

rights and privileges as may be prescribed by the Bill.

To authorize and require the trustees to sell, mortgage, or dispose of any lands, buildings, or other property at any time acquired by them out of the harbour funds or held by them for harbour purposes, and which may not be wanted for such purposes, and to apply the proceeds of any such sale, mortgage, or disposition to any of the purposes of the Bill.

To provide for the stay or for the suspension for such period as the Bill may prescribe of all actions and legal and other proceedings or remedies pending against the trustees or the harbour undertaking, and for the discharge of the present receiver of the harbour, and for the appropriation of any moneys in his hands or standing to the credit of the said action or otherwise under his control towards the purposes of the Bill; and if found necessary, to provide for the re-appointment of a receiver, with such powers as may be conferred on him by the Bill.

To require the trustees to keep separate accounts of the harbour undertaking in such form and containing such special details and other particulars as may be prescribed by the Bill, and to publish the same and allow inspection, and to circulate copies of such accounts.

To vary or extinguish all rights, interests, or privileges which would interfere or be inconsistent with the objects or purposes of the Bill, and to confer other rights, interests, and privileges, and to confer all such powers as may be necessary or proper for giving effect to the purposes aforesaid.

To authorize the trustees to levy tolls, rates, or charges for the use of the railways connected with the harbour and the conveyance of traffic thereon, and otherwise in respect of the harbour and the works and property thereof, and to alter and, if need be, increase the existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To incorporate with the Bill all or some of the provisions of the Commissioners Clauses Act, 1847, the Harbours, Docks, and Piers Clauses Act, 1847, and of the Companies Clauses Act, 1863.

To alter, amend, or repeal so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Whitehaven Town and Harbour Acts, 1708 to 1885, or some of them, and of any other Act or Acts recited or mentioned therein or in any of them, or relating to the town or harbour of Whitehaven.

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, 1886.

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In Parliament—Session 1886-7.

Acton and Hammersmith Tramways.

(Incorporation of Company; New Tramways in the Parishes of Acton, Hammersmith, and Fulham; Compulsory Purchase of Lands; Tolls; Agreements with Local Bodies; Running Powers over Other Lines; Leasing Powers, &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 all or some of the following amongst other purposes (that is to say):—

1. To incorporate a Company, and to enable and empower such Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, all in the county of Middlesex, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1, partly in the parish of Hammersmith, and partly in the parish of Acton, commencing by a junction with the existing tramway in Uxbridge-road, at a point in the said road opposite the west side of Wilton-road West, thence passing along the Uxbridge-road in an easterly direction, crossing the existing tramway in the Uxbridge-road, at a point in the said road opposite Askew-road, thence passing in a southwardly direction along Askew-road, Starch Green-road, and Goldhawk-road, crossing the existing tramway in that road, thence along Paddenswick-road, Dalling-road Church-road, Banim-street, and Lamington-street, and terminating in the Glenthorne-road by a junction with the existing tramway there.

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

In Uxbridge-road, from a point opposite the house No. 273 for 5.53 chains southwardly.

In Askew-road, from a point opposite No. 51 for 2.50 chains southwardly.

In Starch Green-road, from a point opposite No. 102 for 2.50 chains southwardly.

In the same-road, from a point opposite No. 44 for 3.50 chains southwardly.

In Goldhawk-road, from a point opposite No. 266 for 3 chains southwardly.

In Paddenswick-road, from a point opposite No. 36 for 2.50 chains southwardly.

In Church-road, from the intersection of Paddenswick-road and Dalling-road, for 2.50 chains southwardly.

In Lamington-street and Glenthorne-road, from a point opposite No. 6, Lamington-street for 5 chains southwardly.

Tramway No. 2 in the said parish of Hammersmith, commencing at a point in Glenthorne-road opposite the western side of Iffley-road, thence passing in an easterly direction along Glenthorne-road, thence passing in a southwardly direction along the Grove, and terminating by a junction with the existing tramway in Beadon-road West.

Tramway No. 2 will be single line throughout, except at the following point, where it will be a double line:

In the Glenthorne-road, at a point opposite the intersection of Glenthorne-road and Beadon-road for 0.50 chain in an easterly direction.

Tramway No. 3 (a single line throughout), in the parish of Hammersmith, in the said county of Middlesex, commencing at a point in Beadon-road West, opposite No. 1, thence running eastwardly along the said road, and terminating at a point in the said road opposite the rear of the Swan public-house.

Tramway No. 4 (a single line throughout), in the said parish of Hammersmith, commencing in the Beadon-road at a point in the said road opposite No. 36 of the Broadway, Hammersmith, by a junction with the existing tramway, thence passing across the Broadway and terminating at a point on the south side of the Broadway opposite the entrance to the Metropolitan District Railway, Hammersmith Station, by a junction with Tramway No. 6 (hereafter described), at the western end of such tramway.

Tramway No. 5 (a single line throughout), wholly in the said parish of Hammersmith, com-