset Villa, No. 11, Beaconsfield-villas, Ealing, in the county of Middlesex, Builders and Contractors, carrying on business as Copartners in Trade, under the style or firm of Browning and Son.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Henry James Browning has been summoned to be held at the offices of Messrs. Wright and Pilley, No. 29, Bedford-row, London, W.C., on the 14th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

WRIGHT and PILLEY, 29, Bedford-row, London, W.C., Solicitors for the said Henry James Browning.

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 Thomas Edmund Wilkinson, of High-street, Ealing, in the county of Middlesex, Carver, Gilder, and Photographer, trading under the style or firm of Wilkinson Bros.

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 Westbourne Restaurant, Praed-street, Paddington, in the county of Middlesex, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

G. O. CROWTHER, of Ealing aforesaid, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Knight, late of No. 2, but now of No. 1A, both being in Queen-street, Horsham, in the county of Sussex, 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 Bridge House Hotel, East-street, Horsham aforesaid, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

A. C. COOLE, Horsham, Sussex, Solicitor for the said Peter Knight.

The Bankruptcy Act, 1869.

In 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 George Wiseman, of Suffolk House, No. 64, Grove-road, Eastbourne, in the county of Sussex, Baker and Confectioner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Leicester House, South-street, Eastbourne, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

EDW. BILLMAN, 221, High-street, Lewes, Solicitor for the said George Wiseman.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Clifton Hood, of the Woodlands, Mottingham, in the county of Kent, formerly of Oakleigh, Drivill-road, Lee, in the said county, and previously of Clifton Lodge, Osberton-road, Lee aforesaid, and at Myrtle Cottage, Lee-road, Lee aforesaid, and sometime residing at 3, Sil-

wood-road, Brighton, in the county of Sussex, formerly a Captain in Her Majesty's Army, lately Secretary to a Public Company, now of no occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lawrance, Plews, and Baker, No. 14, Old Jewry-chambers, in the city of London, on the 19th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

LAWRANCE, PLEWS, and BAKER, 14, Old Jewry-chambers, London, Solicitors for the said Charles Clifton Hood.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Biddle, of Nos. 91 and 93, Blackheath-road, Greenwich, in the county of Kent, 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 Dover Castle Inn, Broadway, Deptford, in the county of Kent, on the 10th day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 23rd day of November, 1883.

GEORGE LOCKYER, Deptford, S.E., 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 Henry Thomas Khadurbuksh, of No. 14, Arthur-street, and the Hope Inn, Barton-street, both in the city of Gloucester, Innkeeper and Refreshment 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 Westgate-chambers, Berkeley-street, Gloucester, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1883.

HAINES and GREEN, Westgate-chambers, Gloucester, Solicitors 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 Richard Alfred Mathews, residing at 23, Park-road, in the city of Gloucester, Commercial Traveller, heretofore trading under the firm of Belcher and Company, in copartnership with Henry Belcher and George Belcher, at Bristol-road, Gloucester, and at 178, Upper Thames-street, in the city of London, as Enamelled Slate and Marble Manufacturers, Importers of Marble, and Factors of Builders' Ironmongery.

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 Bell Hotel, Gloucester, on the 14th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

TAYNTON and SONS, Clarence-chambers, Gloucester, Solicitors 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 Morgan Price Smith Tozer, of Kenry House, Duchess-road, Clifton, in the city of Bristol, Retired Lieutenant in Her Majesty's Indian Navy.

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 Phillips, No. 1, Small-street, in the city of Bristol, on the 10th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 29th day of November, 1883.

WM. ROBERTS, 2, All Saints-court, Bristol, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Whitehaven. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Robertson, of 33, Queen-street, Whitehaven, Accountant and Share Broker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 13, Sandhills-lane, Whitehaven aforesaid, on the 14th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

H. J. WHITESIDE, 13, Sandhills-lane, Whitehaven, Solicitor for the said James Robertson.

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 William Flynn, of No. 252, Rochdale-road, Manchester, in the county of Lancaster, Wholesale and Retail 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. Addleshaw and Warburton, Solicitors, No. 15, Norfolk-street, in the city of Manchester, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

ADDLESHAW and WARBURTON, 15, Norfolk-street, Manchester, Solicitors for the said William Flynn.

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 Joseph Brumalley, of 11, Kersal-view, and Jane Emery, of 28, Bolton-road, carrying on business in copartnership as Joseph Brumalley and Co., at Beehive Mills, all in Pendleton, in the county of Lancaster, Cotton Manufacturers.

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-yard, in the city of Manchester, on the 11th day of December, 1883, at half-past two o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

JOHN LEIGH, 30, Brown-street, Manchester, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Brumalley, of 11, Kersal-view, and Jane Emery, of 28, Bolton-road, carrying on business in copartnership as Joseph Brumalley and Co., at Beehive Mills, all in Pendleton, in the county of Lancaster, Cotton Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Joseph Brumalley has been summoned to be held at the Mitre Hotel, Cathedral-yard, in the city of Manchester, on the 11th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1883.

JOHN LEIGH, 30, Brown-street, Manchester, 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 Isaac Williamson, of Dinckley Grange Farm, Dinckley, near Whalley, in the county of Lancaster, 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 17, Cannon-street, Preston, in the said county, on the 13th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

J. W. HIGSON, 17, Cannon-street, Preston, Solicitor for the said Isaac Williamson.

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 William Sharples, of No. 4, Victoria-street, and of No. 6, Church-street, both in Blackburn, in the county of Lancaster, Hatter, and lately carrying on the business of a Hatter at No. 9, Church-street, Preston, in the said county.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Mitre Hotel, Cathedral-yard, in the city of Manchester, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

CHARLES DARLEY, 5, Lord-street West, Blackburn, Solicitor for the said William Sharples.

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 Elizabeth Worwick, of the Royal Hotel, Waterfoot, near Manchester, in the county of Lancaster, carrying on business on her own separate account as a Licensed Victualler, and being the wife of John Worwick, formerly of the Royal Hotel, Waterfoot aforesaid, Licensed Victualler.

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 Royal Hotel, Waterfoot, near

Manchester, in the county of Lancaster, on the 7th day of December, 1883, at three o'clock in the afternoon precisely.

—Dated this 26th day of November, 1883.

JAMES E. WRIGHT, 43, New Church-road, Bacup, near Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmundson Scholes, of the Victoria Corn Mills, Hollins-road, Hollinwood, near Manchester, in the county of Lancaster, Corn Miller and Machinist.

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 J. Lambert, Imperial-buildings, 20 and 22, Cross-street, Manchester, in the county of Lancaster, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

JAMES J. LAMBERT, Imperial-buildings, 20 and 22, Cross-street, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Mary Ann Bissell, of No. 32, Nevill-street, Southport, in the county of Lancaster, Spinster, 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. Henry Threlfall, 12, London-street, Southport, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

HENRY THRELFALL, 12, London-street, Southport, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stanley Maples, at present residing at Grove House, Victoria Park, Wavertree, near Liverpool, in the county of Lancaster, and lately residing at Clifton House, Wavertree aforesaid, and carrying on business at No. 3, Sweeting-street, Dale-street, in the city of Liverpool, as a Wine and Spirit Merchant, formerly in partnership with the late George Maples, of Clifton House aforesaid, and now without a partner, under the firm or style of George Maples 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 offices of Messrs. Chalmers and Wade, 5, Fenwick-street, Liverpool, on the 14th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 28th day of November, 1883.

THORNELY and CAMERON, 5, Fenwick-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 Robert May, of Nos. 203 and 214, Smithdown-lane, and late of No. 28, Lodge-lane, No. 4, Aigburth-street, all in Liverpool, in the county of Lancaster, Undertaker 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 George Bernard Horner, No. 16, Manchester-street, Liverpool aforesaid, on the 13th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

G. B. HORNER, 16, Manchester-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Potter, of 30, Moon-street, in the city of Liverpool, out of business, formerly of 218, Park-road, Liverpool aforesaid, Butcher, and afterwards of Wood-lane, Beverley, in the county of York, Horse Dealer and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Quilliam and R. Carruthers, of 32, Elliot-street, Liverpool, in the county of Lancaster, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

QUILLIAM and R. CARRUTHERS, 32, Elliot-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 Lecomber, of 12, Mount-pleasant, Liverpool, in the county of Lancaster, Watchmaker, trading solely under the style or firm of J. and E. Lecomber, and residing at Prospect Vale, Wallasey, in the county of Chester.

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. Philip Samuel Levy, Solicitor, situate at No. 24, North John-street, Liverpool, in the county of Lancaster, on the 13th day of December, 1883, at two o'clock in the afternoon precisely.—Dated the 26th day of November, 1883.

PHILIP S. LEVY, 24, North John-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Stent, now residing at 6, Marble-street, Liverpool, in the county of Lancaster, Manager, and previously carrying on business at 33, Great Charlotte-street, and formerly at 6, Hood-street, both in Liverpool aforesaid, as a Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Chas. W. Fretson, Solicitor, 129, Dale-street, Liverpool, on the 12th day of December, 1883, at four o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

CHAS. W. FRETSON, 129, Dale-street, Liverpool, Solicitor for the said Debtor.

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 William Henry Alcock, of 28, Market-street, Bolton, in the county of Lancaster, Draper, and Ladies' Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Mitre Hotel, Cathedral-yard, in the city of Manchester, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

JAMES DUTTON, 19, Acresfield, Bolton, Solicitor for the said William Henry Alcock.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Dalton, of Perseverance Mill, Elland, in the parish of Halifax, in the county of York, Cotton Spinner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the White Lion Hotel, in Halifax, in the county of York, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

HOLROYD and SMITH, 19, Ward's End, Halifax, Solicitors for the said Henry Dalton.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Richard Waghorn, of No. 10, Church-street, Halifax, in the county of York, Stone 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 Old Cock Hotel, Cornmarket, in Halifax aforesaid, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

CRAVEN and SUNDERLAND, Brighthouse, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Swires, of Cleckheaton, in the county of York, Wire Drawer and Grocer and Tea 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 me, the undersigned, George Curry, Solicitor, in Cleckheaton, in the county of York, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1883.

GEORGE CURRY, Cleckheaton, viâ Normanton, Solicitor 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 William Harris Cheveley Sell (trading under the style of W. Sell), of Willow-place, Kirstall-road, Leeds, in the county of York, Brewer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. John Rowth and Co., Commercial-buildings, Park-row, Leeds, on the 17th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

WM. EMSLEY, Commercial-buildings, Park-row, Leeds, 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 Herbert Ward, of No. 43, Blacker-road, North Birkby, in the borough of Huddersfield, in the county of York, and carrying on business at Providence Mills, Marsh, and No. 21, Littlewood-buildings, both in the said borough, Woollen and Worsted Manufacturers, trading under the style or firm of H. Ward and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Marshall and Naylor, Solicitors, Imperial-arcade, Huddersfield aforesaid, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

MARSHALL and NAYLOR, Imperial-arcade, Huddersfield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Coulson, trading under the style or firm of Coulson Brothers, carrying on business and residing at No. 1, Walmer-terrace, Hessle-road, in the borough of Kingston-upon-Hull, 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 hall of the Hull Incorporated Law Society, Lincoln's-in-buildings, Bowlalley-lane, Kingston-upon-Hull, on the 11th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

JAMES T. WOODHOUSE, 17, Parliament-street, Kingston-upon-Hull, Solicitor for the 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 George Day, of Ossett Spa, Ossett, near Wakefield, in the county of York, Oil Extractor and Manure 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 office of Thomas Burton, Solicitor, New-street, Ossett, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

THOS. BURTON, New-street, Ossett, Solicitor 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 James Bulling the younger, of Olberton, in the county of Nottingham, Contractor and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, situate at No. 18, Grove-street, East Retford, in the said county of Nottingham, on the 13th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

THOS. BESCOBY, East Retford, Solicitor for the said James Bulling the younger.

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 Albert Smith, of Effingham-street, Rotherham, in the county of York, 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. Binney, Sons, and Wilson, Hoole's-chambers, 47, Bank-street, Shef-

field, in the county of York, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

BINNEY, SONS, and WILSON, Hoole's-chambers, 47, Bank-street, Sheffield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Josiah Drake, Josiah Walter Thomas Drake, and Richard Drake, trading as Josiah Drake and Sons, of Sheffield-road, Barnsley, in the said county of York, Cabinet Makers and Furniture Dealers.

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 Law Institute, 1A, Albion-place, Leeds, in the said county of York, on the 13th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

JNO. C. MALCOLM, 20, Park-row, Leeds, Solicitor for the said Debtors.

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 Edmund Patten, of 33, Smithford-street, in the city of Coventry, Tailor and Clothier, also residing at Whoberley Villa, Whoberley, near Coventry 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. Johnson and Co., 36, Waterloo-street, Birmingham, in the county of Warwick, on the 11th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

JOHNSON and CO., 36, Waterloo-street, Birmingham, 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 Henry William Andrews, of Stratford-road, Shirley, in the county of Warwick, Plumber and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Powell and Browett, Solicitors, Warwick-chambers, 104, Colmore-row, Birmingham, in the county of Warwick, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

POWELL and BROWETT, Warwick-chambers, 104, Colmore-row, Birmingham, Solicitors for the 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 Merrell, now of 357, Monument-road, Birmingham, in the county of Warwick, late of 56, Clifton-road, Aston-juxta-Birmingham aforesaid, and formerly of 130, Summer-lane, Birmingham aforesaid, Grocer and Provision Dealer, and for the last three months acting as an Insurance Agent in addition to the above 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 office of the Debtor's Solicitor, Mr. William Gordon Coulton, 22, Cannon-street, Birmingham, on the 12th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

W. G. COULTON, 22, Cannon-street, Birmingham, 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 Catherine Day, of Valentine-road, King's Heath, in the parish of King's Norton, in the county of Worcester, out of business, recently of No. 110, High-street, Brierley Hill, in the county of Stafford, 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 office of Mr. Edwin Jaques, Solicitor, Temple-chambers, No. 18, Temple-row, Birmingham, on the 13th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

EDWIN JAQUES, No. 18, Temple-row, Birmingham, Solicitor for the 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 Reuben Lancelot Burkit, of Cleveland-road, Wolverhampton, in the county of Stafford, and Wilton Lodge, the Werga, near Wolverhampton aforesaid, Hardware Merchant, trading as Reuben Burkit and Co.

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 Midland Hotel, New-street, Birmingham, in the county of Warwick, on the 10th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 29th day of November, 1883.

THOS. GATIS, 5, King-street, Wolverhampton, Solicitor for the said Reuben Lancelot Burkit.

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 Frederick John Lloyd, of Walsall-street, Wolverhampton, and No. 5, Albert-terrace, Bradmore, both in the county of Stafford, Cooper and Bicycle Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 49, Queen-street, Wolverhampton, on the 17th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

ROBERT WILLCOCK, 49, Queen-street, Wolverhampton, Solicitor for the said Frederick John Lloyd.

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 William Jenkin, in lodgings at No. 41, Waterloo-street, Wolverhampton, in the county of Stafford, a Cooper, previously of Bilston-road, Wolverhampton aforesaid, Cooper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. U. Stratton, Solicitor, 57, Queen-street, Wolverhampton, on the 13th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

U. STRATTON, 57, Queen-street, Wolverhampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Rock, of the Bell Inn, Chapel Ash, Wolverhampton, in the county of Stafford, 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. Thomas Dallow, 56, Queen-street, Wolverhampton, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 23th day of November, 1883.

THOS. DALLOW, 56, Queen-street, Wolverhampton, 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 George James Archer, of No. 71, Bath-street and Belle View, Sandwell-street, Walsall, in the county of Stafford, Brown Saddler.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Farrington Crump, No. 5, Bridge-street, Walsall, in the county of Stafford, on the 6th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1883.

JOHN F. CRUMP, 5, Bridge-street, Walsall, 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 Frank Bill, of No. 34, Bath-street, Walsall, in the county of Stafford, Oil and Colour Merchant and Blacking and Furniture Cream 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 office of Mr. T. H. Stanley, Solicitor, 4, Bridge-street, Walsall, in the county of Staf-

ford, on the 14th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 28th day of November, 1883.

T. HOWARD STANLEY, Walsall, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Brigstock, of Ashby-de-la-Zouch, in the county of Leicester, Beer-seller 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 our offices, 108, Market-street, Ashby-de-la-Zouch aforesaid, on the 11th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1883.

DEWES and MUSSON, Ashby-de-la-Zouch, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hallam, of 120, High-street, Longton, in the county of Stafford, Sausage Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Nottingham Wilson, Solicitor, 4th, Liverpool-road, Stoke-upon-Trent, on the 14th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1883.

WM. NOTTINGHAM WILSON, 46, Liverpool-road, Stoke-upon-Trent, 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 Charles Whitaker, of Maggie's-square, in the city of Lincoln, 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 my offices, No. 14, Silver-street, in the city of Lincoln, on the 12th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1883.

JNO. G. WILLIAMS, 14, Silver-street, Lincoln, Solicitor for the said Charles Whitaker.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hewitt, formerly of 50, Freeman-street, Great Grimsby, in the county of Lincoln, Watchmaker, but now of Laceby, near Great Grimsby aforesaid, 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 office of Mr. John Price, Solicitor, 50, Cherry-street, Birmingham, in the county of Warwick, on the 15th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

JOHN PRICE, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Thomason, of Whitby, near Chester, in the county of Cheshire, Baker, 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 office of the Incorporated Trade Protection Society of Liverpool, Commerce-court, 11, Lord-street, in the city of Liverpool, in the county of Lancaster, on the 18th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

J. P. HARRIS and GORST, 25, Lord-street, Liverpool, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Wood, of 22, Mill-street and 13, Chester-gate, Macclesfield, in the county of Chester, Printer, Stationer, and Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Falstaff Hotel, Market-place,

Manchester, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

JOSEPH SIMS, 24, Market-place, Manchester, Solicitor for the said John Henry Wood.

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 Job Moss, of the Bromfield Arms Inn, Faulkner-street, Hoole, in the county of Chester, 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 Messrs. Duncan and Pritchard, Solicitors, 66, Bridge-street, in the city of Chester, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

DUNCAN and PRITCHARD, 66, Bridge-street, Chester, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Owen Williams, of the Harp Inn, Holywell, in the county of Flint, 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 Messrs. Evans and Williams, Well-street, Holywell, on the 20th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

EVANS and WILLIAMS, Holywell, Flint, Solicitors for the said Owen Williams.

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 Robinson Farthing, of 32, Louisa-street, Darlington, in the county of Durham, Grocer, Beer Retailer, and Engine Fitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 20, High-row, Darlington, on the 14th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

THOS. METCALFE BARRON, 20, High-row, Darlington, Solicitor for the said Robinson Farthing.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Archibald McAlister, residing in furnished lodgings at No. 21, Bishop-street, Stockton-on-Tees, in the county of Durham, and carrying on business at No. 4, North-trace, Stockton-on-Tees aforesaid, as a Tailor and Linen and Woollen Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Charles John Archer, Solicitor, 96, High-street, Stockton-on-Tees, in the county of Durham, on the 14th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

C. T. ARCHER, 96, High-street, Stockton-on-Tees, 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 Thomas Robinson Bellwood, of 1, Oxford-terrace, Stockton-on-Tees, in the county of Durham, Joiner and Cabinet Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. R. F. Chilton, Solicitor, Mechanics' Institute, Dovecot-street, Stockton-on-Tees, in the county of Durham, on the 10th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1883.

ROBT. FOX CHILTON, Stockton-on-Tees, Solicitor for the said Thomas Robinson Bellwood.

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 William Spensley, of Shildon, in the county of Durham, 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 Mr. Chas. S. Edgar,

No. 12, Silver-street, Bishop Auckland, in the county of Durham, on the 14th day of December, 1883, at half-past eleven o'clock in the forenoon precisely.—Dated this 28th day of November, 1883.

CHAS. S. EDGAR, 12, Silver-street, Bishop Auckland, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Pursell Price, of Beacalls-lane, Castle-fields, also late of Saint John's-hill, both in Shrewsbury, in the county of Salop, Auctioneer and House Agent, and lately carrying on the business of an Innkeeper, at the Castle Vaults, Castle-fields, in Shrewsbury aforesaid, under the name or style of Harriet Price.

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 the Shropshire Law Society, Talbot-chambers, Shrewsbury, on the 5th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

RICHARD P. PRICE, the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Lewis the younger, late of Aston-juxta-Mondrum, in the parish of Acton, in the county of Chester, Butcher, and now of Booley, in the parish of Stanton-on-Hine Heath, in the county of Salop, 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 White Lion Hotel, High-street, Wem, in the county of Salop, on the 14th day of December, 1883, at half-past twelve o'clock in the afternoon precisely.—Dated this 26th day of November, 1883.

A. E. WHITTINGHAM, High-street, Nantwich, Solicitor for the said John Lewis the younger.

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 Thomas Thomas, of No. 4, Water-street, late of No. 25, Green-street, both in the town of Neath, in the county of Glamorgan, 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. John Taliesin Davies, Solicitor, No. 1, Alma-place, Neath, in the county of Glamorgan, on the 13th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 28th day of November, 1883.

J. T. 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 Frederick James Holmes, formerly of No. 1, Custom House-street, afterwards of No. 221, Bute-road, but now of No. 54, Adam-street, all in Cardiff, in the county of Glamorgan, Watch and Clock Maker and Picture Frame Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Plummer and Parry, Solicitors, Bristol-chambers, Nicholas-street, Bristol, on the 12th day of December, 1883, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1883.

PLUMMER and PARRY, Bristol-chambers, Nicholas-street, Bristol, Solicitors 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 Edward William Cantelo, formerly of No. 43, Pyle-street, Newport, in the Isle of Wight, but now of High-street, Sandown, in the said Isle, Furnishing and General Ironmonger, Oil, Colours, Glass, and Metal Merchant, and Smith and Metal Worker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Inns of Court Hotel, Holborn, London, W.C., on the 13th day of December, 1883, at one o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

EDWARD F. BLAKE, Newport, Isle of Wight, Solicitor for the Debtor.

No. 25292.

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The Bankruptcy Act, 1869.

In the County Court of Cornwall, holden at Truro. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Hawke, of Saint Day, in the parish of Gwennap, in the county of Cornwall, Hotel Keeper and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Arthur E. Adams, Solicitor, 7, Princes-street, Truro, on the 12th day of December, 1883, at eleven o'clock in the forenoon precisely.—Dated this 27th day of November, 1883.

ARTHUR E. ADAMS, Truro, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry James Todd, of Church-street, Peterborough, in the county of Northampton, Baker and Confectioner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of E. L. Hart, situate in Priestgate, Peterborough, on the 15th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

EDWD. L. HART, Peterborough, Solicitor for the said Henry James Todd.

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 Moore, formerly residing at 33, Dryden-street, and trading in copartnership with Joseph Shufflebottom, at 81, Upper Parliament-street, and York-street, all in the town of Nottingham, under the style or firm of Moore and Co., as Printers and Paper Merchants, afterwards trading in copartnership with George Bibbie, at York-street aforesaid, under the style or firm of Moore and Co., as Printers and Paper Merchants, but now residing at Manning-street, and carrying on business at Free Church-street, Derby-road, both in the said town of Nottingham, as a Printer and Paper Merchant, under the style or firm of Moore and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. E. H. Fraser, Solicitor, Brougham-chambers, Wheeler-gate, Nottingham, on the 17th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 28th day of November, 1883.

EDWARD H. FRASER, Brougham-chambers, Wheeler-gate, Nottingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Bridges, of Stanford-in-the-Vale, in the county of Berks, Innkeeper and 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. Llewellyn Jotcham, of Wantage, in the county of Berks, Solicitor, on the 13th day of December, 1883, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1883.

L. JOTCHAM, Wantage, Berks, Solicitor for the said John Bridges.

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 Wood, of 44, King William-street, in the city of London, Merchant, residing at 12, Glebe-villas, Mitcham, in the county of Surrey.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at the Guildhall Tavern, Gresham-street, London, E.C., on Friday, the 14th day of December, 1883, at two o'clock in the afternoon, for the following purposes, viz.:—1. To receive the report of the Trustee as to the estate; 2. To fix the amount of the Trustee's remuneration, and to audit and pass his accounts; 3. To consider the discharge of the debtor; 4. To close the liquidation and grant the release of the Trustee; 5. To pass all or any of the foregoing resolutions or any other resolutions incidental to the meeting and competent for the creditors to pass.—Dated this 26th day of November, 1883.

R. S. CUNNINGHAM, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Ivimey, of 2, Market-place, Leytonstone-road, Stratford, in the county of Essex, Music Seller and Dealer in Musical Instruments.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Joseph Ivimey will be held at the offices of Mr. George Cordwell, 30A, Moorgate-street, in the city of London, on Friday, the 7th day of December, 1883, at three o'clock in the afternoon, for the following purposes:—1. To receive the report of the Trustee; 2. To receive and pass the accounts of the Trustee as audited by the Committee of Inspection; 3. To authorise the Trustee to close the liquidation; 4. To grant the release of the Trustee.—Dated this 27th day of November, 1883. WILLIAM SHARP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Davies M'Cauley, of Ricker-gate, in the city of Carlisle, Innkeeper.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Denis M'Cauley will be held at the Grand Central Hotel, Carlisle, on Monday, the 10th day of December, 1883, at three o'clock in the afternoon, for the following purposes:—1. To receive and pass the accounts of the Trustee; 2. To pass the Trustee's remuneration; 3. To release the Trustee; 4. To close the liquidation; 5. To grant the debtor his Order of Discharge; 6. To pass the foregoing resolutions or any other resolutions incidental to the meeting, and competent for the creditors to pass.—Dated this 24th day of November, 1883.

EDMUND NICHOLS, Chartered Accountant, 56, Westgate-road, Newcastle-on-Tyne, 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 John Badger, now residing at Hampton-in-Arden, in the county of Warwick, and carrying on business as a Factor and Hardware Merchant, under the style or firm of John Badger and Co., at 140, Bromsgrove-street, Birmingham, in the said county of Warwick, and having an office in connection with the said business at 34, Bishopsgate-street, in the city of London, also carrying on business at Hampton-in-Arden aforesaid, as a Grocer, Hardware and Oil Dealer, under the style or firm of the Hampton Supply Stores, and also at 58, Dublin-street, Carlow, county Carlow, Ireland, as a Hardware, Drug, and Oil Dealer, under the style or firm of the Carlow Hardware and General Stores, and formerly residing at St. Augustine's-road, Edgbaston, Birmingham aforesaid, and formerly carrying on the said business of a Factor and Hardware Merchant at 10, Stephenson-street, Birmingham aforesaid.

A GENERAL Meeting of the Creditors of the above-named John Badger will be held at the offices of Mr. Walter Newton Fisher, 4, Waterloo-street, Birmingham, in the county of Warwick, Chartered Accountant, on Thursday, the 13th day of December, 1883, at three o'clock in the afternoon, for the following purposes, viz:—1. To pass the accounts of the Trustee, as approved by the Committee of Inspection; 2. To declare a First and Final Dividend; 3. To release the Trustee; 4. To consider and deal with any other matter connected with this estate; 5. To close the liquidation.—Dated this 26th day of November, 1883.

WALTER NEWTON FISHER, 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 Phillip Francis, of Merstham, in the city of Surrey, Builder and Undertaker.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor will be held at the office of Mr. J. Merrick Head, Bell-street, Reigate, Surrey, on Tuesday, the 4th day of December, 1883, at half-past two o'clock in the afternoon precisely, to consider an application by the Trustee to close the liquidation, and for the grant of his release.—Dated this 24th day of November, 1883.

THOMAS FLETCHER, 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 William Hopkins, of No. 1, Northcote-road, Battersea Rise, in the county of Surrey, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named William Hopkins will be held in accordance with the provisions of the Bankruptcy Act, 1869 (section 125, clause 9), at the offices of the Trustee,

111, Cheapside, in the city of London, on Tuesday, the 11th day of December, 1883, at twelve o'clock at noon, for the following purposes:—To audit the accounts of the Trustee; to release the Trustee; to close the liquidation, and to pass all or any of the foregoing resolutions or any other resolution incidental to the meeting and competent for the creditors to pass.—Dated this 15th November, 1883.

WILLIAM HENRY WOODS, 111, Cheapside, London, E.C., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of a Composition with Creditors, made by the Right Honourable Charles Philip, Earl of Hardwicke, of Wimpole Hall, in the county of Cambridge, and late of No. 17, Arlington-street and No. 38, Hertford-street, May Fair, in the county of Middlesex.

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. Lumley and Lumley, No. 37, Conduit-street, Bond-street, W., on Tuesday, the 11th day of December, 1883, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1883.

PARKERS, 17, Bedford-row, W.C.; LUMLEY and LUMLEY, 37, Conduit-street, Bond-street, W.; Solicitors for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Bentley, of No. 3, Back Chapel-street, Leeds-road, Bradford, in the county of York, Bookseller.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of Charles Beevers, No. 26, Commercial-street, Leeds, on Wednesday, the 5th day of December next, at two o'clock in the afternoon, for the following purposes:—1. To audit the accounts of the Trustee; 2. To fix the remuneration of the Trustee; 3. To fix the date for closing the liquidation and releasing the Trustee.—Dated this 27th day of November, 1883.

CHAS. BEEVERS, F. R. GODDARD, Trustees.

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 George Nesbit, residing at 68, Elswick-road, in the borough and county of Newcastle-upon-Tyne, and carrying on business at the Skinner Burn Steam Mills, Newcastle-upon-Tyne, and at 110 and 301, High-street, Gateshead, in the county of Durham, as a Miller and Corn Dealer.

NOTICE is hereby given, that a General Meeting of the Creditors in the above matter will be held at my offices, 10, Market-street, Newcastle-upon-Tyne, on Wednesday, the 12th day of December, 1883, at two o'clock in the afternoon precisely, for the following purposes, viz:—1. To consider an application made by the debtor for his discharge, and, if approved of, to grant the same; 2. To receive the Trustee's report as to the realization of the estate, and to pass the accounts as audited by the Committee of Inspection; 3. To close the liquidation and grant the release of the Trustee; 4. To pass all or any of the foregoing resolutions, or any other resolutions incidental to the meeting and competent for the creditors to pass.—Dated this 28th day of November, 1883.

JOHN M. WINTER, 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 Lorentz Tiden, of 3, Kensington Gardens-terrace, Hyde Park, in the county of Middlesex, and Thorsten Nordenfelt, of Solna, Koehampton, in the county of Surrey, and of 34, Clement's-lane, in the city of London, Merchants, carrying on business in copartnership at 34, Clement's-lane aforesaid, under the style or firm of Tiden, Nordenfelt, and Co.

THE creditors of the above-named Lorentz Tiden and Thorsten Nordenfelt 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, Roderick Mackay, of No. 3, Lothbury, 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 29th day of November, 1883.

ROD. MACKAY, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Gilmour, Gavin Anderson, James Wood, and Allan Gilmour, trading together in copartnership under the style or firm of the Maryport Hematite Iron Company, as Iron Makers at Maryport, in the county of Cumberland, as Iron Ore Proprietors at Moor Row, Frizington and Crossgill, all in the said county, and as Colliery Owners and Brick Manufacturers at or near Maryport aforesaid, and as Colliery Owners at Bolton Colliery, Mealsgate, in the said county, the said John Gilmour and Gavin Anderson also trading together (apart from the said James Wood and Allan Gilmour) at Bonnyton Colliery and Fire Clay Works, Kilmarnock, in the county of Ayr, in Scotland, under the style or firm of John Gilmour and Company, the said John Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said Allan Gilmour and John Hendrie the younger, of the Union Bank, Galston, in the county of Ayr, Bank Agent, and Joseph Gilmour, of Rose Bank Cottage, Crooked Holm, in the said county of Ayr, Colliery Owner, at Burnbank and Goatfoot, near Galston aforesaid, as Coalmasters, under the style or firm of Boyd Gilmour and Company, the said John Gilmour, John Hendrie the younger, and Joseph Gilmour being trustees of Boyd Gilmour, late of Galston aforesaid, Colliery Proprietor, deceased, and the said Allan Gilmour being also a trustee of the said Boyd Gilmour, deceased, and likewise trading in his own right, the said Gavin Anderson and James Wood also trading (apart from the said John Gilmour and Allan Gilmour) in copartnership with Robert Goudie, of 14, Alloway-place, Ayr, in the said county of Ayr, Solicitor, Henry Leck, of Hollybush, Dalrymple, in the said county of Ayr, Gentleman, George Robb, of 17, Scott-street, Glasgow, in the county of Lanark, Carting Superintendent, Jane Lovell, of Norton, near Malton, in the county of York, Spinster, and William John Roseby, of Commercial-buildings, Leeds, in the said county of York, Commission Agent, at Lincoln, in the county of Lincoln, as Iron Ore Merchants, under the style or firm of the Mid Lincolnshire Iron Company, the said James Wood also trading with Adam Wood, of Portland Villa, Troon, in the said county of Ayr, at Galston aforesaid, as Coalmasters, in copartnership, under the style or firm of the Gauchalland Coal Company, the said James Wood and Allan Gilmour, also trading in copartnership with the said Joseph Gilmour and Daniel Gilmour, of Rosebank Cottage aforesaid, at Gilminscroft Colliery, Auchinleck, in the said county of Ayr, as Coalmasters, under the style or firm of Gilmours, Wood, and Anderson, the said Allan Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said John Gilmour, John Hendrie the younger, and Joseph Gilmour, at Burnbank and Goatfoot aforesaid, as Coalmasters, under the said style or firm of Boyd Gilmour and Company, and also lately trading in his own name as Coalmaster at Portland Colliery, near Kilmarnock aforesaid, and now trading in copartnership with Allan Gilmour the younger, at Portland Colliery aforesaid, as Coalmasters, under the style or firm of Allan Gilmour, the said John Gilmour, Gavin Anderson, James Wood, and Allan Gilmour respectively not being resident in England, but residing as follows:—The said John Gilmour at Elm Bank, in Kilmarnock aforesaid, the said Gavin Anderson at Tremolesworth, in Kilmarnock aforesaid, the said James Wood at Portland Villa, Troon, and Skeldon House, Dalrymple, both in the said county of Ayr, and the said Allan Gilmour residing at Wood End House, near Kilmarnock aforesaid.

THE separate Creditors of the above-named John Gilmour who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, William Barclay Peat, of Royal Exchange, Middlesborough, 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 26th day of November, 1883.

WILLIAM MACKINNON,
WM. B. PEAT, Trustees.

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 Gilmour, Gavin Anderson, James Wood, and Allan Gilmour, trading together in copartnership under the style or firm of the Maryport Hematite Iron Company, as Iron Makers at Maryport, in the county of Cumberland, as Iron Ore

Proprietors at Moor Row, Frizington and Crossgill, all in the said county, and as Colliery Owners and Brick Manufacturers at or near Maryport aforesaid, and as Colliery Owners at Bolton Colliery, Mealsgate, in the said county, the said John Gilmour and Gavin Anderson also trading together (apart from the said James Wood and Allan Gilmour) at Bonnyton Colliery and Fire Clay Works, Kilmarnock, in the county of Ayr, in Scotland, under the style or firm of John Gilmour and Company, the said John Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said Allan Gilmour and John Hendrie the younger, of the Union Bank, Galston, in the county of Ayr, Bank Agent, and Joseph Gilmour, of Rose Bank Cottage, Crooked Holm, in the said county of Ayr, Colliery Owner, at Burnbank and Goatfoot, near Galston aforesaid, as Coalmasters, under the style or firm of Boyd Gilmour and Company, the said John Gilmour, John Hendrie the younger, and Joseph Gilmour being trustees of Boyd Gilmour, late of Galston aforesaid, Colliery Proprietor, deceased, and the said Allan Gilmour being also a trustee of the said Boyd Gilmour, deceased, and likewise trading in his own right, the said Gavin Anderson and James Wood also trading (apart from the said John Gilmour and Allan Gilmour) in copartnership with Robert Goudie, of 14, Alloway-place, Ayr, in the said county of Ayr, Solicitor, Henry Leck, of Hollybush, Dalrymple, in the said county of Ayr, Gentleman, George Robb, of 17, Scott-street, Glasgow, in the county of Lanark, Carting Superintendent, Jane Lovell, of Norton, near Malton, in the county of York, Spinster, and William John Roseby, of Commercial-buildings, Leeds, in the said county of York, Commission Agent, at Lincoln, in the county of Lincoln, as Iron Ore Merchants, under the style or firm of the Mid Lincolnshire Iron Company, the said James Wood also trading with Adam Wood, of Portland Villa, Troon, in the said county of Ayr, at Galston aforesaid, as Coalmasters, in copartnership, under the style or firm of the Gauchalland Coal Company, the said James Wood and Allan Gilmour also trading in copartnership with the said Joseph Gilmour and Daniel Gilmour, of Rosebank Cottage aforesaid, at Gilminscroft Colliery, Auchinleck, in the said county of Ayr, as Coalmasters, under the style or firm of Gilmours, Wood, and Anderson, the said Allan Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said John Gilmour, John Hendrie the younger, and Joseph Gilmour, at Burnbank and Goatfoot aforesaid, as Coalmasters, under the said style or firm of Boyd Gilmour and Company, and also lately trading in his own name as Coalmaster at Portland Colliery, near Kilmarnock aforesaid, and now trading in copartnership with Allan Gilmour the younger, at Portland Colliery aforesaid, as Coalmasters, under the style or firm of Allan Gilmour, the said John Gilmour, Gavin Anderson, James Wood, and Allan Gilmour respectively not being resident in England, but residing as follows:—The said John Gilmour at Elm Bank, in Kilmarnock aforesaid, the said Gavin Anderson at Tremolesworth, in Kilmarnock aforesaid, the said James Wood at Portland Villa, Troon, and Skeldon House, Dalrymple, both in the said county of Ayr, and the said Allan Gilmour residing at Wood End House, near Kilmarnock aforesaid.

THE separate creditors of the above-named Gavin Anderson who have not already proved their debts are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims to the undersigned, William Barclay Peat, of Royal Exchange, Middlesborough, 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 26th day of November, 1883.

WILLIAM MACKINNON,
WM. B. PEAT, Trustees.

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 Gilmour, Gavin Anderson, James Wood, and Allan Gilmour, trading together in copartnership under the style or firm of the Maryport Hematite Iron Company, as Iron Makers at Maryport, in the county of Cumberland, as Iron Ore Proprietors at Moor Row, Frizington, and Crossgill, all in the said county, and as Colliery Owners and Brick Manufacturers at or near Maryport aforesaid, and as Colliery Owners at Bolton Colliery, Mealsgate, in the said county, the said John Gilmour and Gavin Anderson also trading together (apart from the said James Wood and Allan Gilmour) at Bonnyton Colliery and Fire Clay

Works, Kilmarnock, in the county of Ayr, in Scotland, under the style or firm of John Gilmour and Company, the said John Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said Allan Gilmour and John Hendrie the younger, of the Union Bank, Galston, in the county of Ayr, Bank Agent, and Joseph Gilmour, of Rosebank Cottage, Crooked Holm, in the said county of Ayr, Colliery Owner, at Burnbank and Goatfoot, near Galston aforesaid, as Coalmasters, under the style or firm of Boyd Gilmour and Company, the said John Gilmour, John Hendrie the younger, and Joseph Gilmour being trustees of Boyd Gilmour, late of Galston aforesaid, Colliery Proprietor, deceased, and the said Allan Gilmour being also a trustee of the said Boyd Gilmour, deceased, and likewise trading in his own right, the said Gavin Anderson and James Wood also trading (apart from the said John Gilmour and Allan Gilmour) in copartnership with Robert Goudie, of 14, Alloway-place, Ayr, in the said county of Ayr, Solicitor, Henry Leck, of Hollybush, Dalrymple, in the said county of Ayr, Gentleman, George Robb, of 17, Scott-street, Glasgow, in the county of Lanark, Carting Superintendent, Jane Lovell, of Norton, near Malton, in the county of York, Spinster, and William John Roseby, of Commercial-buildings, Leeds, in the said county of York, Commission Agent, at Lincoln, in the county of Lincoln, as Iron Ore Merchants, under the style or firm of the Mid Lincolnshire Iron Company, the said James Wood, also trading with Adam Wood, of Portland Villa, Troon, in the said county of Ayr, at Galston aforesaid, as Coalmasters, in copartnership, under the style or firm of the Gauchalland Coal Company, the said James Wood and Allan Gilmour also trading in copartnership with the said Joseph Gilmour and Daniel Gilmour, of Rosebank Cottage aforesaid, at Gilminscroft Colliery, Auchinleck, in the said county of Ayr, as Coalmasters, under the style or firm of Gilmours, Wood, and Anderson, the said Allan Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said John Gilmour, John Hendrie the younger, and Joseph Gilmour, at Burnbank and Goatfoot aforesaid, as Coalmasters, under the said style or firm of Boyd Gilmour and Company, and also lately trading in his own name as Coalmaster at Portland Colliery, near Kilmarnock aforesaid, and now trading in copartnership with Allan Gilmour the younger, at Portland Colliery aforesaid, as Coalmasters, under the style or firm of Allan Gilmour, the said John Gilmour, Gavin Anderson, James Wood, and Allan Gilmour respectively not being resident in England, but residing as follows:—The said John Gilmour at Elm Bank, in Kilmarnock aforesaid, the said Gavin Anderson at Tremolesworth, in Kilmarnock aforesaid, the said James Wood at Portland Villa, Troon, and Skeldon House, Dalrymple, both in the said county of Ayr, and the said Allan Gilmour residing at Wood End House, near Kilmarnock aforesaid.

THE separate Creditors of the above-named James Wood who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, William Barclay Peat, of Royal Exchange, Middlesborough, 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 26th day of November, 1883.

WILLIAM MACKINNON,
WM. B. PEAT, Trustees.

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 Gilmour, Gavin Anderson, James Wood, and Allan Gilmour, trading together in copartnership under the style or firm of the Maryport Hematite Iron Company, as Iron Makers at Maryport, in the county of Cumberland, as Iron Ore Proprietors at Moor Row, Frizington, and Crossgill, all in the said county, and as Colliery Owners and Brick Manufacturers at or near Maryport aforesaid, and as Colliery Owners at Bolton Colliery, Mealsgate, in the said county, the said John Gilmour and Gavin Anderson also trading together (apart from the said James Wood and Allan Gilmour) at Bonnyton Colliery and Fire Clay Works, Kilmarnock, in the county of Ayr, in Scotland, under the style or firm of John Gilmour and Company, the said John Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said Allan Gilmour and John Hendrie the younger, of the Union Bank, Galston, in the county of Ayr, Bank Agent, and Joseph

Gilmour, of Rosebank Cottage, Crooked Holm, in the said county of Ayr, Colliery Owner, at Burnbank and Goatfoot, near Galston aforesaid, as Coalmasters, under the style or firm of Boyd Gilmour and Company, the said John Gilmour, John Hendrie the younger, and Joseph Gilmour being trustees of Boyd Gilmour, late of Galston aforesaid, Colliery Proprietor, deceased, and the said Allan Gilmour being also a trustee of the said Boyd Gilmour, deceased, and likewise trading in his own right, the said Gavin Anderson and James Wood also trading (apart from the said John Gilmour and Allan Gilmour) in copartnership with Robert Goudie, of 14, Alloway-place, Ayr, in the said county of Ayr, Solicitor, Henry Leck, of Hollybush, Dalrymple in the said county of Ayr, Gentleman, George Robb, of 17, Scott-street, Glasgow, in the county of Lanark, Carting Superintendent, Jane Lovell, of Norton, near Malton, in the county of York, Spinster, and William John Roseby, of Commercial-buildings, Leeds, in the said county of York, Commission Agent, at Lincoln, in the county of Lincoln, as Iron Ore Merchants, under the style or firm of the Mid Lincolnshire Iron Company, the said James Wood also trading with Adam Wood, of Portland Villa, Troon, in the said county of Ayr, at Galston aforesaid, as Coalmasters, in copartnership, under the style or firm of the Gauchalland Coal Company, the said James Wood and Allan Gilmour also trading in copartnership with the said Joseph Gilmour and Daniel Gilmour, of Rosebank Cottage aforesaid, at Gilminscroft Colliery, Auchinleck, in the said county of Ayr, as Coalmasters, under the style or firm of Gilmours, Wood, and Anderson, the said Allan Gilmour also trading (apart from the said James Wood and Gavin Anderson) in copartnership with the said John Gilmour, John Hendrie the younger, and Joseph Gilmour, at Burnbank and Goatfoot aforesaid, as Coalmasters, under the said style or firm of Boyd Gilmour and Company, and also lately trading in his own name as Coalmaster at Portland Colliery, near Kilmarnock aforesaid, and now trading in copartnership with Allan Gilmour the younger, at Portland Colliery aforesaid, as Coalmasters, under the style or firm of Allan Gilmour, the said John Gilmour, Gavin Anderson, James Wood, and Allan Gilmour respectively not being resident in England, but residing as follows:—The said John Gilmour at Elm Bank, in Kilmarnock aforesaid, the said Gavin Anderson at Tremolesworth, in Kilmarnock aforesaid, the said James Wood at Portland Villa, Troon, and Skeldon House, Dalrymple, both in the said county of Ayr, and the said Allan Gilmour residing at Wood End House, near Kilmarnock aforesaid.

THE separate creditors of the above named Allan Gilmour who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, William Barclay Peat, of Royal Exchange, Middlesborough, 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 26th day of November, 1883.

WILLIAM MACKINNON,
WM. B. PEAT, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Surrey, holden at Wandsworth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Percy Baly, of Victoria Wharf, Mortlake, Blackhorse-lane, Richmond, and 5, Norfolk-terrace, St. Leonards, Mortlake, all in the county of Surrey, Brick, Lime, and Cement Merchant, trading as Henry Bailey.

THE creditors of the above-named Henry Percy Baly who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ernest Foreman, of 57, Gracechurch-street, in the city of London, Secretary of the London Timber Trades' Association, 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 29th day of November, 1883.

ERNEST FOREMAN, 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 Philip George Dodd and Vincent Sheppard, of Newcastle Wharf, Mile End, and of Elm Tree Yard, Edgware-road, Kilburn Rise, both in the county of Middlesex, carrying on business in copartnership, under the style of Dodd, Sheppard, and Co., as Timber Merchants, the said Philip George Dodd residing at 13, South-square, in the said

county of Middlesex, and the said Vincent Sheppard residing at 10, Gray's-inn-square, in the said county of Middlesex.

THE creditors of the above-named Philip George Dodd and Vincent Sheppard who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ernest Foreman, of 57, Gracechurch-street, in the city of London, Secretary of the London Timber Trades' Association, 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 28th day of November, 1883.

ERNEST FOREMAN, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Surrey, holden at Kingston.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Daniel Gray, of the Crown Timber Yard, Fife-road, Kingston-on-Thames, in the county of Surrey, trading as Daniel Gray and Son, and of Canbury Cottage, Wood-street, Kingston-on-Thames, in the said county of Surrey, Timber Merchant.

THE creditors of the above-named Daniel Gray who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ernest Foreman, of 57, Gracechurch-street, in the city of London, Secretary of the London Timber Trades' Association, 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 29th day of November, 1883.

ERNEST FOREMAN, 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 Frederick William Howard and George Edward Dorrell, both of No. 25, 28, and 29, Russell-street, Covent Garden, in the county of Middlesex, Builders and Contractors, trading there in copartnership, under the style or firm of Howard and Dorrell, the said Frederick William Howard and George Edward Dorrell, both residing at No. 30, Upper Park-road, Haverstock Hill, in the said county of Middlesex.

THE creditors of the above-named Frederick William Howard and George Edward Dorrell who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ernest Foreman, of 57, Gracechurch-street, in the city of London, Secretary of the London Timber Trades' Association, 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 29th day of November, 1883.

ERNEST FOREMAN, 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 Frederic Cabrow, of No. 36, St. Mary-at-Hill, in the city of London, Wine and Spirit Merchant, carrying on business there under the style or firm of Joseph Cabrow and Son, and formerly carrying on business there in copartnership with Edward Birkett, under the same style or firm, and residing at Richmond, in the county of Surrey.

THE creditors of the above-named Frederic Cabrow 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, Samuel Barrow, of 99, 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 27th day of November, 1883.

SAMUEL BARROW, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Anderson, John Duncan, and George Gray Anderson, of No. 17, Philpot-lane, in the city of London, in the county of Middlesex, trading under the style or firm of John Anderson and Co., and of Colombo, in the Island of Ceylon, Merchants, trading under the style or firm of Duncan, Anderson, and Co.

THE creditors of the above-named John Anderson, John Duncan, and George Gray Anderson who have not already proved their debts, are required, on or before the

10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Bishop, of No. 41, Coleman-street, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 29th day of November, 1883.

H. BISHOP, 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 Richard Maries, of Such's South London Auction Rooms, Boyson-road, Camberwell, in the county of Surrey, Auctioneer and Appraiser, also known as a Public Entertainer in the name of R. M. Wellsbourne, and residing at No. 5, Loughborough-park, Brixton, in the county of Surrey.

THE creditors of the above-named Richard Maries who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick William Farmer, of 2, Brunswick-road, Camberwell, S.E., 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 29th day of November, 1883.

FRED. W. FARMER, 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 Arthur Tuer, formerly carrying on business at 14, Clayton-square, Liverpool, in the county of Lancaster, as a Wine and Spirit Merchant, and afterwards carrying on business at 14, Clayton-square aforesaid, as a Wine Merchant, and afterwards trading there in the last-mentioned business under the style or firm of A. Tuer and Co., and lately residing at 59, York-terrace, Everton, near Liverpool aforesaid, but now residing at 8, Long-lane, Aintree, near Liverpool aforesaid, Wine Merchant.

THE creditors of the above-named Arthur Tuer who have not yet proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to George Readdy, of 13, Harrington-street, Liverpool, 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 26th day of November, 1883.

HERBERT E. HARPER,
GEO. READDY, Trustees.

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 Henry Roughsedge and Robert Burns Hughes, both of Windsor-buildings, George-street, in the city of Liverpool, trading in copartnership thereat as Roughsedge and Hughes, as General Brokers.

THE creditors of the above-named James Henry Roughsedge and Robert Burns Hughes who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John MacConnal, of 22, Lord-street, Liverpool, in the county of Lancaster, 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 26th day of November, 1883.

JOHN MACCONNAL, Trustee.

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 Richard McElroy, of 6, Adelaide-terrace, Waterloo, near Liverpool, in the county of Lancaster, Shipwright, lately trading in copartnership with William McElroy, at Nos. 4, Bath-street and 2 and 4, Fulton-street, Liverpool aforesaid, as Shipwrights, Shipsmiths, Joiners, and Mast, Spar, and Block Makers, under the firm of Hugh McElroy and Sons.

THE creditors of the above-named Richard McElroy 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, William Alexander, of No. 24, North John-street, in the city of Liverpool, 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 28th day of November, 1883.

WM. ALEXANDER, 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 Peter Mellor, of 29, Darwen-street and 28, Mill-lane, both in Blackburn, in the county of Lancaster, Hair Dresser.

THE creditors of the above-named Peter Mellor 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, William Heppard, of Richmond-chambers, Blackburn, 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 28th day of November, 1883.

WILLIAM HEPPARD, Trustee.

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 John Holmes, of Kellet-lane, Carnforth, in the county of Lancaster, Builder.

THE creditors of the above-named John Holmes who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Turner, of High Bentham, in the county of York, 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 26th day of November, 1883.

RICHARD TURNER, 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 Henry Bolland, of the Prince of Wales' Bazaar, Victoria-street, Morecambe, in the county of Lancaster, Dealer in Toys and Fancy Goods, and residing in lodgings at No. 20, Townley-street, Morecambe aforesaid.

THE creditors of the above-named Henry Bolland who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Eckersley, of 64, Cross-street, in the city of Manchester, 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 27th day of November, 1883.

JAMES ECKERSLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Monmouthshire, holden at Newport. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Francis Lewis, late of Abbey-terrace, Cwmbrân, in the county of Monmouth, but now of Lewis-street, Newport, in the same county, out of business.

THE creditors of the above-named William Francis Lewis who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Richard Baugh Evans, of 30, High-street, Newport 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 28th day of November, 1883.

R. B. EVANS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Hunt, of No. 1, Burton-street, Bath, in the county of Somerset, Saddler and Harness Maker.

THE creditors of the above-named William Hunt, who have not already proved their debts are required, on or before the 14th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry William Bowles, of 41, Broad-street, Bath, 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 14th day of November, 1883.

HENRY W. BOWLES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Scurr, of Oxbank, in the township of Landmoth-cum-Catto, in the North Riding of the county of York, Farmer.

THE creditors of the above-named William Scurr who have not already proved their debts, are required, on or before the 6th day of December, 1883, to send their names and addresses, and the particulars of their debts or

claims, to me, the undersigned, Thomas Etheridge, of 18A, Reed-street, West Hartlepool, in the county of Durham, 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 27th day of November, 1883.

THOMAS ETHERIDGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York, by transfer from the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Fisher, of No. 83, Briggate, in the borough of Leeds, in the county of York, Milliner and Laceman.

THE creditors of the above-named William Fisher who have not already proved their debts, are required, on or before the 26th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, James William Close and Alfred Lister Blow, the Trustees under the liquidation, addressed to us at No. 32, Park-row, Leeds, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 27th day of November, 1883.

J. W. CLOSE,

A. L. BLOW, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Boddy, of Flaxton, in the county of York, Cattle Dealer.

THE creditors of the above-named Thomas Boddy 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, John Loadman, addressed to me at the offices of Messrs. John and Robert Holtby, Solicitors, No. 5, New-street, in the city 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.

JOHN LOADMAN, 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 John Kettlewell Leather, of 23, Lowerhead-row, Leeds, in the county of York, Boot Upper Manufacturer and Leather Dealer, trading under the style of J. K. Leather, and of 31, Glover-street, Leeds aforesaid.

THE creditors of the above-named John Kettlewell Leather who have not already proved their debts, are required, on or before the 8th 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 28th day of November, 1883.

ROBT. M. BURGESS, 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 Musgrave, of Perseverance Dye Works, Kirkstall-road, and of Belle Vue-road, both in Leeds, in the county of York, Dyer.

THE creditors of the above-named Albert Musgrave 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, 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 28th day of November, 1883.

W. H. BURRELL, Trustee.

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 William Henry Dearnaly, of Flash-lane, Mirfield, in the county of York, Painter and Paper Hanger.

THE creditors of the above-named William Henry Dearnaly 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 Schofield, of Wellington-buildings, Queen-street, Huddersfield, 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 29th day of November, 1883.

W. SCHOFIELD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Halliday, of Wheldon-lane, in Castlesford, in the county of York, Grocer.

THE creditors of the above-named Samuel Halliday who have not already proved their debts, are required, on or before the 14th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Henry Elland, of Carleton-street, Castleford, 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 27th day of November, 1883.

JAMES H. ELLAND, Trustee.

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 Robert Sunter, of 20, Darfield-street and 62, Kirkgate, both in Bradford, in the county of York, Watch Maker and Jeweller.

THE creditors of the above-named Robert Sunter who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Lawson, 32, Godwin-street, Bradford, 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 28th day of November, 1883.

WM. LAWSON, Trustee.

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 Warner Joy, of the Shipwrights' Arms, Undershore, Northfleet, Gravesend, in the county of Kent, Licensed Victualler.

THE creditors of the above-named Warner Joy 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, George Pepper, of 136, High-street, Chatham, in the county of Kent, 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 28th day of November, 1883.

G. PEPPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Ashenden Wilks, of No. 18, Cowper-street and New Town-road, Hove, in the county of Sussex, Builder and Contractor.

THE creditors of the above-named James Ashenden Wilks who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Lansdell Fenner, of No. 37, Ship-street, Brighton, 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 27th day of November, 1883.

GEO. L. FENNER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Gallop, of 30, Western-road and Dyke-road, Brighton, in the county of Sussex, Seedsman and Florist.

THE creditors of the above-named Frank Gallop who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Lansdell Fenner, of 37, Ship-street, Brighton, 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 27th day of November, 1883.

GEO. L. FENNER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Thorncroft Mills, of 9, New-road, Brighton, in the county of Sussex, Solicitor.

THE creditors of the above-named Alfred Thorncroft Mills who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of

their debts or claims, to me, the undersigned, George Lansdell Fenner, of No. 37, Ship-street, Brighton, 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 27th day of November, 1883.

GEO. L. FENNER, 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 Charles Barton, of Goulceby, in the county of Lincoln, Grocer, Draper, General-shop Keeper, and Farmer.

THE creditors of the above-named Charles Barton who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Sutton Brown, of Louth, in the county of Lincoln, Solicitor, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883.

J. S. BROWN, 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 Samuel Johnson, of Cattle Market, Loughborough, in the county of Leicestershire, Ironmonger and Implement Dealer.

THE creditors of the above-named Samuel Johnson who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Skinner Jones, of Rectory-place, Loughborough, 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 27th day of November, 1883.

J. S. JONES, 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 Matthew Hindhaugh, carrying on business at Croydon-road, in the city and county of Newcastle-upon-Tyne, and residing at West Boldon, in the county of Durham, Builder.

THE creditors of the above-named Matthew Hindhaugh who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard William Sisson, of 55, Pilgrim-street, Newcastle-upon-Tyne, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1883.

R. W. SISSON, 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 Samuel Softley Snowball, lately residing and carrying on business as an Innkeeper at the Victoria Inn, Victoria-street, Low Walker, in the county of Northumberland, but now residing at Back Victoria-street, Low Walker aforesaid out of business.

THE creditors of the above-named Samuel Softley Snowball who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Walker, Professional Accountant, 10, New Bridge-street, Newcastle-upon-Tyne, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 28th day of November, 1883.

THOMAS WALKER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Holdsworth, of No. 5, Victoria-terrace, Stockton-on-Tees, in the county of Durham, Edward Haworth, of Osbert Lea, East Hartburn, in the said county of Durham, and James Henry Holdsworth, of No. 5, Victoria-terrace, Stockton-on-Tees aforesaid, Iron Masters, carrying on business in partnership under the style or firm of John Holdsworth and Co., at the Westbourne Ironworks, Stockton-on-Tees aforesaid.

THE separate creditors of the above-named Edward Haworth who have not already proved their debts, are required, on or before the 24th day of December, 1883,

to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Barclay Peat, of Royal Exchange, Middlesborough, 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 27th day of November, 1883.

W.M. B. PEAT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Calvert Hornsby, of Ingleton, in the county of Durham, Saddler.

THE creditors of the above-named John Calvert Hornsby who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Guthrie, of Northallerton, in the North Riding of the county of York, Currier, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1883.

JAMES GUTHRIE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Alfred Payne, of West Market-place, Cirencester, in the county of Gloucester, Tailor, Habit Maker, and Hosiery.

THE creditors of the above-named William Alfred Payne 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, Algernon Osmond Miles, of No. 28, King-street, Cheapside, 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 28th day of November, 1883.

A. O. MILES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley, by transfer from the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Shelley, of Beeches Farm, Peen, near Wolverhampton, in the county of Stafford, Farmer.

THE creditors of the above-named William Shelley who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Proud Eagleton, of Queen-street, Wolverhampton, in the county of Stafford, 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 28th day of November, 1883.

SAML. P. EAGLETON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alexander Clark, of No. 143, High-street, Stourbridge, in the county of Worcester, Hatter, Hosiery, Haberdasher, and General Outfitter.

THE creditors of the above-named Alexander Clark who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Evers, of Stourbridge, in the county of Worcester, Gentleman, 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 28th day of November, 1883.

C. EVERS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Lewis, now of Coalbournbrook, late of Wordsley, both in the parish of Kingswinford, in the county of Stafford, Builder and Contractor.

THE creditors of the above-named George Lewis who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Evers, of 21, Kidderminster-street, Stourbridge, in the county of Worcester, Gentleman, 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 28th day of November, 1883.

C. EVERS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham, by transfer from the County Court of Worcestershire, holden at Dudley.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Bromfield, of 69, High-street, Dudley, in the county of Worcester, Grocer and Provision Merchant.

THE creditors of the above-named Charles Bromfield who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Elkanah Mackintosh Sharp, of 120, Colmore-row, Birmingham, in the county of Warwick, 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 28th day of November, 1883.

E. M. SHARP,
SAML. P. EAGLETON, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Meakin, of Bedworth, in the county of Warwick, Ale and Porter Merchant.

THE creditors of the above-named Joseph Meakin who have not already proved their debts, are required, on or before the 8th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edwin Belfield, of 17, Market-place, Derby, 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.

EDWIN BELFIELD, 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 Richard Neville Farmer, of the Stork, Newton-road, Sparkhill, near Birmingham, in the county of Warwick, and until recently also of the Newton Arms, 55, White-road, Sparkbrook, Birmingham aforesaid, Beer Retailer.

THE creditors of the above-named Richard Neville Farmer 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 the undersigned, George Frederick Walter, of No. 1, New-street, Birmingham, 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 24th day of November, 1883.

GEO. F. WALTER,
J. DILLON GARLAND, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Mew Houghton, of Cambridge Junction, 148, High-street, Portsmouth, Langside, Victoria-road South, Southsea, and of Cosham, all in the county of Hants, Architect and Surveyor.

THE creditors of the above-named Charles Mew Houghton who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me the undersigned, William Edmonds, of No. 46, St. James-street, Portsea, 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 27th day of November, 1883.

WILLIAM EDMONDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Foy, of Barningham Northwood, in the county of Norfolk, Clerk in Holy Orders.

THE creditors of the above-named William Henry Foy who have not already proved their debts, are required, on or before the 11th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Herbert Henchman Cole, of London-street, in the city of Norwich, Solicitor, 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 27th day of November, 1883.

HERBERT H. COLE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.
In the Matter of a Special Resolution for Liquidation by Arrangement with Creditors, instituted by Joseph Finchett, residing at 107, Boughton, in the city of Chester, and carrying on business at No. 30, Eastgate-street, in the said city of Chester, as a Grocer and Italian Warehouse-man.

THE creditors of the above-named Joseph Finchett who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Ellis Edwards, of the Townhall, in the city of Chester, 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 28th day of November, 1883.
J. E. EDWARDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Walker, of Queens-square, and Avenue-road, Compton-road, both in Wolverhampton aforesaid, China, Glass, and Earthenware Dealer.

THE creditors of the above-named William Walker who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 28th day of November, 1883.

LAWLEY TAVERNER SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Patten, of Church-lane, and No. 154, Lord-street, both in Wolverhampton aforesaid, Vice, Bicycle, and Tool Maker, and General Hardware Dealer.

THE creditors of the above-named George Patten who have not already proved their debts, are required, on or before the 10th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Lawley Taverner Smith, of 22, Darlington-street, Wolverhampton aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 28th day of November, 1883.

LAWLEY TAVERNER SMITH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Tom King, of the Three Tuns Inn, Oswestry, in the county of Salop, Innkeeper.

THE creditors of the above-named Tom King who have not already proved their debts, are required, on or before the 12th day of December, 1883, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Hugh Roberts, of Oswald-road, Oswestry, 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 28th day of November, 1883.

HUGH ROBERTS, 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 William Pritchard, of Montague-mews South, Upper George-street, Bryanston-square, and Percy Livery-stables, Percy-street, Tottenham-court-road, both in the county of Middlesex, and late of Boreham Wood, Elstree, in the county of Hertford, Job Master, Livery Stable Keeper, and Cab Proprietor.

JAMES FARMER, of 2, Upper St. Martin's-lane, in the county of Middlesex, Auctioneer, has been appointed Trustee of the property of the debtor, in the place and stead of Horace Stiff Salmon, removed from the Trusteeship. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due of the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1883.

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The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jean Baptiste Lemaire, of 393, City-road, in the county of Middlesex, of no occupation, formerly of the Mitre Tavern, Fish-street-hill, in the city of London, Licensed Victualer.

JAMES HENRY THORNTON, of 44, Finsbury-pavement, in the city of London, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st 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 George Harjette the younger, of 132, City-road, in the county of Middlesex, Bristol Assorter and Dealer.

JOHN FOLLAND LOVERING, of No. 77, Gresham-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 26th 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 Charles Cornford, of Rotherwood, Ivanhoe-road, Denmark Park, Camberwell, in the county of Surrey, and of Upper Saint John's Park, Blackheath, in the county of Kent, Builder.

ERNEST FOREMAN, of 57, Gracechurch-street, in the city of London, Secretary to the London Timber Trades' Association, and Edwin Wilding, of Bloomsbury-mansion, Hart-street, Bloomsbury, in the county of Middlesex, Public 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 22nd day of November, 1883.

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 John Burrows, of the Oakhill Works, Beckenham, in the county of Kent, Builder and Contractor.

PAUL ALFRED BOULTON, of 39A, King William-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 21st day of November, 1883.

The Bankruptcy Act, 1869.

In 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 Frederick Feltham, of Gomshall, in the county of Surrey, Grocer and Hardwareman.

EDWARD BUTCHER, of Dorking, in the county of Surrey, 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 Sussex, holden at Brighton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alfred Thorncroft Mills, of 3, New-road, Brighton, in the county of Sussex, Solicitor.

GEORGE LANSDALL FENNER, of 12, Bond-street, Brighton, in the county of Sussex, 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 22nd day of September, 1879.

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 Matthew Hindhaugh, carrying on business at Croydon-road, in the city and county of Newcastle-upon-Tyne, and residing at West Boldon, in the county of Durham, Builder.

RICHARD WILLIAM SISSON, of No. 55, Pilgrim-street, Newcastle-upon-Tyne, 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 28th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Pearson, of Crown-street, in Halifax, in the county of York, Draper, trading as Thomas Pearson and Co., and residing at Savill-row, in Halifax aforesaid.

WILLIAM ROBERTS, of Halifax, in the county of York, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 27th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Nathan Culpan, of Sowerby Bridge, in the county of York, Manufacturer and Innkeeper.

JOSEPH WOOD, of Halifax, in the county of York, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 27th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Charles Crowther, of Tickhill, in the county of York, Chemist.

ROBERT ANGELO RAWSON, of Tickhill, in the county of York, 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 27th day of November, 1883.

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 Edward James Dixon, late of No. 342, High-street, in the city of Lincoln, but now of No. 42, Portland-street, in the said city of Lincoln, Omnifixer, and also of Newark-upon-Trent, in the county of Nottingham, Newspaper Reporter.

SAMUEL TILZEY, of No. 79, Mosley-street, Manchester, Secretary of the Manchester Guardian Society for the Protection of Trade, 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 27th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Frederick Meredith, of Boston, in the county of Lincoln, Grocer.

WILLIAM IZARD, of 6, Arthur-street, in the city of London, Trade Valuer, 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 26th day of November, 1883.

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 Henry Green, of Fenny Stratford, in the county of Buckingham, Draper and Grocer.

HENRY COOPER, of the Market-square, Northampton, 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 the 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Benjamin Augustus Lines, of Water Stratford, in the county of Buckingham, Farmer and Grazier.

ALFRED LONG FIELD, of Bedford, 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 26th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Smith, of High-street and Smithfield-road, Uttoxeter, in the county of Stafford, Seedsman, Nurseryman, and Florist.

RICHARD HARDY, of Marchington, in the county of Stafford, Land Agent, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 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 Edmund Hand, formerly of Wirksworth, Derbyshire, Innkeeper, but now of No. 63, Bentinck-road, Hyson Green, in the borough of Nottingham, Grocer, Provision Dealer, and Beer Seller.

WILLIAM LEWIS HODGSON, of Derby-road, Nottingham, 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 20th 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 Edward Fowler Gilbert, of Fenton, in the county of Lincoln, Farmer, and Proprietor of Agricultural Steam Cultivator.

CHARLES JOHN RIDGE, of Newark-upon-Trent, in the county of Nottingham, Auctioneer and Valuer, 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 27th 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 William Heaps, of No. 9, Sibell-street, in the city of Chester, formerly residing at Hamilton-street, Hoole, in the county of Chester, and now carrying on business at Hamilton-street, Hoole aforesaid, as a Road Contractor.

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 28th day of November, 1883.

In the London Bankruptcy Court.

A MEETING of the Creditors of Robert George Brooke, of 32, Lupus-street, Pimlico, in the county of Middlesex, adjudicated bankrupt on the 3rd day of April, 1883, will be held at the offices of H. A. Dubois, the Trustee, No. 1A, Old Serjeants'-inn, Chancery-lane, in the city of London, on the 14th day of December, 1883, at two o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the bankrupt of 2s. in the pound, and for the annulling thereafter of the order of adjudication made against the bankrupt.—Dated this 24th day of November, 1883.

In the County Court of Somersetshire, holden at Bridgewater.

A SECOND and Final Dividend of 3s. 6d. in the pound has been declared in the matter of Henry Huyton Harris, of Weston-super-Mare, in the county of Somerset, Builder, adjudicated bankrupt on the 30th day of September, 1881, and will be paid at the offices of Messrs. W. H. and H. F. Davies, No. 56, High-street, Weston-super-Mare, on and after the 30th day of November, 1883.—Dated this 22nd day of November, 1883.

GEORGE HENRY PERRIN, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A FIRST Dividend of 10s. in the pound has been declared in the matter of William Graham, of No. 97, Barker's-pool, Fargate, and No. 13, Grange-road, Sharrow, both in Sheffield, in the county of York, Tailor and Draper, adjudicated bankrupt on the 17th day of September, 1883, and will be paid at my offices, No. 11, St. James'-row, in Sheffield, on and after the 30th day of November, 1883, between the hours of ten o'clock in the morning and one o'clock in the afternoon.—Dated this 26th day of November, 1883.

FREDK. E. FOSTER, Trustee.

In the County Court of Durham, holden at Durham.

A FIRST and Final Dividend of 1s. 6d. in the pound has been declared in the matter of Samuel Thomas Sadler, of Crook, in the county of Durham, Linen Draper, adjudicated bankrupt on the 17th day of March, 1882, and will be paid by me, at Crook, in the said county of Durham, on and after the 3rd day of December, 1883.—Dated this 26th day of November, 1883.

JOHN GREENER, Trustee.

In the County Court of Kent, holden at Maidstone.

A N Eighth Dividend of 1s. in the pound has been declared in the matter of Edward Menzies, late of Belmont Cottage, in the Island of Guernsey, a Deputy Inspector-General of Hospitals in Her Majesty's Army, upon half-pay, before that of Lucknow, in the Presidency of Bengal, in India, a Deputy Inspector-General of Hospitals in Her Majesty's Army, before that of the Presidency of Bengal, in India, a Surgeon-Major in Her Majesty's 19th Regiment of Hussars, and before that of Maidstone, in the county of Kent, Surgeon-Major to the Cavalry Depôt at Maidstone aforesaid, adjudicated bankrupt on the 8th day of August, 1871, and will be paid by me, at the offices of Messrs. King and Hughes, Solicitors, Mill-street, Maidstone, on and after the 28th day of November, 1883, during banking hours.—Dated this 28th day of November, 1883.

S. H. KING, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Christian Bauer, of No. 1, Stanton-terrace, Crownfield-road, Stratford New Town, in the county of Essex, Maker, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Christian Bauer, an order of adjudication was made on the 18th day of June, 1880. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 27th day of November, 1883.—Dated this 27th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Wolf Bernstein, of 61, Acacia-road, St. John's Wood, in the county of Middlesex.

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 Wolf Bernstein having been given,

it is ordered that the said Wolf Bernstein be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 29th day of November, 1883.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said Wolf Bernstein is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 18th 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 London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Manuel Perez Lozano, of 33, Great Tower-street, in the city of London, Wine Merchant.

UPON the hearing of this Petition this day, and upon proofs 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 Manuel Perez Lozano having been given, it is ordered that the said Manuel Perez Lozano be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said Manuel Perez Lozano is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th 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 William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Samuel Charles, of No. 17, Ashmore-road, Saint Peter's Park, Paddington, in the county of Middlesex, late of No. 71A, Westbourne Park-road, in the said county of Middlesex, Clerk in Holy Orders.

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 Samuel Charles having been given, it is ordered that the said Samuel Charles be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of November, 1883.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said Samuel Charles is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 18th 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 London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against William Carrington, of the Golden Star Public-house, 24, Maddox-street, Regent-street, in the county of Middlesex, Licensed Victualler.

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 or acts of the Bankruptcy alleged to have been committed by the said William Carrington having been given, it is ordered that the said William Carrington be, and he is hereby, adjudged bankrupt,—

Given under the Seal of the Court this 24th day of November, 1883.

By the Court,
P. H. Pepsys, Registrar.

The First General Meeting of the creditors of the said William Carrington is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 13th 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 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 London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against William Jones, formerly of No. 124, Brick-lane, Bethnal Green, afterwards of No. 78, Church-street, Bethnal Green, and now of No. 159, Well-street, South Hackney, and No. 451, Hackney-road, all in the county of Middlesex, Fruiterer and Greengrocer.

UPON the hearing of this Petition this day, and upon proofs 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 William Jones having been given, it is ordered that the said William Jones be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said William Jones is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to 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 Thomas Scoresby Jackson, of St. Hilda's, Hoe-street, Walthamstow, in the county of Essex, Doctor of Medicine, and of No. 1, Selborne-road, Walthamstow aforesaid, Chemist and Druggist.

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 Thomas Scoresby Jackson having been given, it is ordered that the said Thomas Scoresby Jackson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said Thomas Scoresby Jackson is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th 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 John Reimann, of 113, Bermondsey-street, in the county of Surrey, Leather Manufacturer.

UPON the hearing of this Petition this day, and upon proofs 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 Reimann

having been given, it is ordered that the said John Reimann be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of October, 1883.

By the Court,

James R. Brougham, Registrar.

A New First General Meeting of the creditors of the said John Reimann is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1883, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Hewitt, 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 Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edouard Kauffman and William Gates, trading together in copartnership at No. 13, Godliman-street and No. 1, Amen-corner, Paternoster-row, both in the city of London, under the style of Kauffman and Gates, Wholesale Furrier, the said Edouard Kauffman residing at No. 11, Rosedale-terrace, Fairlop-road, Leytonstone, in the county of Essex, formerly of No. 1, Charlton-lace, Old Charlton, in the county of Kent, and the said William Gates residing at No. 3, Coleraine-road, Westcombe Park, Blackheath, in the county of Kent, formerly of 10, Church-lane, Old Charlton aforesaid.

UPON the hearing of a motion this day, and upon proofs satisfactory to the Court that the above-mentioned composition arrangement cannot proceed without injustice or undue delay to the creditors of the said Edouard Kauffman and William Gates, it is ordered that the said Edouard Kauffman and William Gates be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said Edouard Kauffman and William Gates is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1883, at twelve o'clock at noon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to 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 County Court of Surrey, holden at Croydon.

In the Matter of a Bankruptcy Petition against Arthur Henry Woolley, formerly carrying on business at Chigwell and Alridge, in the county of Essex, Draper, Grocer, and Provision Merchant, but now trading as the Direct Supply Association, at High-street, Sutton, in the county of Surrey, and Woodford Bridge, in the county of Essex, Grocer and Provision Merchant, Draper, and General Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the bankruptcy alleged to have been committed by the said Arthur Henry Woolley having been given, it is ordered that the said Arthur Henry Woolley be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1883.

By the Court,

W. H. Rowland, Registrar.

The First General Meeting of the creditors of the said Arthur Henry Woolley is hereby summoned to be held at the County Court Office, Croydon, in the county of Surrey, 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 John Joseph Wrate, of 21, High-street, Wimbledon, in the county of Surrey, Grocer and Provision 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 or acts of the Bankruptcy alleged to have been committed by the said John Joseph Wrate having been given, it is ordered that the said John Joseph Wrate be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of November, 1883.

By the Court,

James Bell, Registrar.

The First General Meeting of the creditors of the said John Joseph Wrate is hereby summoned to be held at the County Court Office, Kingston-on-Thames, on the 13th day of December, 1883, at a quarter-past three 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 Gloucestershire, holden at Gloucester.

In the Matter of a Bankruptcy Petition against Samuel Moss, residing at 9, Theresa-place, Bristol-road, in the city of Gloucester, and carrying on business under the style of S. Moss and Co., at Bristol-road aforesaid, near the city aforesaid, as a Saw Mill Proprietor, Timber, Slate and Coal 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 or acts of the Bankruptcy alleged to have been committed by the said Samuel Moss having been given, it is ordered that the said Samuel Moss be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of November, 1883.

By the Court,

Geo. F. Riddiford, Registrar.

The First General Meeting of the creditors of the said Samuel Moss is hereby summoned to be held at the County Court Offices, King-street, Gloucester, on the 17th day of December, 1883, at three 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Thomas Kennedy, of 7, Castle-street, Liverpool, and Chapel-lane, Formby, in the county of Lancaster, Wine and Spirit 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 Thomas Kennedy having been given, it is ordered that the said Thomas Kennedy be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1883.

By the Court,

William Cooper, Registrar.

The First General Meeting of the creditors of the said Thomas Kennedy is hereby summoned to be held at the Court-house, Government-buildings, Victoria-street, Liverpool, on the 10th 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Josiah Roberts, of 128, Great Homer-street, Liverpool, in the county of Lancaster, Grocer and Provision Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Josiah Roberts having been given, it is ordered that the said Josiah Roberts be,

and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1883.

By the Court,

William Cooper, Registrar.

The First General Meeting of the creditors of the said Josiah Roberts is hereby summoned to be held at the Court-house, Government-buildings, Victoria-street, Liverpool, on the 12th 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 Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against William Foden Dodge and Edmund Phipps, of 4, Commerce-chambers, 15, Lord-treet, in the city of Liverpool, in the county of Lancaster, Solicitors.

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 William Foden Dodge and Edmund Phipps having been given, it is ordered that the said William Foden Dodge and Edmund Phipps be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

William Cooper, Registrar.

The First General Meeting of the creditors of the said William Foden Dodge and Edmund Phipps is hereby summoned to be held at the Court-house, Government-buildings, Victoria-street, Liverpool, on the 12th day of December, 1883, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Bankruptcy Petition against Richard James Orrell, of No. 13, New Market-street, Blackburn, in the county of Lancaster, Coal Merchant, and residing at No. 42, Wellington-street, in Blackburn aforesaid.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Richard James Orrell having been given, it is ordered that the said Richard James Orrell be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 28th day of November, 1883.

By the Court,

John Bolton, Registrar.

The First General Meeting of the creditors of the said Richard James Orrell is hereby summoned to be held at this Court, on the 20th 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 Norfolk, holden at Great Yarmouth. In the Matter of a Bankruptcy Petition against Charles Frederick Ives, of No. 12, Tower-street, Great Yarmouth, in the county of Norfolk, Oilman.

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 the Bankruptcy alleged to have been committed by the said Charles Frederick Ives having been given, it is ordered that the said Charles Frederick Ives be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1883.

By the Court,

Edward W. Worledge, Registrar.

The First General Meeting of the creditors of the said Charles Frederick Ives is hereby summoned to be held at this Court, No. 11, South-quay, Great Yarmouth, on the 14th 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 Henry Steinmetz, of Worcester-yard, Charles-street, Saint James-road, Holloway, and of 72, Saint James-road, Holloway, both in the county of Middlesex, Pianoforte Manufacturer, a Bankrupt.

Augustus William Stead, of 74, Chancery-lane, 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 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 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 14th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Robert Bragg, of No. 65, Arthur-street, Old Kent-road, in the county of Surrey, Surveyor, a Bankrupt.

Henry Arthur Dubois, of No. 1, Old Serjeants'-inn, Chancery-lane, Chartered Accountant, and Henry Elford, of 364, New Cross-road, in Kent, Gentleman, 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, 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 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 15th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Francis Dixon Graham and Thomas Herbert Battelle, trading in copartnership together as Graham and Battelle, of No. 13, Market-place, South Birkenhead, in the county of Chester, Tallow Chandlers, and General Dealers, Bankrupts.

Frederick Thompson, of 47, Hamilton-square, Birkenhead aforesaid, Chartered Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the County Court, Birkenhead, on the 21st day of December, 1883, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol,

In the Matter of William Bryant, late of the Market-gate, High-street, in the city and county of Bristol, and now of 84, Old Market-street, in the said city and county of Bristol, Butcher and Cattle Dealer, a Bankrupt.

Robert Aaton Dodds, of Shannon-court, Corn-street, Bristol, 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, Broad-street, Bristol, 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 26th day of November 1883.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Thomas Burnet Darling, of Cliff House, Budleigh Salterton, in the county of Devon, Schoolmaster, a Bankrupt.

Richard Southcott, of the city of Exeter, Professional 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 Castle of Exeter, at Exeter, on the 17th day of January, 1884, 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 proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby, In the Matter of John Thomas Holloway, of Tamworth House, Duffield, in the county of Derby, Commission Agent and Commercial Traveller, a Bankrupt.

Edwin Belfield, of 17, Market-place, Derby, 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 Hall, Saint Mary's Gate, Derby, on the 8th 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 27th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent,

In the Matter of James Edward Porritt and Atton Joseph Norman, both of the Broadway Brewery, Broadway-street, Burton-on-Trent, in the county of Stafford, Brewers, trading in copartnership together there under the style of Porritt, Norman, and Co., formerly trading there in copartnership under the style of Cliff and Co., the said James Edward Porritt residing in Branstone-road, in Burton-on-Trent aforesaid, and formerly carrying on business at the Broadway Brewery aforesaid in copartnership with Eadon Cecil Marshall, under the style of Cliff and Co., as a Brewer, and formerly also carrying on business alone at Regent's-row, Dalston, in the county of Middlesex, as an Ale and Porter Bottler, and the said Atton Joseph Norman lately residing in Sandford-street, in the city of Lichfield, but now temporarily residing at 41, Burn-street, in the town of Nottingham, and formerly a Draper's Manager, at Dam-street, in the city of Lichfield, Bankrupts.

Joseph Handford Richardson, of Commercial Bank-chambers, Derby, Chartered Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, Station-street, Burton-on-Trent, on the 19th day of December, 1883, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 28th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester,

In the Matter of Samuel Charlton the younger and James Charlton, of No. 10, Marsden-street, in the city of Manchester, and of the Crabtree Aniline Works, Clayton, in the county of Lancaster, Chemical Manufacturers, trading in partnership together under the style or firm of Charlton Brothers, Bankrupts.

David Smith, of No. 22, Booth-street, in the city of Manchester, in the county of Lancashire, Chartered Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, Quay-street, in the city of Manchester aforesaid, on the 17th 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 bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham,

In the Matter of George Frederick Walker, formerly of No. 122, St. Ann's Well-road, but now of Nos. 124 and 175, St. Ann's Well-road aforesaid, all in the town of Nottingham, Seedsman, Grocer, Provision Merchant, and Wine and Beer Seller, a Bankrupt.

George Henry Haythorn, of 33, Mowbray-street, in the town of Nottingham, Solicitor's Managing Clerk, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court-house, Peter Gate, Nottingham, on the 11th 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 20th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of John Alfred Burgan, of Pendennis, Oakland-road, Moseley, in the parish of King's Norton, in the county of Worcester, lately carrying on business at 42, Waterloo-street, Birmingham, in the county of Warwick, as a Banker's Manager, a Bankrupt.

Howard Samuel Smith, of 37, Bennett's-hill, Birmingham, in the county of Warwick, 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, Corporation-street, Birmingham aforesaid, on the 20th 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 26th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

In the Matter of Robert Kirkman, of Storthwaite, in the county of York, Farmer, a Bankrupt.

George Hagyard, of Poeklington, in the county of York, Auctioneer, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Guildhall, in the city of York, on the 8th day of January, 1884, 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 28th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Smith, of 32, Craven-street, Strand, Middlesex, and Hurst House, West Moulsey, Surrey, Solicitor, adjudicated a Bankrupt on the 2nd day of February, 1876.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Mr. Benn Davis, No. 6, Cork-street, Burlington-gardens, on Wednesday, the 12th day of December, 1883, at three o'clock in the afternoon, to consider the removal of James Waddell from his office as Trustee in this bankruptcy, and the appointment of a new Trustee, and to pass such resolution as the creditors shall think fit.—Dated this 28th day of November, 1883.

EDWD. MICH. JANNER, one of the Committee of Inspection.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea. William Thomas, of Penelawd, in the parish of Llanrhidian, in the county of Glamorgan, Builder, was adjudged a Bankrupt on the 18th day of February, 1870.

A MEETING of the Creditors in the above matter will be held at the County Court Office, in Fisher-street, Swansea, in the said county, on Wednesday, the 12th day of December, 1883, at three o'clock in the afternoon, for the purpose of appointing a Trustee and Committee of Inspection, such offices having become vacant. 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.—Dated the 27th day of November, 1883.

SMITH and LAWRENCE, No. 2, Cambrian-place, Swansea, Solicitors for the said Bankrupt.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth. In the Matter of Alfred Mercer, of No. 4, Prideaux, Stoke-road, Gosport, in the county of Hants, and formerly of No. 13, Sudbourne-road, Brixton, in the county of Surrey, and No. 41, Selkirk-road, Lower Tooting, in the said county of Surrey, Builder, adjudicated a Bankrupt on the 12th day of September, 1883.

THE Committee of Inspection hereby give notice, that a Meeting of Creditors will be held at the offices of Messrs. R. W. Ford and Son, Solicitors, St. Thomas-street, Portsmouth, in the county of Hants, on Monday, the 10th day of December, 1883, at twelve o'clock at noon, for the purpose of appointing a Trustee in this matter, in the place of William Edmonds, the late Trustee, who has resigned the office.—Dated at Cambridge Junction, Portsmouth aforesaid, this 27th day of November, 1883.

For the Committee,

A. W. WHITE, one of the said Committee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A MEETING of the Creditors of Charles Stephen Bagge, of 8, Mordaunt-street, Stockwell, Surrey, Commission Agent, adjudicated bankrupt on the 11th day of August, 1876, will be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, before Wm. P. Murray, Esq., one of the Registrars of the said Court, on the 13th day of December, 1883, at eleven o'clock in the forenoon precisely, for the purpose of considering the question of the discharge of the bankrupt, in pursuance of the 48th section of the above Act.—Dated this 30th day of November, 1883.

In the London Bankruptcy Court.

On the 21st day of December, 1883, at eleven o'clock in the forenoon, Edmund Bye, of Weathall-road, Forest Hill, in the county of Surrey, lately a Builder, but now of no occupation, adjudicated bankrupt on the 8th day of March, 1883, will apply for an Order of Discharge.—Dated this 28th day of November, 1883.

In the County Court of Lancashire, holden at Liverpool.

On the 4th day of January, 1884, at eleven o'clock in the forenoon, Robert Strahan, of No. 7, Temple-street, Liverpool, in the county of Lancashire, Merchant, adjudicated bankrupt on the 20th day of February, 1883, will apply for an Order of Discharge.—Dated this 28th day of November, 1883.

In the County Court of Gloucestershire, holden at Bristol.

On the 21st day of December, 1883, at eleven o'clock in the forenoon, James Chisholm Wilson, of Regent-street, Swindon, in the county of Wilts, Grocer and Provision Dealer, adjudicated bankrupt on the 20th day of September, 1882, will apply for an Order of Discharge.—Dated this 28th day of November, 1883.

In the County Court of Middlesex, holden at Brentford.

On the 21st day of December, 1883, at twelve o'clock at noon, John Hall Robeson, of 8, Spencer-road, Chiswick, in the county of Middlesex, Gentleman, formerly of Durham, in the county of Durham, adjudicated bankrupt on the 7th day of November, 1882, will apply for an Order of Discharge.—Dated this 28th day of November, 1883.

In the London Bankruptcy Court.

A Second and Final Dividend is intended to be declared in the matter of Thomas Holbrow, of 111, Jermyn-street, St. James's, in the county of Middlesex, Fly Dresser, Fishing Rod and Tackle Maker, and Manufacturer of Polo Clubs and Balls, carrying on business under the style of T. Holbrow and Co., and residing at 38, Vicarage-road, Camberwell, in the county of Surrey, adjudicated bankrupt on the 15th day of November, 1882. Creditors who have not proved their debts by the 10th day of December, 1883, will be excluded.—Dated this 29th day of November, 1883.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Thomas Skelton England, of No. 22, Cambridge-gardens, Notting Hill, in the county of Middlesex, and No. 17, Corn Exchange-chambers, Seething-lane, in the city of London, Corn Factor, adjudicated bankrupt on the 6th day of February, 1873. Creditors who have not proved their debts by the 14th day of December, 1883, will be excluded.—Dated this 27th day of November, 1883.

Edward Moore, Trustee.

In the County Court of Nottinghamshire, holden at Nottingham.

A Dividend is intended to be declared in the matter of William Pyatt, of Wollaton-street and Clumber-street, both in the town of Nottingham, Concert Agent and Auctioneer, also carrying on business at 21, Union-passage, in the borough of Birmingham, in the county of Warwick in partnership with John William Pyatt, under the style or firm of J. W. Pyatt and Co., as Wholesale Milliners, adjudicated bankrupt on the 1st day of May, 1883. Creditors who have not proved their debts by the 8th day of December, 1883, will be excluded.—Dated this 27th day of November, 1883.

Chas. Rogers, Trustee.

In the County Court of Staffordshire, holden at Wolverhampton.

A Dividend is intended to be declared in the matter of the separate estate of Robert Allen, of Nos. 21, 22, and 23, Snow-hill, Wolverhampton, in the county of Stafford, trading there in copartnership with Robert Bew North, as Iron Merchants and Factors, under the style of Allen and North, adjudicated bankrupts on the 5th day of April, 1882. Creditors who have not proved their debts by the 10th day of December, 1883, will be excluded.—Dated this 28th day of November, 1883.

Lawley Taverner Smith, Trustee.

In the County Court of Yorkshire, holden at Scarborough.

A Dividend is intended to be declared in the matter of Thomas Johnson Major, of Bridlington, in the county of York, Innkeeper, adjudicated bankrupt on the 8th day of August, 1883. Creditors who have not proved their debts by the 14th day of December, 1883, will be excluded.—Dated this 27th day of November, 1883.

John Wentworth, Trustee.

In the County Court of Yorkshire, holden at Leeds.

A Dividend is intended to be declared in the matter of William Philip Lee, of Macaulay-street, Leeds, in the county of York, Boot and Shoe Maker, trading under the style or firm of William Lee, adjudicated bankrupt on the 16th day of February, 1883. Creditors who have not proved their debts by the 8th day of December, 1883, will be excluded.—Dated this 28th day of November, 1883.

Robt. M. Burgess, Trustee.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

A Dividend is intended to be declared in the matter of John Thomas Russell, of Queen's Dock Side, in the town or borough of Kingston-upon-Hull, in the county of the same town, Timber Merchant, adjudicated bankrupt on the 7th day of September, 1882. Creditors who have not proved their debts by the 8th day of June, 1883, will be excluded.—Dated this 1st day of June, 1883.

B. Pickering, Trustee.

In the County Court of Staffordshire, holden at Wolverhampton.

A Dividend is intended to be declared in the matter of Robert Allen and Robert Bew North, of Nos. 21, 22, and 23, Snow-hill, Wolverhampton, in the county of Stafford, trading there in copartnership as Iron Merchants and Factors, under the style of Allen and North, adjudicated bankrupts on the 5th day of April, 1882. Creditors who have not proved their debts by the 10th day of December, 1883, will be excluded.—Dated this 28th day of November, 1883.

Lawley Taverner Smith, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Robert Tommas, of Wellington-wharf, Wellington-street, Birmingham, in the county of Warwick, Maltster, Coal and Coke Merchant, adjudicated Bankrupt on the 18th day of October, 1883.

WHEREAS notice of the intention to declare the Second Dividend of 0½d. in the pound, which has been paid herein, was not duly inserted in the London Gazette prior to the declaration thereof, notice is hereby given, that any creditors who have not proved their debts by the 7th day of December will be excluded from the benefit of the said Dividend.—Dated this 27th day of November, 1883.

JOSEPH H. PEACE, Trustee.

In the County Court of Yorkshire, holden at Halifax.

In the Matter of William Henry Knowles, of Hanson-lane, Halifax, in the county of York, Cashier, a Bankrupt.

An Order of Discharge was this day granted to William Henry Knowles, of Hanson-lane, Halifax, in the county of York, Cashier, who was adjudicated bankrupt on the 29th day of January, 1883.—Dated this 18th day of October, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Honck, of Havenfield Lodge, Hornsey Rise, in the county of Middlesex, Gentleman, adjudicated a Bankrupt the 15th day of March, 1882.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Messrs. Fox and Greig, No. 17, Austin Friars, in the city of London, on Wednesday, the 12th day of December, 1883, at eleven o'clock in the forenoon, to consider an application to be made to the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on Friday, the 21st day of December, 1883, at eleven o'clock in the forenoon, for my release as Trustee, and for an Order of the said Court granting such release.—Dated this 30th day of November, 1883.

WILLIAM HENRY FOX, 17, Austin Friars, E.C., Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Maurice Benjamin, of Colonial-chambers, Crutched Friars, in the city of London, Merchant, residing at 4, the Paragon, New Kent-road, in the county of Surrey, adjudicated a Bankrupt on the 18th day of December, 1879.

NOTICE is hereby given, that a General Meeting of Creditors in the above matter will be held on Wednesday, the 12th day of December, 1883, at eleven o'clock in

the forenoon, at the offices of T. S. Evans and Co., 5 and 6, Bucklersbury, in the city of London, to consider an application to be made to the Court on the 21st day of December, 1883, at eleven o'clock in the forenoon, for the release of the Trustee.—Dated this 28th day of November, 1883.

THO. S. EVANS, 5 and 6, Bucklersbury, London, E.C., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

NOTICE is hereby given, that a General Meeting of the Creditors of George Jones, of the Junction Inn, Lower-street, Whitmore Reans, in the borough of Wolverhampton, in the county of Stafford, Licensed Victualler and Dealer in Tobacco and Cigars, adjudicated bankrupt on the 4th day of September, 1882, will be held at the offices of Lawley Taverner Smith, one of the Trustees, situate at No. 22, Darlington-street, Wolverhampton aforesaid, on Wednesday, the 12th day of December, 1883, at three o'clock in the afternoon precisely, to consider and determine upon the following matters, viz.:—1. The remuneration to be paid to the Trustees; 2. The application which the bankrupt has made for his discharge, and, if deemed advisable, to grant the same.—Dated this 28th day of November, 1883.

*EDWARD CHARLES RUSSELL,
LAWLEY TAVERNER SMITH, Trustees.*

The Bankruptcy Act, 1883.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Samuel Tesh, of Sheffield, in the county of York, Drysalter and General Dealer, carrying on business at Porter-street and Matilda-street, and residing at 78, St. Stephen's-road; Sheffield aforesaid, adjudicated Bankrupt on the 16th day of March, 1883.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person will be held at the offices of the Trustee, George Thomas Earle, Alliance-chambers, George-street, Sheffield, on Tuesday, the 11th day of December, 1883, at two o'clock in the afternoon precisely:—1. To receive the report of the Trustee as to why no Dividend has been declared; 2. To vote remuneration to the Trustee for services rendered.—Dated this 28th day of November, 1883.

GEO. THOS. EARLE, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Harry Augustus Barton, of No. 15, Queenhithe, Upper Thames-street, in the city of London, Lucifer Match Manufacturer, 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 10th day of August, 1883, reporting that the whole of the property of the bankrupt that the Trustee has been able to discover, in the joint opinion of himself and the Committee of Inspection, in writing, without needlessly protracting the bankruptcy has been realized, and upon reading the report of the Official Assignee, dated 13th November, 1883, and upon hearing the Trustee, and no one appearing to oppose, the Court being satisfied that the whole of the property of the bankrupt that the Trustee has been able to discover without needlessly protracting the bankruptcy has been realized, doth order and declare that the bankruptcy of the said Harry Augustus Barton has closed.—Given under the Seal of the Court this 17th day of November, 1883.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Patrick Keating, of No. 8, Old Jewry, in the city of London, General Printer, 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 13th day of August, 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, in writing, be realized without needlessly protracting the bankruptcy has been realized, and that the assets (after payment of the costs and expenses of the bankruptcy) have not realized sufficient to pay a dividend, and upon reading the report of the Official Assignee, dated 12th November, 1883, and no one appearing to oppose, and upon hearing the Trustee, 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 and that the assets (after payment of the costs and expenses of the bankruptcy) have not realized sufficient to pay a dividend, doth order and declare that the bankruptcy of the said Patrick Keating has closed.—Given under the Seal of the Court this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Frederick John Harte, of 75, Piccadilly, in the city of Manchester, in the county of Lancaster, Wholesale Stationer, trading as Harte and Co., and also of Lytham, in the said county, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 23rd day of November, 1883, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of seven pence halfpenny in the pound has been filed, as shown by the statement thereunto annexed, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of seven pence halfpenny in the pound has been paid, doth order and declare that the bankruptcy of the said Frederick John Harte has closed.—Given under the Seal of the Court this 26th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Shropshire, holden at Shrewsbury. In the Matter of John Bault Davies, of Pride Hill, Shrewsbury, in the county of Salop, Tobaccoist, and also of Gladvynsh, in the parish of Llandulas, in the county of Brecon, Farmer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 17th day of October, 1883, reporting that so much of the property of the bankrupt as can, according to the joint opinion of myself and the Committee of Inspection hereunto annexed in writing, under our hands, be realized without needlessly protracting the bankruptcy, has been realized, as shown by the statement thereunto annexed, but the same has not been sufficient to pay the costs, charges, and expenses of the bankruptcy, 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, but has not been sufficient to pay the costs, charges, and expenses of the bankruptcy, doth order and declare that the bankruptcy of the said John Bault Davies has closed.—Given under the Seal of the Court this 6th day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Herefordshire, holden at Leominster.

In the Matter of James Francis, of New Radnor, in the county of Radnor, Draper, Tailor, and Grocer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 14th day of November, 1883, reporting that the whole of the property of the said bankrupt has been realized, and that there are no outstanding liabilities, and the Court being satisfied that the whole of the property of the said bankrupt has been realized and that there are no outstanding liabilities, doth order and declare that the bankruptcy of the said James Francis has closed.—Given under the Seal of the Court this 22nd day of November, 1883.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Henry Charlton, of No. 1, Stafford-street, Barrow-in-Furness, in the county of Lancaster, Chemist and Druggist, and of Warwick-street, Barrow-in-Furness aforesaid, Aërated Water Manufacturer, trading as the Ozonine Company, and formerly carrying on business as the Ozonine Company, at the same address, in copartnership with Henry Cooper, deceased, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 16th day of October, 1883, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, as shown by the statement annexed, and no dividend has been paid, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, as shown by the statement annexed to the report of the Trustee, doth order and declare that the bankruptcy of the said Henry Charlton has closed.—Given under the Seal of the Court this 17th day of October, 1883.

NOTICE.

THE estates of James M'Guffie, Clothier, 20, West Nile-street, Glasgow, were sequestrated on the 26th day of November, 1883, by the Sheriff of the county of Lanark.

The first deliverance is dated the 13th day of November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 5th day of December, 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 26th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

M'CLURE, NAISMITH, BRODIE, and Co.,
87, St. Vincent-street, Glasgow, Agents.

THE estates of J. and F. Glenday, Clothiers, No. 19, High-street, Dundee, as a Company, and John Paxton Glenday, Tailor and Clothier there, the only Partner of said Company, as such, and as an Individual, were sequestrated on the 26th day of November, 1883, by the Sheriff-Substitute of the county of Forfar, at Dundee.

The first deliverance is dated 26th November, 1883.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on 8th December, 1883, within the Crown Hotel, Dundee.

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 26th day of March, 1884.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

C. D. MITCHELL, Solicitor, Dundee, 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.

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Friday, November 30, 1883.

Price One Shilling.

