



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 25, 1887.

(PLEURO-PNEUMONIA.)

AT the Council Chamber, Whitehall, the 24th day of November, 1887.

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) Acts, 1878 to 1886, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The following Place (namely),—at Willesden, in the county of Middlesex, comprising the whole of the fields in the occupation of Mr. James Ballard or Mrs. Hall and adjoining or near to the Lindens, Willesden Green, now occupied by Mrs. Hall, together with the whole of the fields in the occupation of Mr. J. Mott, adjoining or near to the above-mentioned fields,—which was declared by Order of Council dated the seventh day of July, one thousand eight hundred and eighty-seven, to be a Place infected with pleuro-pneumonia, is hereby declared to be free from pleuro-pneumonia, and that Place shall, as from the commencement of this Order, cease to be a Place infected with pleuro-pneumonia.

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

C. L. Peel.

War Office, November 25, 1887.

THE Queen has been graciously pleased to give orders for the following promotions in, and appointments to, the Most Honourable Order of the Bath:

To be Ordinary Members of the Military Division of the Second Class, or Knights Commanders of the said Most Honourable Order, viz:—

Lieutenant-Colonel and Colonel (having the local and temporary rank of Brigadier-General) Robert Cunliffe Low, C.B., Bengal Cavalry, Commanding a Brigade, Bengal.

Lieutenant-Colonel and Colonel (having the local and temporary rank of Brigadier-General) William Stephen Alexander Lockhart, C.B., C.S.I., Bengal Infantry, Commanding a Brigade, Bengal.

To be Ordinary Members of the Military Division of the Third Class, or Companions of the said Most Honourable Order, viz:—

Colonel (having local and temporary rank of Major-General) William Kidston Elles, C.B. (Civil Division), A.D.C., Adjutant-General in India.

Lieutenant-Colonel and Colonel (having local and temporary rank of Brigadier-General) Cecil James East, half-pay, Commanding a Brigade, Bengal.

Lieutenant-Colonel and Colonel (having local and temporary rank of Brigadier-General) Horace Searle Anderson, Bombay Staff Corps, Commanding a Brigade, Bombay.

Colonel (having local and temporary rank of Brigadier-General) Malcolm Charles Farrington, Adjutant-General, Madras.

Lieutenant-Colonel and Colonel (having local and temporary rank of Brigadier-General) Richard Campbell Stewart, Madras Cavalry, Commandant Hyderabad Contingent.

Lieutenant-Colonel and Colonel (having local and temporary rank of Brigadier-General) Edward Stedman, Bengal Staff Corps, Inspector-General of Police in Upper Burma.

Lieutenant-Colonel and Colonel Henry Philip Hawkes, Madras Staff Corps.

Colonel William Henry Bell Kingsley, Regimental District.

Lieutenant-Colonel and Colonel John Arthur Tillard, Royal Artillery, Assistant Adjutant-General, Madras.

Major and Colonel Robert Gosset Woodthorpe, Royal Engineers.

Lieutenant-Colonel and Colonel John Tilly, half-pay.

Lieutenant-Colonel and Colonel William John Holt, the Queen's (Royal West Surrey Regiment).

Lieutenant-Colonel and Colonel Montague Protheroe, C.S.I., Madras Staff Corps, Deputy Adjutant-General, Madras.

Lieutenant-Colonel and Colonel George Baker, the Hampshire Regiment.

Lieutenant-Colonel and Colonel Alliston Champion Toker, Bengal Staff Corps.

Lieutenant-Colonel and Colonel Charles John Oswald FitzGerald, Madras Staff Corps.

Lieutenant-Colonel and Colonel John Gatacre, Bombay Staff Corps.

Major and Lieutenant-Colonel Reginald Pole-Carew, Coldstream Guards, Military Secretary to the Commander-in-Chief, East Indies.

The Queen has also been pleased to direct that these distinctions shall take effect from 1st July, 1887.

THE Queen has been graciously pleased to give orders for the appointment of the under-mentioned Officers to be Companions of the "Distinguished Service Order," viz. :—

Lieutenant-Colonel and Colonel William George Cubitt, V.C., Bengal Staff Corps, commanding at Ruby Mines, Burma.
 Lieutenant-Colonel and Colonel William Popham Dicken, Madras Staff Corps.
 Lieutenant-Colonel and Colonel Francis Beckford Middleton, Madras Staff Corps.
 Lieutenant-Colonel and Colonel Russell Upcher, the South Wales Borderers.
 Lieutenant-Colonel and Colonel William Henry Deedes, the Rifle Brigade (the Prince Consort's Own).
 Lieutenant-Colonel and Colonel William Thomas Budgen, Royal Artillery.
 Lieutenant-Colonel and Colonel James Henry Gordon, Madras Staff Corps.
 Surgeon - Major Thomas William Patterson, Medical Staff.
 Lieutenant - Colonel Charles McDowal Skene, Bengal Infantry.
 Lieutenant - Colonel Colin Charles Campbell, Madras Staff Corps.
 Lieutenant - Colonel James Turner Cummins, Madras Staff Corps.
 Lieutenant-Colonel Donald James Sim McLeod, Madras Cavalry, Deputy Quartermaster-General, Madras.
 Lieutenant-Colonel Reginald Hennell, Bombay Infantry.
 Surgeon-Major Robert de la Cour Corbett, M.D., Medical Staff.
 Major Alfred James Stead, Bengal Infantry.
 Surgeon-Major Frederick William Wright, Indian Medical Service, Bengal.
 Major Henry Metcalfe Rose, Bengal Staff Corps.
 Major Lewis Dening, Bengal Staff Corps.
 Major Spencer Richard Rawlinson, Madras Staff Corps.
 Surgeon Alfred William Frederick Street, Indian Medical Service, Bombay.
 Captain Edward Locke Elliot, Bombay Staff Corps.
 Surgeon Alexander Peers Adams, Indian Medical Service, Madras.
 Captain Charles Sinclair Shephard, the King's Own (Royal Lancaster Regiment), Assistant Military Secretary and Aide-de-Camp to Governor and Commander-in-Chief, Gibraltar.
 Captain Basil Edward Spragge, the King's Own (Yorkshire Light Infantry), Deputy Assistant Quartermaster-General, Bengal.
 Surgeon William Ainley Sykes, Indian Medical Service, Bengal.
 Captain William Terence Shone, Royal Engineers.
 Captain Henry Earle, the King's Own (Yorkshire Light Infantry).
 Captain Alfred Keene, Royal Artillery.
 Captain John Sherston, the Rifle Brigade (the Prince Consort's Own), Brigade Major, Bengal.
 Captain James Willcocks, the Prince of Wales' Leinster Regiment (Royal Canadians).
 Captain Samuel Arthur Einem Hickson, Royal Engineers, Deputy Assistant - Adjutant, and Quartermaster, General, Burma Expeditionary Force.
 Captain Charles Harold Hepworth Beley, Bengal Staff Corps, Deputy Assistant Quartermaster-General, Bengal.

Captain Edward Spence Hastings, Madras Staff Corps.
 Captain Edward William Dun, Bengal Staff Corps, Deputy Assistant-Adjutant and Quartermaster-General (for Intelligence), Burma Expeditionary Force.
 Captain Alfred William Lambart Bayly, Bombay Staff Corps, Deputy Assistant Quartermaster-General, Bombay.
 Captain Frederick John Dealtry Lugard, the Norfolk Regiment.
 Captain Alfred Law Sinclair, Bombay Staff Corps.
 Captain Hugh Thomas Lyle, the Royal Welsh Fusiliers.
 Captain Robert Edmund Golightly, the King's Royal Rifle Corps, on special service with Corps of Mounted Infantry, Burma Expeditionary Force.
 Captain Henry Edward Goodwyn, Royal Engineers.
 Captain Alfred Lloyd Barrett, Bengal Staff Corps.
 Captain George Henry Holbeche Couchman, the Prince Albert's (Somersetshire Light Infantry).
 Captain Richard Kinlock Teversham, Madras Staff Corps.
 Captain Henry Thomas Diedrich Wilkinson, the Essex Regiment.
 Captain Ponsonby Glenn Huggins, Madras Staff Corps.
 Captain Charles Pears Fendall, Royal Artillery.
 Lieutenant John Arthur Tanner, Royal Engineers, Adjutant, Royal Engineers, Burma Expeditionary Force.
 Lieutenant Almond Paul Westlake, Madras Staff Corps.
 Lieutenant Edward Frederick Henry McSwiney, Bengal Staff Corps.
 Lieutenant Thomas Henry Des Vœux Wilkinson, Adjutant, the Rifle Brigade (the Prince Consort's Own).
 Lieutenant Henry Ernest Stanton, Royal Artillery.
 Lieutenant Francis Glanville, Royal Engineers.
 Lieutenant Algernon Montgomerie Caulfeild, the Northumberland Fusiliers.
 Lieutenant Edward George Wynyard, the King's (Liverpool Regiment).
 Lieutenant Frank Alexander Morse, the Prince Albert's (Somersetshire Light Infantry).
 Lieutenant Thomas Langhome Coxhead, Royal Artillery; and
 Lieutenant William Lamport, Royal Artillery.
 The Queen has also been pleased to direct that these distinctions shall take effect from 1st July, 1887.

Whitehall, November 23, 1887.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Baronet of the said United Kingdom unto Henry Stafford Northcote (commonly called the Honourable Henry Stafford Northcote), of Seamore Place, in the parish of St. George, Hanover-square, in the county of Middlesex, Esq., Companion of the Most Honourable Order of the Bath, and the heirs male of his body lawfully begotten.

Whitehall, November 21, 1887.

THE following is a copy of a notice which has been communicated by the Foreign Office to the Secretary of State for the Home Department :—

British Tombs in the Old Cemetery of the Quarter Léopold (Rue du Noyer), Brussels.

NOTICE having been given by the Municipality of Brussels that this cemetery, which contains the old Protestant burial ground, is shortly to be cleared, the Burgomaster has explained that the municipality undertakes, in all cases where ground rights in perpetuity have been acquired in the old cemetery, to transfer those rights and remove the remains and tombs from the old to the new cemetery at Evère free of expense, except for the provision of new coffins when necessary.

In cases where no ground rights in perpetuity have been acquired in the old cemetery, the families concerned must bear the expense of removal, and must purchase ground rights in the new cemetery, the cost being 400 frcs. per square metre.

All persons concerned should notify their wishes with respect to the transfer of their ground rights and the removal of remains, &c., to the *Communal Authorities*, 18, *Rue du Lombard, Brussels, within two months*. After the expiration of this delay, the removal of remains will be effected by order and under the direction of the Communal Authorities.

The question of the disposal of the remains of British officers and men who fell in or died after the battles of 1815 and were buried in this cemetery will be treated separately.

Clarence House, St. James's, November 19, 1887.

THE Duke of Edinburgh has been pleased to make the following appointment:—

Commander the Honourable Maurice Bourke, R.N., to be Extra-Equerry to His Royal Highness.

(H. 8031.)

*Board of Trade (Harbour Department),
London, November 24, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch, dated 17th instant, from the Austrian Ambassador at this Court, stating that all sanitary measures against arrivals from Italy have been abolished in Austro-Hungary since the 15th instant.

(H. 8032.)

*Board of Trade (Harbour Department),
London, November 24, 1887.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Notice, dated 14th instant, from Her Majesty's Governor of Malta, stating that Malta and its dependencies being free from cholera clean bills of health have been issued from the above date.

(H. 8033.)

*Board of Trade (Harbour Department),
London, November 24, 1887.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Notice, dated 15th instant, from Her Majesty's Governor of Malta, announcing that arrivals from Sicily and Italy are admitted to free pratique.

(H. 8040.)

*Board of Trade (Harbour Department),
London, November 24, 1887.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Notice, dated 15th instant, from Her Majesty's

Governor of Malta, stating that cattle arriving from Odessa will be subjected to ten days' quarantine, to commence after the inspection of such cattle.

(H. 8063.)

*Board of Trade (Harbour Department),
London, November 25, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following copy of a Telegram, dated 24th instant, from Her Majesty's Representative at Guatemala:—
"Quarantine Costa Rica arrivals from Chili."

(H. 8064.)

*Board of Trade (Harbour Department),
London, November 25, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch, dated 20th instant, from Her Majesty's Representative at Stockholm, stating that the Swedish Board of Trade have struck Sardinia off the list of places declared infected with cholera by the notice of the 5th ultimo.

(H. 8065.)

*Board of Trade (Harbour Department),
London, November 25, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch, dated 23rd instant, from Her Majesty's Representative at Paris, enclosing the following notices of modifications in the quarantine imposed on arrivals from Continental Italy in Algeria and Tunis:—

ALGERIA.

An order of the Governor-General reports the sanitary measures against Continental Italy, with the exception of the coast between Cape Circello on the west and Cape Gargano on the east, the arrivals from which are subjected to a quarantine of seven days for steam boats and five days for sailing vessels.

TUNIS.

Arrivals from the coast between Civita Vecchia and Naples, exclusively, are received in free pratique, with the exception of a medical visit.

Arrivals from the country between Naples and Bari, exclusively, are submitted to three days' observation in lieu of eight.

(H. 8071.)

*Board of Trade (Harbour Department),
London, November 25, 1887.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Despatch, dated 24th instant, from Her Majesty's Governor of Cyprus, stating that the quarantine now in force against arrivals from Sardinia and the coast of Italy, between Cape Santa Maria di Leuca and Ancona has been reduced to five days.

(H. 8084.)

*Board of Trade (Harbour Department),
London, November 25, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch, dated 20th instant, from Her Majesty's Representative at The Hague, stating that in consequence of the cessation of epidemic cholera in Italy, the ministerial notifications, whereby all the ports of Sicily and the port of Naples were declared to be infected, are cancelled.

Admiralty, 22nd November, 1887.

THE undermentioned Sub-Lieutenants have been promoted to the rank of Lieutenant in Her Majesty's Fleet:—

Arthur Trevor Dawson. Dated 20th November, 1887.

Philip Walter. Dated 21st November, 1887.

Royal Naval Artillery Volunteers.

London Brigade.

Sir Edgar Vincent, K.C.M.G., to be Honorary Lieutenant. Dated 22nd November, 1887.

*War Office, Pall Mall,
25th November, 1887.*

THE Queen has been pleased to approve of the following Promotions being conferred on the undermentioned Officers, in recognition of their services during the recent operations in Burma. Dated 1st July, 1887:—

To be Major-General (for Distinguished Service in the Field).

Lieutenant-Colonel and Colonel (Local Major-General) Sir George Stewart White, K.C.B., V.C., Commanding Burma Expeditionary Force.

BREVET.

To be Colonels.

Lieutenant-Colonel Maurice Fitzmaurice Stokes, the Royal Munster Fusiliers.

Lieutenant-Colonel George Conrad Sartorius, Bombay Staff Corps.

Lieutenant-Colonel Edmund Henry Eyre, Madras Staff Corps.

Lieutenant-Colonel Henry Strachan Elton, Madras Staff Corps.

Lieutenant-Colonel Arthur Rowley Heyland, Bombay Staff Corps.

Lieutenant-Colonel Elliott Armstrong Bruce, Madras Staff Corps.

Major and Brevet Lieutenant-Colonel William Penn Symons, the South Wales Borderers, Assistant Adjutant-General (for Musketry), Madras.

Lieutenant-Colonel Hugh Richard Hope, Madras Cavalry.

To be Lieutenant-Colonels.

Major Arthur James Poole, the Hampshire Regiment.

Major Edward Barr Bishop, Bengal Staff Corps.

Major William Gustavus Nicholson, Royal Engineers, Assistant Adjutant-General, Bengal.

Major Frederick Wilson Hemming, 5th Dragoon Guards, Military Secretary to Lieutenant-General Commanding, Madras.

Major William Willoughby Egerton, the King's (Liverpool Regiment).

Major Patrick Douglas Jeffreys, the Connaught Rangers, Brigade Major, Bengal.

Major William Clark, the Oxfordshire Light Infantry.

Major Robert Henry Francis Rennick, Bengal Staff Corps, Commanding at Chindwin, Burma.

Major George Tennant Carré, Royal Artillery.

Major William Henry Frederick Sorell, Royal Artillery.

Major Walter Hailes, Bengal Staff Corps.

Major William Aitken, Royal Artillery.

Major Lord William Leslie De la Poer Beresford, V.C., C.I.E., 9th Lancers, Military Secretary to Viceroy and Governor-General of India.

Major Robert Alexander Swetenham, Bengal Staff Corps.

Major William Cooke, Madras Staff Corps.

Captain and Brevet Major Ian Standish Monteith Hamilton, the Gordon Highlanders, Aide-de-Camp to the Commander-in-Chief, East Indies.

Captain and Brevet Major Neville Francis Fitz-Gerald Chamberlain, Bengal Staff Corps.

Major Ralph Arthur Penrhyn Clements, the South Wales Borderers.

Major Stuart Erskine Rolland, Madras Staff Corps, Deputy Assistant Adjutant-General, Madras.

To be Majors.

Captain Charles Arthur Ross Sage, Bengal Staff Corps.

Captain Henry FitzGerald Stevens, Bengal Staff Corps.

Captain James Ramsay Hobday, Bengal Staff Corps.

Captain Charles Edgeworth Gubbins, Bengal Staff Corps.

Captain William Bernard Wilson, Bengal Staff Corps, Deputy Assistant Adjutant-General, Bengal.

Captain Arthur Robert Ford Dorward, D.S.O., Royal Engineers, Commanding Royal Engineer, Burma Expeditionary Force.

Captain Vernon Ansdell Schalch, Bengal Staff Corps, Deputy Assistant Adjutant-General, Bengal.

Captain Frederick Thomas Nelson Spratt, Royal Engineers.

Captain Macan William Saunders, Royal Artillery, Assistant Quartermaster-General (officiating), Madras.

Captain Alfred Astley Pearson, Bombay Staff Corps, Deputy Assistant-Adjutant and Quartermaster-General, Burma Expeditionary Force.

Captain Charles Pulley, Bengal Staff Corps.

Captain Thomas Plunket Cather, D.S.O., Royal Engineers, Director of Transport, Burma Expeditionary Force.

Captain Edmund George Barrow, Bengal Staff Corps, Deputy Assistant Quartermaster-General (Intelligence Branch), Bengal.

Captain Stuart Brownlow Beatson, Bengal Staff Corps.

Captain Herbert Frecheville Smyth Ramsden, Madras Staff Corps.

War Office, 25th November, 1887.

MILITIA.

ROYAL ARTILLERY.

2nd Brigade, Scottish Division, Cyril Grant Cunard, Gent., to be Second Lieutenant. Dated 26th November, 1887.

5th Brigade, Welsh Division, Major T. Lloyd to be Lieutenant-Colonel. Dated 26th October, 1887.

INFANTRY.

3rd and 4th Battalions, the King's Own (Royal Lancaster Regiment), Major and Honorary Lieutenant-Colonel J. L. Whalley to be Lieutenant-Colonel. Dated 26th November, 1887.

Captain and Honorary Major R. J. Aspinall to be Major. Dated 26th November, 1887.

3rd Battalion, the Devonshire Regiment, The undermentioned Gentlemen to be Second Lieutenants:—

Charles George Carew Elers. Dated 18th November, 1887.

James Charles Krüger. Dated 19th November, 1887.

Frederick William Marshal. Dated 20th November, 1887.

3rd Battalion, the Leicestershire Regiment, Robert William Orlando Manners, Gent., to be Second Lieutenant. Dated 26th November, 1887.

3rd Battalion, the Royal Inniskilling Fusiliers, Lieutenant J. G. C. Irvine to be Captain. Dated 26th November, 1887.

3rd Battalion, the East Lancashire Regiment, Charles Albert Edmund O'Meara, Gent., to be Second Lieutenant. Dated 26th November, 1887.

3rd and 4th Battalions, the Royal Sussex Regiment, Captain and Honorary Major C. J. P. Lawrell resigns his Commission; also is permitted to retain his rank, and to wear the prescribed uniform on his retirement. Dated 26th November, 1887.

4th Battalion, the Essex Regiment, Major Cyril Wood, 2nd Battalion, to be Adjutant, in succession to Major T. Prickett, who rejoins his Line Battalion. Dated 1st November, 1887.

3rd and 4th Battalions, the Loyal North Lancashire Regiment, Harold Alexander Brown, Gent., to be Second Lieutenant. Dated 26th November, 1887.

3rd Battalion, the King's (Shropshire Light Infantry), Lieutenant W. C. Pryce to be Captain. Dated 26th November, 1887.

3rd Battalion, Princess Louise's (Argyll and Sutherland Highlanders), James Cameron Dun-Waters, Gent., to be Second Lieutenant. Dated 26th November, 1887.

4th Battalion, the Prince of Wales's Leinster Regiment (Royal Canadians), Thomas Mansel Longworth Dames, Gent., to be Second Lieutenant. Dated 26th November, 1887.

3rd Battalion, the Royal Munster Fusiliers, Captain J. H. Cramer resigns his Commission. Dated 26th November, 1887.

George L'Estrange, Gent., to be Second Lieutenant. Dated 26th November, 1887.

YEOMANRY CAVALRY.

Royal North-Devon, Honorary Lieutenant-Colonel Frederick Ward, late Major, the East Surrey Regiment, to be Captain. Dated 26th November, 1887.

VOLUNTEER CORPS.

ARTILLERY.

1st Aberdeenshire, The undermentioned Gentlemen to be Second Lieutenants (Supernumerary):—
Macbeth Moir Duncan. Dated 26th November, 1887.

John C. Ogston Couper. Dated 26th November, 1887.

John Poynter Miller. Dated 26th November, 1887.

1st Ayrshire and Galloway, Captain W. McCunn resigns his Commission. Dated 26th November, 1887.

2nd Volunteer (Dorsetshire) Brigade, Southern Division, Royal Artillery, Captain E. H. Wallis to be Major. Dated 26th November, 1887.

1st Inverness-shire, Captain W. Johnstone resigns his Commission. Dated 26th November, 1887.

ENGINEER.

The Volunteer Submarine Miners.

The Severn Division, Lieutenant W. Denton resigns his Commission. Dated 26th November, 1887.

RIFLE.

1st Bucks, Captain the Honourable E. Hubbard is granted the honorary rank of Major. Dated 26th November, 1887.

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

G. G. Grierson. Dated 26th November, 1887.

A. F. Asher. Dated 26th November, 1887.

J. F. Macnabb. Dated 26th November, 1887.

4th Cheshire, Lieutenant C. W. Shepley resigns his Commission. Dated 26th November, 1887.

1st Clackmannan and Kinross, Lieutenant R. Roxburgh resigns his Commission; also is granted the honorary rank of Captain, and is permitted to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1887.

4th Durham, Thomas^r Randell, Gent., to be Second Lieutenant. Dated 26th November, 1887.

1st (City of Bristol) Volunteer Battalion, the Gloucestershire Regiment, Robert Lowth Hancock, Gent., to be Second Lieutenant. Dated 26th November, 1887.

1st Lanarkshire, Quartermaster and Honorary Captain P. Condra resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1887.

2nd Lanarkshire, Captain and Honorary Major John Ness resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1887.

3rd Lanarkshire, The undermentioned Officers resign their Commissions:—

Major T. Nicol. Dated 26th November, 1887.

Lieutenant A. Turner. Dated 26th November, 1887.

6th Lanarkshire, Captain Sydney Philip Strong, 2nd Battalion, the Cameronians (Scottish Rifles), to be Adjutant, in succession to Honorary Major A. R. A. Boyd, placed on retired pay. Dated 14th November, 1887.

6th Lancashire (1st Manchester), Captain and Honorary Major G. H. Bates resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1887.

1st Volunteer Battalion, the Lancashire Fusiliers, Lieutenant-Colonel and Honorary Colonel J. J. Mellor resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 26th November, 1887.

13th Lancashire, The undermentioned Officers resign their Commissions:—

Captain S. A. Nodin. Dated 26th November, 1887.

Lieutenant W. W. Hayward. Dated 26th November, 1887.

Acting Surgeon W. Anderton resigns his appointment. Dated 26th November, 1887.

15th Lancashire, Robert Ferguson Bryson, Gent., to be Second Lieutenant. Dated 26th November, 1887.

19th Lancashire (Liverpool Press Guard), Quartermaster N. Hodge resigns his Commission. Dated 26th November, 1887.

2nd Volunteer Battalion, the Lincolnshire Regiment, Lieutenant H. Harwood resigns his Commission. Dated 26th November, 1887.

5th (West) Middlesex, Captain and Honorary Major R. Wilson resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1887.

2nd Volunteer Battalion, the Royal Fusiliers (City of London Regiment), Lieutenant J. Dix resigns his Commission. Dated 26th November, 1887.

2nd Volunteer Battalion, the Northumberland Fusiliers, Quartermaster W. Wilson resigns his Commission. Dated 26th November, 1887.

1st Volunteer Battalion, the South Staffordshire Regiment, Honorary Major and Adjutant Henry Reveley Mitford is placed on a retired allowance; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 7th December, 1887.

2nd Volunteer Battalion, the Prince of Wales's (North Staffordshire Regiment), Major and Honorary Lieutenant-Colonel R. T. K. Levett resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 26th November, 1887.

1st Surrey (South London), Quartermaster H. C. Ingram resigns his Commission. Dated 26th November, 1887.

7th Surrey, Captain W. H. White resigns his Commission. Dated 26th November, 1887.

1st Volunteer Battalion, the Royal Sussex Regiment, Lieutenant G. E. Gates resigns his Commission. Dated 26th November, 1887.

2nd Volunteer Battalion, the Royal Warwickshire Regiment, Richard Fordham Flower, Gent., to be Second Lieutenant. Dated 26th November, 1887.

1st Volunteer Battalion, the Worcestershire Regiment, William Bullock, Gent., to be Second Lieutenant. Dated 26th November, 1887.

3rd West Riding of Yorkshire, Acting Chaplain the Reverend Canon J. Bardsley, D.D., resigns his appointment. Dated 26th November, 1887.

The Reverend Vincent John Ryan, M.A., to be Acting Chaplain. Dated 26th November, 1887.

THE VOLUNTEER MEDICAL STAFF CORPS.

The Edinburgh Division, William Taylor Bashford, Gent., to be Quartermaster. Dated 26th November, 1887.

Commission signed by the Lord Lieutenant of the West Riding of the County of York, and of the City of York and County of the same.

The Right Honourable John Richard Brinsley, Baron Grantley, to be Deputy Lieutenant. Dated 10th November, 1887.

TREASURY WARRANT.

WE, the Commissioners of Her Majesty's Treasury, in pursuance of the Acts relating to Her Majesty's Post Office, and in exercise of all powers enabling us in this behalf, do, by this Warrant, made on the representation of Her Majesty's Postmaster-General (testified by his signing the same), and under the hands of two of us, the said Commissioners, order, direct, and declare as follows:—

Definitions.

1. In this Warrant:—

- (1.) The expression "Parcel" means a Postal Packet which is posted as a Parcel in accordance with the provisions of this Warrant, or any Warrant amending the same.
- (2.) The expression "United Kingdom" includes the Channel Islands and the Isle of Man.

Places between which Parcels may be Transmitted.

2. From and after the date when this Warrant comes into operation, Parcels may, subject to the provisions of this Warrant, be transmitted by post between the United Kingdom and Switzerland by way of France.

Rates of Postage.

3. On all Parcels not exceeding seven pounds in weight transmitted by post under this Warrant from the United Kingdom to Switzerland there shall be charged and paid a postage of two shillings.

Maximum Dimensions and Weights.

4. Except by permission of the Postmaster-General no Parcel, the dimensions of which shall exceed in any direction two feet, shall be conveyed or tendered for conveyance by post under this Warrant.

5. No Parcel which shall exceed seven pounds in weight shall be conveyed or tendered for conveyance by post under this Warrant.

Prepayment.

6. The postage chargeable according to the rate hereinbefore mentioned shall in all cases (except as otherwise provided in this Warrant), be prepaid at the time of posting, and such prepayment shall, in the United Kingdom be effected by means of adhesive postage stamps, or at such Post Offices within such hours, and under and subject to such regulations as the Postmaster-General shall from time to time prescribe, in money.

Times of Posting.

7. Parcels intended to be transmitted by post, may, in the United Kingdom, be posted on any day of the week except Sunday, but shall not be posted on Sundays, or in England or Ireland on Christmas Day or Good Friday, and in Scotland on either of the two Sacramental Fast Days, except in the cases next hereinafter mentioned, that is to say:—

Where the delivery of Parcels on Sundays, or any of the other days aforesaid, at certain Post Offices, to addressees calling for the same, may hereafter be specially authorized by the Postmaster-General, the posting of Parcels on Sundays, or such other days as aforesaid, at such offices respectively, shall also be permitted within such times and in such manner as may be directed by the Postmaster-General.

Mode of Posting.

8. Except as otherwise provided in this Warrant, all Parcels shall, in the United Kingdom, be posted by being handed in at a Post Office in the manner hereinafter provided, within the hours during which such office shall be open to the public for the posting of Parcels.

Posting at Post Offices.

9. The following provisions shall apply to the posting of Parcels at any Post Office in the United Kingdom, that is to say:—

- (1.) It shall be the duty of the person bringing a Parcel to hand it to an officer on duty at the counter in such office.
- (2.) Such Parcel must bear the name and address of the sender and the exact direction

of the addressee, and must be packed in a manner adequate for the length of the journey, and for the protection of the contents. The Parcel must also be so packed as to prevent any tampering with its contents without leaving an obvious trace of its violation, and must be sealed by means of sealing wax, lead, or otherwise, with some impress or mark of the sender. Such Parcel must also be accompanied by or have affixed to it a declaration of such kind, and stating the contents of the Parcel in such manner and form, and with such other particulars as the Commissioners of Customs and the Postmaster-General may prescribe.

- (3.) Such Parcel shall be measured and weighed by such officer, and (if such Parcel do not exceed the limits of measurement or weight hereinbefore mentioned) the postage thereof according to the rate hereinbefore mentioned, shall be prepaid as hereinbefore mentioned, and shall be verified by such officer, and no such Parcel shall be forwarded by the Post without the before-mentioned requirements being complied with; and if any such Parcel shall be left at a Post Office without such requirements being complied with, such Parcel shall be detained and may be returned or given up to the sender thereof, or otherwise dealt with or disposed of in any manner authorized by this Warrant.

Collection of Parcels.

10. The Postmaster-General may, if he thinks fit, from time to time authorize such of his officers as he may direct to receive Parcels for the Post under such regulations and conditions as he may from time to time prescribe.

Irregular Posting of Parcels.

11. Any Packet transmissible by Parcel Post from the United Kingdom which, from any words or marks thereon, or other external evidence appears to have been intended for transmission as a Parcel, but which has not been tendered for transmission as a Parcel, but has been posted in a Post Office Letter Box, or otherwise than according to the manner hereinbefore prescribed for the posting of Parcels, may, in the discretion of the Postmaster-General, either be detained and returned or given up to the sender, or if the said Packet is fully prepaid with the Letter or Book Packet rate of postage, and otherwise conforms to the Regulations as to the Letter or Book Post, may be forwarded as a Letter or Book Packet (as the case may be).

Return and Disposal of Undelivered Parcels.

12. With regard to—

- (a.) Parcels which are addressed to a Post Office in the United Kingdom to be called for, or to a place in the United Kingdom beyond the limits of the free postal delivery of any town or district, or to a ship at any port in the United Kingdom, and which are not called for or delivered within such reasonable times as the Postmaster-General may from time to time prescribe; and
- (b.) Parcels which cannot be delivered in the United Kingdom for want of a true direction, or by reason that the addressee is dead, or cannot be found, or has refused the same, or has refused to pay any charges thereon, or for any other sufficient reason:

The following provisions shall apply, that is to say:—

- (1.) The Parcel shall, as the Postmaster-General may from time to time direct, be retained at or forthwith forwarded to such

place as the Postmaster-General may from time to time appoint, and may, if necessary, be there opened and examined.

- (2.) Notice shall be given to the sender through the Post Office of Switzerland that the Parcel will, in default of any claim on the part of the addressee, be given up to the sender's agent upon personal application at such place as aforesaid, or, at the request of the sender, will be returned to him by post upon payment of such charges as are hereinafter mentioned.
- (3.) The notice shall state that in default of the receipt by the Postmaster-General of an application for the Parcel, during a period to be specified in such notice, from some person who, in the Postmaster-General's judgment, is entitled to receive the Parcel, it will be disposed of in such manner as the Postmaster-General may direct.
- (4.) The Postmaster-General may, in his discretion, specify in any such notice, or otherwise, the periods during which Parcels may be returned to the senders thereof, and in so doing may have regard to the nature and contents of Parcels.
- (5.) Where in the case of a Parcel which cannot be delivered for want of a true direction, the sender corrects the address of the Parcel, the Parcel shall be forwarded to the corrected address, subject to the following conditions:—
- (a.) Where the corrected address of the Parcel is within the same free delivery as the original address, and the Parcel is not, at the time of such correction, lying at a Returned Letter Office, no new charge shall be made with respect to the delivery of the Parcel.
- (b.) Where the corrected address of the Parcel is not within the same free delivery as the original address, or the Parcel at the time of such correction is lying at a Returned Letter Office, the sender shall pay a new and distinct rate of postage equal in amount to the rate of postage which would have been chargeable on such Parcel as an Inland Parcel.
- (6.) A Parcel shall not be given up or returned by post to the sender except upon payment by him of any charge for redirection or other charge to which the Parcel has become liable under the provisions of this Warrant, or of any such Regulations as are referred to in section 14 of "The Post Office (Parcels) Act, 1882."
- (7.) Where the sender requests a Parcel to be returned to him by post, such Parcel shall not be returned to the sender except upon payment by him of a new and distinct rate of postage, according to the rates fixed by this Warrant, and all other charges to which the Parcel has become liable.
- (8.) The Postmaster-General may require proof to his satisfaction that an applicant for a Parcel is entitled to receive the same.
- (9.) Where no application is made for a Parcel within the period specified in any such notice as aforesaid, or an applicant fails to prove to the satisfaction of the Postmaster-General that he is entitled to receive the Parcel, or refuses or fails to pay the charges to which the Parcel has become liable under this Warrant, the Parcel may be dealt with or disposed of in such manner as the Postmaster-General may direct or authorize.
- (10.) If at any time while a Parcel remains in

the possession of the Postmaster-General, it becomes offensive or injurious to any Officer of the Post Office or other person, or to other Parcels, it may forthwith be dealt with or disposed of in such manner as the Postmaster-General may in his discretion direct or authorize, notwithstanding that the provisions of this Warrant as to the return of such Parcel, have not been or have only partially been complied with.

Charge for Re-direction.

13. Any Parcel may be re-directed from its original address, or any substituted address, within the United Kingdom, to any country or place with which a Parcel Post to or from the United Kingdom or Switzerland is established, and in every case of such re-direction there shall be charged on such Parcel in respect of such re-direction a new and distinct rate of postage according to the rates for the time being payable in respect of the transmission of a like Parcel from the United Kingdom to the country or place to which it may be re-directed, and such postage, if not paid at the time of such re-direction, shall be collected on the delivery of the Parcel to the addressee.

14. Any Parcel may be re-directed from its original address, or any substituted address, within the United Kingdom to any other address within the United Kingdom, and in every case of such re-direction there shall be charged on such Parcel in respect of each such re-direction, and (if not previously paid) paid by the addressee thereof in money upon the delivery of such Parcel, a new and distinct rate of postage, equal in amount to the rate of postage which would have been originally chargeable on such Parcel as an Inland Parcel.

Remission of Re-direction Rates.

15. The Postmaster-General may wholly remit the rate of postage for re-direction on any Parcel addressed to the United Kingdom, which may, on the request of the addressee thereof, be re-directed by an Officer of the Post Office, and again forwarded by post to the same person at any address within the limits of the same free postal delivery as the address from which such Parcel was so re-directed.

Prohibitions.

16. There shall not be posted or conveyed or delivered by post any Parcel—

- (1.) Consisting of or containing any indecent or obscene print, painting, photograph, lithograph, engraving, book or card, or any indecent or obscene article whether similar to the above or not; or
- (2.) Having thereon or on the cover thereof any words, marks, or designs of an indecent, obscene, or grossly offensive character.
- (3.) Containing or bearing any letter or communication in the nature of a letter.
- (4.) Containing any article or thing not authorized by the Customs or other laws of Switzerland.
- (5.) Consisting of or containing—
 - (a.) Any explosive substance.
 - (b.) Any dangerous substance.
 - (c.) Any filth.
 - (d.) Any noxious or deleterious substance.
 - (e.) Any sharp instrument not properly protected.
 - (f.) Except with the special permission of the Postmaster-General, any living creature.
 - (g.) Any article or thing whatsoever which is likely to injure other Parcels in course of conveyance, or any receptacle in which

the same are conveyed, or an officer of the Post Office or other person who may deal with such Parcel.

Any such Parcel, if posted or tendered for conveyance by post may be detained, and either returned or given up to the sender thereof or dealt with or disposed of in such other manner as may be authorized by the Postmaster-General.

17. There shall not be posted or conveyed or delivered by post any Parcel consisting of or containing two or more Parcels or other Postal Packets (of the same or of different descriptions) addressed to different persons at different addresses, and any such Parcel if posted or tendered for conveyance by post may be detained and either returned or given up to the sender thereof, or dealt with or disposed of as the Postmaster-General may authorize.

Non-compliance with Regulations.

18. In any case not in this Warrant expressly provided for, where any Parcel shall be posted or tendered for conveyance by post which in any respect infringes or fails to comply with the Regulations in this Warrant contained, or any of them, such Parcel may, at the option of the Postmaster-General, either be dealt with as in this Warrant provided, with reference to Parcels which cannot be delivered, or be dealt with or disposed of in such manner as the Postmaster-General may in his discretion direct or authorize.

Provision for Safety of Parcels.

19. In any case where any officer of the Post Office may find it necessary or expedient for the safety or protection of Parcels that any Parcel should be forwarded or delivered by some later despatch or delivery than that for which the same was posted or despatched, or intended to be posted or despatched respectively, he may delay the despatch or delivery of such Parcel, or make such other and special arrangements as to the despatch or delivery thereof, not, however, involving a greater delay than 24 hours in the whole, as may be deemed by such officer necessary or expedient in the circumstances of the case.

Parcels not to interfere with Letter Post.

20. Where the despatch or delivery from a Post Office in the United Kingdom of letters would be delayed by the despatch or delivery therefrom at the same time of Parcels, such Parcels, or any of them, may be detained in the Post Office until the despatch or delivery next following that by which they would ordinarily be despatched or delivered.

Postmaster-General not liable for Loss or Damage.

21. Nothing contained in or done under or in pursuance of this Warrant shall render the Postmaster-General liable, either personally or in his official capacity, to any action or other legal proceeding in respect of or in consequence of any loss or damage of any Parcel, whether such loss or damage be occasioned by or arise from any act or neglect of any officer of the Post Office or any other person.

Customs Regulations.

22. Parcels intended to be transmitted by post under the provisions of this Warrant shall not be posted, forwarded, conveyed, or delivered, except subject to such Regulations as are referred to in section 14 of "The Post Office (Parcels) Act, 1832."

Remission of Postage.

23. The Postmaster-General may, in any case in which he may consider it just or reasonable so to do, remit any postage or any sum made payable under this Warrant.

Commencement of Warrant.

24. This Warrant shall come into operation on the first day of December, one thousand eight hundred and eighty-seven.

Dated this nineteenth day of November, one thousand eight hundred and eighty-seven.

W. H. Walrond,
Herbert Eustace Maxwell,
Two of the Commissioners of Her
Majesty's Treasury.

Henry Cecil Raihes,
Her Majesty's Postmaster-General.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Monday, the 5th proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £2,325,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 9th December, 1887, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 9th March or 9th June next, respectively.

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

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

5. The persons whose Tenders are accepted will be informed of the same on Tuesday, the 6th proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Friday, the 9th proximo.

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

Treasury Chambers, November 25, 1887.

Treasury Chambers, November 23, 1887.

THE Board of Trade, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, hereby give notice that the following situation has been added to Schedule B of the Order in Council of June 4, 1870, namely:—

Assistant Official Receiver in Bankruptcy for the Chester District.

Civil Service Commission, November 25, 1887.

THE following Candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names:—

November 21, 1887.

WITHOUT COMPETITION.

Admiralty: Attendant on Lunatics, Royal Naval Hospital, Yarmouth, John Guy.

Customs: Boutman, Bristol, George William Milton.

Prisons Department, England: Subordinate Officers, Division I, James William Hadley Greensted, Arthur Robert Shipton.

Post Office: Sorters, London, Arthur Augustus Aldridge, Ernest James Lammas.

No. 25761.

B

Sorting Clerks and Telegraph Learners, Charles William Appleton (Leeds), Sarah Margaret Armitage (Batley), Eleanor Jane Harris (Wareham), Thomas Lennon (Liverpool), Donald Robert Hyacinthus McArthur (Glasgow).

Postmen, Thomas Carroll (New Ross), William Charles Clifford (Stamford), John Edmeads (Hounslow), Richard Gardner (Carlisle), Henry, otherwise William Henry, Hill (Newmarket), James Payne (Hungerford), Thomas George Ryan (Carlisle).

FOR REGISTRATION AS TEMPORARY BOY COPYIST.
George Alfred Roe.

November 22, 1887.

WITHOUT COMPETITION.

Customs: Boatman, Hull, Arthur Ernest Blackman.

Prisons Department, England: Subordinate Officer, Division I, John Newman.

Post Office: Skilled Telegraphist, London, Lydia Mary McLean.

Skilled Telegraphist, Charles Bent.

Sorting Clerks and Telegraph Learners, Octavius Stanley Potter (Warrington), Edwin Price (Ludlow), William Edward Price (Ludlow), Maud Martha Mary Thomas (Cardiff).

Postmen, Thomas Cunneen (Limerick), William Henry Westlake (Red Hill).

FOR REGISTRATION AS TEMPORARY BOY COPYISTS.
Francis Henry Walter Carter, Frederick Thomas William Chisham, Thomas Sydney Owen, George Thomas Reasbeck.

November 23, 1887.

WITHOUT COMPETITION.

Science and Art Department: Attendant, South Kensington Museum, Charles Henry Wyld.

Post Office: Sorter, London, Frederick Ferduant Lilley.

Postman, London, William John Culverwell Hurrell.

Sorter, Dublin, Paul Emile Bingham de Serancourt.

Sorting Clerks and Telegraph Learners, Samuel Boden (Wolverhampton), Samuel Free (Wisbech), Joseph Oakey (Coventry).

Postmen, Walter Peace (Sheffield), Michael Sheehan (Fermoy), Robert Todd (Sunderland).

FOR REGISTRATION AS TEMPORARY BOY COPYISTS.
Frederick Coleman, Arthur Frederick Hancock, Herbert Henry Sutton, Bertram Wallis Waterhouse.

NOTICE TO MARINERS.

(No. 305 of the year 1887.)

EASTERN ARCHIPELAGO.—SUMATRA—WEST COAST.

(1.) *Benkulen—Visibility and Position of Harbour Light.*

INFORMATION has been received from the Netherlands Government, that the red harbour light at Benkulen, west coast of Sumatra, is visible between the bearings of E. by N., and South; it should be seen in clear weather from a distance of 4 miles, and is situated N.E., by E., distant 400 yards from Fort Marlborough.

Position, lat. 3° 47' S., long. 102° 15' E.

JAPAN—INLAND SEA.

HARIMA NADA—AKASHI-NO-SETO.

(2.) *Beacon on Hira-Iso, and Removal of Buoy.*

The Japanese Government has given notice, dated 27th August, 1887, that a beacon has been erected on the sunken rock Hira-iso, north-eastern side of Akashi-no-Seto, Harima Nada:—

The beacon is constructed of masonry, conical in shape, and painted black and white in horizontal bands; it is elevated 20 feet above high water, and situated with the following bearings and distance:—

Usuki, S. 39° W., distant 3½ miles.

Kara-saki, N. 67° W.

Position, lat. 34° 37' 45" N., long. 135° 4' E.

Also, the red buoy hitherto moored southward of Hira-iso has been removed.

[The bearings are magnetic, and are given from seaward. Variation (1) 2¼° Easterly (2) ½° Westerly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
15th November, 1887.

This Notice affects the following Admiralty Charts:—Tyingkokh Bay to Sunda Strait, with plan of Benkulen, No. 2761 (1); Seto Uchi or Inland Sea, No. 2875 (2); Akashi-no-Seto, and its approaches, No. 93 (2). Also, Admiralty List of Lights in South Africa, &c., 1887, No. 162; China Sea Directory, Vol. I, 1886, pages 199–203; and China Sea Directory, Vol. IV, 1884, page 367.

NOTICE TO MARINERS.

(No. 306 of the year 1887.)

THE KATTEGAT.—DENMARK.

Frederikshavn—Temporary fixed Leading Lights.

THE Danish Government has given notice, that on 28th October, 1887, two fixed leading lights would be temporarily exhibited from the inner north-eastern, and new transverse moles, Frederikshavn Harbour, east coast of Denmark:—

The rear leading light is a fixed red light, visible between the bearings of N. 59° W., through north, to S. 69° E.; it is elevated 19 feet above the sea, and situated on the north-eastern mole of the new inner harbour.

The front leading light is a fixed red light, visible between the bearings of S. 71° W., through north, to S. 69° E., and is elevated 13 feet above the sea; it is situated 55 yards within the north-eastern extreme of the New Transverse Mole, and bears S. 1° W. distant 100 yards from the rear leading light.

Position (approximate), front leading light, lat. 57° 26' N., long. 10° 33' 30" E.

NOTE.—Entering Fredrikshavn Outer Harbour, the above lights kept in line, bearing N. 1° E., lead about half a cable eastward of the eastern extreme of Western Outer Harbour Mole.

The other lights of the harbour remain unchanged.

[The bearings are magnetic, and are given from seaward. Variation 12° Westerly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
15th November, 1887.

This Notice temporarily affects the following Admiralty Chart:—Entrance to the Baltic, the Kattegat, with plan of Frederikshavn, No. 2114. Also, Admiralty List of Lights in the North Sea, &c., 1887, page 46; and Danish Pilot, 1885, page 43.

NOTICE TO MARINERS.

(No. 307 of the year 1887.)

NORTH AMERICA—WEST COAST.
BRITISH COLUMBIA.

VANCOUVER ISLAND—STRAIT OF GEORGIA.

(1.) *Nanaimo Harbour Approach, Buoys Marking Reefs.*

THE Government of the Dominion of Canada

has given notice, dated 30th September, 1887, that a buoy has been placed to mark the southern extreme of the reef south-eastward of Lighthouse Island, fairway channel, southern approach to Nanaimo Harbour:—

The buoy is a can buoy, painted black; it is moored in 3½ fathoms, with the southern extreme of Lighthouse Island bearing N.W. by W. ½ W., distant about four cables.

Position, as given, lat. 49° 12' 40" N., long. 123° 53' 20" W.

Also, that the following buoys have been placed to mark reefs in inner channel and Departure Bay, northern approach to Nanaimo Harbour:—

Clarke Rock Buoy is a can buoy, painted black, and moored on the rock.

Position, lat. 49° 13' 50" N., long. 123° 57' W.

Horsewell Bluff Reef Buoy is a can buoy, painted black; it is moored in 3½ fathoms at the eastern extreme of the reef.

Position (approximate), lat. 49° 13' 10" N., long. 123° 56' 35" W.

Jesse Island Reef Buoy is a can buoy, painted black; it is moored in 7½ fathoms, at a distance of 1½ cables eastward of the eastern extreme of Jesse Island.

Position, as given, lat. 49° 12' 40" N., long. 123° 56' 55" W.

Black Island Reef Buoy is a can buoy, painted red; it is moored in 3½ fathoms, westward of Black Island, northern side of Departure Bay.

Position (approximate), lat. 49° 12' 40" N., long. 123° 58' 25" W.

(2.) *Buoy Marking Entrance to Qualicum River.*

Also, that a buoy has been moored off the entrance to Qualicum River, southern shore of Strait of Georgia:—

The buoy is a can buoy, painted black; it is moored in five fathoms, about one third of a mile northward of the river entrance.

Position, as given, lat. 49° 24' 20" N., long. 124° 37' 10" W.

[The bearing is magnetic. Variation 23° Easterly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
17th November, 1887.

This Notice affects the following Admiralty Charts:—Strait of Georgia, Sheet 1, No. 579 (1); Nanaimo Harbour and Departure Bay, No. 2512 (1); Strait of Georgia, Sheet 2, No. 580 (2). Also, Vancouver Island Pilot, 1864, pages 113–116.

NOTICE TO MARINERS.

(No. 308 of the year 1887.)

AUSTRALIA.—SOUTH COAST—PORT PHILLIP.

(1.) *South Channel—Submarine Telegraph Cable.*

THE Government of Victoria has given notice, dated 9th September, 1887, that a submarine telegraph cable has been laid between Sorrento and South Channel Fort:—

The cable in crossing the South Channel passes about one cable westward of No. 4 Buoy, also the same distance westward of No. 5 Buoy.

Mariners are cautioned not to anchor within three quarters of a mile on either side of the line from King Point to South Channel Fort.

EAST COAST—CUMBERLAND ISLANDS.

(2.) *Non-Existence of Phyllis Reef.*

With reference to Notice to Mariners, No. 145 (2), of 25th September, 1879, on the master of the brig "Phyllis" having reported the existence of a reef, northward of K. 2 (Derwent) Isle, and

situated in (approximately) latitude 20° 52' S., longitude 149° 51' 30" E.:—

Information has been received from Lieutenant and Commander A. M. Field, Her Majesty's Surveying-Vessel "Dart," that in September, 1887, he obtained soundings of 23 to 28 fathoms in the vicinity of the reported position of Phyllis Reef, and no indication of the reef was either shown by the lead, or visible from the masthead, although the day was very favourable.

Also, on various occasions, he has passed close to the reported position of Phyllis Reef, without observing any indication of shoal water.

Consequent on the above, Phyllis Reef has been expunged from the Admiralty charts.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
 Hydrographic Office, Admiralty, London,
 17th November, 1887.

This Notice affects the following Admiralty Charts:—Port Phillip, No. 1171a (1); Port Phillip Entrance, No. 2747a (1); Port Phillip Entrance, No. 2747b (1); Coral Sea and Great Barrier Reef, Sheet I, No. 2763 (2); Percy Islands to Whit-Sunday Islands, No. 347 (2). Also, Australia Directory, Vol. I, 1884, page 319; Australia Directory, Vol. II, 1879, page 185; and Revised Supplement, 1887, to Australia Directory, Vol. II, page 53.

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 of the vicarage or benefice of Hamsterley, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of one hundred and thirty-three 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-seventh day of September, in the year one thousand eight hundred and eighty-seven, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice, 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 seventeenth day of November, in the year one thousand eight hundred and eighty-seven.
 (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 grant and convey to the Incumbent of the vicarage or benefice of Hamsterley, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same vicarage or benefice, all those the yearly impropriate tithe commutation rent-charges amounting to eighty-three pounds, charged upon and issuing and payable out of and from certain lands in the township

of Hamsterley, in the county of Durham aforesaid, all which said tithe commutation rent-charges are now vested in us under and by virtue of a certain deed of indenture dated the twenty-eighth day of July, in the year one thousand eight hundred and eighty-seven, and made between Henry Chaytor, of Witton Castle, near Darlington, in the said county of Durham, Esquire, of the one part, and us, the said Ecclesiastical Commissioners for England, of the other part, which said deed of indenture is intended to be deposited in the registry of the said diocese of Durham, together with this instrument, after the publication of the latter in the London Gazette: To have and to hold the said tithe commutation rent-charges to the use of the Incumbent of the said vicarage or benefice of Hamsterley and his successors for ever: Provided always, that the Incumbent for the time being of the same vicarage or benefice shall be entitled to receive from us, or on our account, the net amount of the profits and proceeds of the said tithe commutation rent-charges for and in respect of the period intervening between the said twenty-eighth day of July, in the year one thousand eight hundred and eighty-seven, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this seventeenth day of November, in the year one thousand eight hundred and eighty-seven.
 (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 grant and convey to the Incumbent of the vicarage of Saint Margaret, Thorn, in the county of Somerset, and in the diocese of Bath and Wells, and to his successors, Incumbents of the same vicarage, all those two pieces or parcels of land and hereditaments, with the appurtenances thereunto belonging, which are particularly described in the schedule hereunto annexed, and are now vested in us: To have and to hold the said two pieces or parcels of land and hereditaments, with their appurtenances, to the use of the said Incumbent and his successors for ever.

In witness whereof, we have hereunto set our common seal, this seventeenth day of November, in the year one thousand eight hundred and eighty-seven.
 (L.S.)

Schedule.

Lands in the parish of Thorn Saint Margaret, in the county of Somerset.

Numbers on Tithe Plan.	Description.	Cultivation.	Quantity.
77	Church Close ...	Arable	A. R. P. 1 3 8
78	Part of Church Close	...	0 0 36

The lands referred to in the foregoing schedule are more particularly delineated on the plan hereunto annexed, and are thereon coloured pink.

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 Saint Margaret, Thorn, in the county of Somerset, and

in the diocese of Bath and Wells, 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 two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Margaret, Thorn.

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

(L.S.)

Carnarvon Union.—Parish of Llanberis.

To the Churchwardens and Overseers of the Poor of the Parish of Llanberis, in the County of Carnarvon;—

And to all others whom it may concern.

WHEREAS the population of the said parish of Llanberis, according to the last census, exceeds two thousand persons;

And whereas at a Meeting of the Vestry of the said parish held, pursuant to public notice in that behalf, on the 16th day of April, 1886, it was resolved,—

“That this Meeting of the Ratepayers of the parish of Llanberis hereby authorizes the Churchwardens to apply to the Local Government Board to put in force within this parish as much of [sec.] 13 and 14 Vic., cap. 57, as relates to providing accommodation for holding Vestry Meetings.”

And whereas the Churchwardens of the said parish have made application in writing to us, the

Local Government Board, pursuant to the above-recited resolution :

Now therefore, in pursuance of the powers given to us by the Statutes in that behalf, we hereby order as follows :—

ARTICLE I.—So much of the above-cited Act as relates to the providing of a room or suitable buildings for the purpose of holding Vestry or other Meetings, shall forthwith be applied to and be put in force within the said parish.

ARTICLE II.—A copy of this Order shall be published in the London Gazette by the Churchwardens and Overseers of the Poor of the said parish.

Given under the Seal of Office of the Local Government Board, this fifteenth day of October, in the year one thousand eight hundred and eighty-seven.

Henry Matthews,

One of the ex-officio Members of the Local Government Board.

S. B. Provis, Assistant Secretary.

NOTICE is hereby given, that the Friendly Society, Register No. 293, held at the Black Swan Inn, Kilby, in the county of Leicester, is dissolved by instrument, registered at this office, the 21st day of November, 1887, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

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

28, Abingdon-street, Westminster,
the 21st day of November, 1887.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 23rd day of November, 1887.

ISSUE DEPARTMENT.

				£					£
Notes issued	...	...	...	35,213,230	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	5,184,900
					Gold Coin and Bullion	...	...	...	19,013,230
					Silver Bullion	...	...	...	—
				£35,213,230					£35,213,230

Dated the 24th day of November, 1887.

F. May, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	12,409,980
Post	...	...	...	3,110,247	Other Securities	...	...	...	18,909,208
Public Deposits (including Exchange, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	...	...	...	4,220,016	Notes	...	...	...	11,461,515
Other Deposits	...	...	...	21,976,903	Gold and Silver Coin	..	...	...	1,262,334
Seven Day and other Bills...	..	..	..	182,871					
				£44,043,037					£44,043,037

Dated the 24th day of November, 1887.

F. May, Chief Cashier.

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 ended Saturday, the 12th day of November, 1887.

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 ended as above.			Average Amount of Coin held during four Weeks ended 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	284502	632232	916734	644644	74453	719097
Royal Bank of Scotland	Royal Bank of Scotland	Edinburgh...	216451	248275	531535	779810	602517	68044	670561
British Linen Company	British Linen Company	Edinburgh...	438024	190535	500377	690912	316484	66277	382761
Commercial Bank of Scotland Limited	Commercial Bank of Scotland Limited	Edinburgh...	374880	222474	582878	805352	483506	58867	542373
National Bank of Scotland Limited	National Bank of Scotland Limited	Edinburgh...	297024	195901	469683	665584	409037	59741	468778
Union Bank of Scotland Limited	Union Bank of Scotland Limited	Edinburgh...	454346	245705	562961	808666	411881	78302	490183
Town and County Bank Limited	Town and County Bank Limited	Aberdeen ...	70133	88343	124221	212564	149606	20862	170468
North of Scotland Bank Limited	North of Scotland Bank Limited	Aberdeen ...	154319	166109	219435	385544	255152	22185	277337
Clydesdale Bank Limited	Clydesdale Bank Limited	Glasgow ...	274321	196599	389115	585714	349054	59809	488863
Caledonian Banking Company Limited	Caledonian Banking Company Limited	Inverness ...	53434	34431	62545	96976	47796	98420	56216

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 24th day of November, 1887.

J. S. PURCELL, Registrar of Bank Returns.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 23rd November, 1887.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany	255	...	255	26	10,500	10,526
Belgium	4,775	...	4,775	2,894	...	2,894
France	1,934	3,094	5,028	294,756	115	294,871
Gold Coast	520	...	520	2,782	...	2,782
Cape of Good Hope ... ..	...	2,385	2,385	...	...	...
Uruguay and Argentine Republic	12,747	627	13,374	12,614	64,964	77,578
United States ... ..	...	85	85	5,581	284,343	289,924
Other Countries	403	3	406	2,188	...	2,188
...
...
...
...
Aggregate of the Importations } registered in the Week ... }	20,634	6,194	26,828	320,841	359,922	680,763
Declared Value of the said } Importations }	£ 80,381	£ 24,618	£ 104,999	£ 57,783	£ 66,421	£ 124,204

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.	Ounces.	
Germany .. ...	...	...	77,703	77,703	...	...	...
France ... ..	...	...	...	...	...	20,477	20,477
British East Indies ... ..	...	...	...	...	235,600	398,876	634,476
Australasia	8	...	...	8	7,427	...	7,427
Mexico, South America (except Brazil), and West Indies	771	...	...	771	55,267	20,470	75,737
Other Countries ... ..	...	...	...	...	965	5,817	2,513
...	
...	
...	
...	
Aggregate of the Exportations } registered in the Week ... }	779	...	77,703	78,482	63,659	241,417	442,336	
Declared Value of the said } Exportations }	£ 3,030	£ ...	£ 308,658	£ 311,688	£ 17,575	£ 43,208	£ 87,530	

Statistical Department, Custom House, London,
November 24, 1887.

G. METCALFE.

In Parliament.—Session 1888.

Chatham and Brompton Tramways.

(Extension of Time for Construction of Works;
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 extend the time granted by the Chatham and Brompton Tramways Act, 1884, as extended by the Chatham and Brompton Tramways Act, 1886, for constructing or completing, and opening for

public traffic, the tramways and works by the said Acts authorised, and so far as may be necessary for that purpose to amend and extend the provisions of the said Acts.

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 18th day of November, 1887.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors.
Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

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 19th, 1887, with particulars relating thereto.

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.*											
Buckingham ...	1	...	1	...	...	...	...	...	...	...	...
Essex ...	3	...	3	...	...	...	...	...	...	...	...
Hertford ...	1	...	1	...	...	...	...	...	...	...	...
Lancaster ...	5	1	6	1	3	3	1	...	...	...	...
Middlesex (ex. Metropolis).	4	...	4	...	3	3	...	...	...	...	...
Norfolk ...	1	1	2	...	1	1	...	...	...	...	...
Surrey (ex. Metropolis).	1	...	1	...	...	...	...	...	...	...	...
Warwick ...	2	...	2	...	...	...	...	...	...	...	...
York, West Riding.	1	...	1	...	1	1	...	...	...	...	2
The Metropolis ...	3	...	3	...	1	1	...	...	...	...	...
SCOTLAND.											
COUNTY.*											
Edinburgh ...	2	1	3	...	3	3	...	...	...	...	...
Fife ...	5	1	6	1	1	2	...	...	...	1	1
Forfar ...	4	1	5	...	2	2	...	...	...	...	...
Kinross ...	1	...	1	...	...	...	...	...	...	...	...
Linlithgow ...	1	...	1	...	...	...	...	...	...	...	...
Perth ...	4	...	4	...	...	...	...	...	...	...	...
TOTAL ...	39	5	44	2	15	16	1	...	...	1	3

ANTHRAX.

—	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.*											
Dorset ...	...	1	1	...	1	...	1	...	...	...	...
Lancaster ...	1	...	1	...	...	...	...	...	...	...	...
Leicester ...	1	...	1	...	...	...	...	...	...	...	...
Somerset ...	1	1	2	...	2	...	...	...	2	...	...
SCOTLAND.											
COUNTY.*											
Wigtown ...	...	1	1	...	2	...	1	...	1	...	...
TOTAL ...	3	3	6	...	5	...	2	...	3	...	...

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Bedford	6	2	8	25	40	9	6	5	45	...	...
Buckingham ...	5	1	6	2	9	4	4	...	3	...	...
Cambridge (ex. Liberty of the Isle of Ely).	8	2	10	17	3	4	...	...	16	...	...
Derby	1	...	1	...	...	...	...	...	...	...	...
Devon	1	...	1	2	...	...	...	...	2	...	...
Dorset	3	...	3	...	...	...	...	...	...	...	...
Durham	3	1	4	13	2	13	2	...	...	...	...
Essex	30	2	32	105	5	1	17	2	90	...	...
Gloucester ...	8	2	10	22	10	...	12	7	13	...	...
Hants	1	1	2	...	1	...	...	...	1	...	...
Hertford	3	...	3	4	4	3	2	...	3	...	...
Huntingdon ...	3	...	3	48	...	...	2	11	35	...	...
Kent (ex. Metro- polis).	11	5	16	26	68	73	13	8	...	1	13
Lancaster	6	7	13	...	9	4	5	...	...	...	...
Leicester	1	3	4	...	4	4	...	...	...	...	...
Lincoln, Parts of Lindsey.	2	3	5	1	3	1	2	1	...	...	...
Middlesex (ex. Metropolis).	4	2	6	...	31	11	20	...	...	...	...
Monmouth	1	...	1	...	...	...	...	...	...	...	...
Norfolk	6	1	7	17	52	62	7	...	...	1	18
Northampton (ex. Soke of Peterborough).	20	1	21	85	14	3	26	...	70	1	6
Oxford	2	...	2	...	...	...	...	...	...	...	...
Salop	16	2	18	6	34	...	6	1	33	...	...
Somerset	9	3	12	30	33	6	16	2	39	...	...
Stafford	5	2	7	11	2	2	2	1	8	...	...
Suffolk	28	2	30	263	56	12	53	24	230	...	2
Surrey (ex. Me- tropolis).	1	1	2	21	24	11	10	...	24	...	...
Sussex, Eastern Division.	3	2	5	4	11	8	5	...	2	...	...
" Western Division.	4	...	4	7	...	...	...	7	...	...	...
Warwick	2	3	5	2	11	1	9	...	3	...	...
Wilts	5	...	5	...	6	5	1	...	...	...	...
Worcester	1	2	3	...	13	7	5	...	1	...	...
York, East Rid- ing.	...	1	1	...	1	1	...	...	...	...	...
" North Rid- ing.	1	1	2	...	8	8	...	...	...	...	...
" West Rid- ing.	24	9	33	41	30	11	30	2	28	3	6
Liberty of the Isle of Ely.	6	1	7	6	1	...	...	1	6	...	...
The Metropolis...	...	1	1	...	6	6	...	...	...	...	...
WALES.											
COUNTY.*											
Denbigh	3	3	6	...	5	1	1	...	3	...	...
Glamorgan ... ..	...	1	1	...	9	9	...	...	...	...	...
Montgomery ...	1	...	1	1	...	...	...	...	1	...	...
SCOTLAND.											
COUNTY.*											
Forfar ... ..	...	1	1	...	1	1	...	...	...	...	...
TOTAL	234	68	302	759	506	231	256	72	656	6	45

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 Out-breaks.	Horses Attacked.
ENGLAND. COUNTY.*											
Middlesex (ex. Metropolis).	...	1	1	...	1	1	...	...	...	...	...
Warwick ... ..	...	1	1	...	1	1	...	...	...	...	...
York, West Riding.	1	...	1	...	...	...	...	...	...	...	...
The Metropolis ...	7	5	12	1	14	15	...	...	...	...	...
TOTAL ...	8	7	15	1	16	17	...	...	...	...	...

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	...	...	...	...	...
Middlesex (ex. Metropolis).	1	...	1	1	...	1	...	...	...	1	1
The Metropolis ...	3	2	5	1	4	5	...	...	...	1	1
TOTAL ...	5	2	7	3	4	7	...	...	...	2	2

RABIES.

	Number of Cases reported during the Week.	Number of Diseased Animals Killed during the Week.		Number Died from the disease during the Week.	Cases which existed in previous Weeks not reported until this Week.
		Dogs.	Other Animals.		
ENGLAND. COUNTY.*					
Lancaster	3	3	...	...	...
Stafford	1	1	...	...	...
TOTAL	4	4	...	...	...

* 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, 25th November, 1887.

In Parliament—Session 1888.

London and North Western Railway.

(Additional Powers to Company with reference to New Railways, Widening and Deviations of Existing Railways, and other Works, Roads, Footpaths, and Lands in the Counties of Lancaster, Chester, York (West Riding), Warwick, Westmoreland, Cumberland, Middlesex, Northampton, Leicester, Stafford, Derby, and Flint; New Dock and Works at Garston; Agreements with Justices and others as to Bridge in Cumberland; Powers to Company and Great Western Railway Company as to Works at Chester; Agreements between those Companies and Corporation of Chester and Hoole Local Board; Powers to London Brighton and South Coast Railway Company, and to Company and Midland Railway Company, as to Leasing Lands in Surrey, and use thereof, and Agreements with reference thereto; Extension of Time for Construction of Llanelly Station Railway; Power to Levy Rates, &c., for Railways, Docks, and other Works, and Alteration of Existing Dock Rates; Agreements between Company and Ravensthorpe and Thornhill Local Boards as to New Road and Works in the West Riding of the County of York, and Power to those Boards to Contribute; Extension of Time for Sale of Superfluous Lands of Company, and of Company and Great Northern, Caledonian, Lancashire and Yorkshire, and Great Western Railway Companies; Running Powers over Manchester South Junction and Altrincham Railway; Power to Company to Supply Water at Craven Arms and Stafford; Conversion of Capital, and Dissolution of North Union Railway Company, and Preston and Wyre Railway, Harbour, and Dock Company, and Provisions as to Appointment of a Joint Committee of Company and Lancashire and Yorkshire Railway Company, in Substitution for Existing Joint Committees; Provisions for Settlement of Differences between Company and Corporation of Salford, and Amendment of London and North Western Railway (New Railways, &c.) Act, 1878; Additional Capital, and Application of Funds; Application of Funds by Great Western and Midland Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the London and North Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways and the widenings of (including in that term the alteration and improvement of, and the laying down of additional rails upon), and the deviations and alterations of the portions of their existing railways, hereinafter respectively described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

A railway to be called the Stalybridge Junction Railway, commencing in the township and parish of Ashton-under-Lyne, in the county of Lancaster, by a junction with the Company's Denton and Dukinfield Railway, at a point four hundred and ninety yards, or thereabouts south-west of the junction of that railway with the Manchester Sheffield and Lincolnshire Railway, and terminating in the same township and parish by a junction with the Manchester Sheffield and Lincolnshire Railway, at a point one hundred and fifty yards or thereabouts

east of the bridge carrying that railway over Clarence-street, which said intended railway will be situate in the parishes, townships, and places following, or some of them, that is to say, Ashton-under-Lyne, in the county of Lancaster, and Dukinfield and Stockport, in the county of Chester.

A railway (to be called the Standedge New Tunnel), commencing in the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York, by a junction with the Company's Huddersfield and Manchester Railway, at a point two hundred and twenty yards or thereabouts south-west of the southern end of the Standedge Tunnels, and terminating in the township of Marsden-in-Huddersfield, in the parish of Huddersfield, in the said West Riding, by a junction with the same railway at a point two hundred yards or thereabouts north-east of the northern end of the said tunnels, which said intended railway will be situate in the parishes, townships, and places following, or some of them, that is to say: Rochdale, Saddleworth, Almondbury, Marsden - in - Almondbury, Huddersfield, and Marsden-in-Huddersfield, all in the West Riding of the county of York. It is proposed to take for the purposes of the said intended railway the following pieces of land, all or some of which pieces of land are, or are reputed to be, common or commonable land (viz.):—

Eight and a-quarter acres of the lands known as March Haigh, or Clough's Moss, situate in the township of Marsden-in-Huddersfield, and parish of Huddersfield; nine acres of the lands known as Pule Holes, two and three-quarter acres of the lands known as Pule Bents, and six and a-half acres of the lands known as Firth Pules, all situate in the township of Marsden-in-Almondbury, and parish of Almondbury.

In the parishes of Birmingham and Aston-juxta-Birmingham, in the county of Warwick.

- (1) The deviation and alteration of so much of the Company's London and Birmingham Railway as extends from the bridge carrying that railway over Banbury-street, Birmingham, to the east side of the bridge carrying the said railway over Lawley-street, Birmingham.

- (2) The deviation and alteration of so much of the Company's Grand Junction Railway as extends from the junction of that railway with the said London and Birmingham Railway, to a point twenty-five yards or thereabouts south-west of the bridge carrying the said Grand Junction Railway over Northumberland-street, Birmingham.

The deviation and alteration in the townships of Lambrigg, Grayrigg, and Dillicar, in the parish of Kendall, and in the township of Firbank, in the parish of Kirkby Lonsdale, all in the county of Westmoreland; of so much of the Company's Lancaster and Carlisle Railway as extends from a point three hundred and thirty yards or thereabouts east of the booking-office at the Grayrigg Station, to a point three hundred and ten yards or thereabouts north of the Low Gill Junction.

The deviation and alteration in the township of Pettecill Crooks, in the parish of Hesket-in-the-Forest, and in the township of Wrenay, in the parish of Saint Mary, Carlisle, all in the county of Cumberland, of so much of the Company's Lancaster and Carlisle Railway as extends from a point one thousand and twenty yards

or thereabouts south to a point three hundred and ninety yards or thereabouts north of the booking-office at Wreay Station.

The widening in the townships of Wavertree, Allerton, and Garston, in the parish of Childwall, and in the township or extra-parochial place of Toxteth Park, all in the county of Lancaster, of so much of the Company's Edge Hill and Garston Railway as extends from a point one hundred yards or thereabouts north of the viaduct at the Wavertree Station, to a point two hundred yards or thereabouts east of the junction of the Company's Allerton and Garston Loop with the said Edge Hill and Garston Railway.

The widening in the township of Euxton, in the parish of Leyland, and in the townships of Charnock-Richard, Coppull, Worthington, and Standish-with-Langtree, in the parish of Standish, all in the county of Lancaster, of so much of the North Union Railway as extends from Euxton Junction to a point one hundred yards or thereabouts south of the booking-office at Standish Station, and to alter, amend, or repeal Sections 95 and 96 of the Act 4 and 5 William IV, cap. 25, entitled "An Act for uniting the Wigan Branch Railway Company and the Preston and Wigan Railway Company, for authorising an alteration to be made in the line of the last-mentioned railway, and for repealing, altering, and amending the Acts relating to the said railways," relating to communications across and along the North Union Railway.

To empower the Company to make and maintain in the townships of Garston and Speke, in the parish of Childwall, in the county of Lancaster, the following, works or some of them (that is to say):

A dock to be situate partly upon lands belonging to the Company, and partly upon the foreshore of the estuary of the river Mersey, and extending for a distance of three hundred yards or thereabouts in a south-easterly direction from the south-east end of the Company's existing dock, known as the Old Dock at Garston, and extending from south to north for a distance of five hundred yards or thereabouts;

A cut or channel (No. 1), commencing in the bed or foreshore of the said estuary in front of Garston Docks, at a point three hundred and seventy-five yards or thereabouts south-south-west of the westernmost corner of the Company's existing dock, known as the New Dock at Garston, and terminating at the westernmost corner of the said intended dock;

A cut or channel (No. 2), commencing by a junction with the said intended cut or channel No. 1, at a point two hundred yards or thereabouts south-south-west of the entrance to the said Old Dock at Garston, and terminating in the said bed or foreshore, at a point four hundred and twenty yards or thereabouts south-south-east of the south-west end of the wall forming the south-eastern boundary of the Company's property at Garston;

All proper entrances, cuts, locks, basins, gates, sluices, sewers, dams, piers, jetties, quays, wharves, warehouses, stages, staiths, drops, slips, tips, cranes, lifts, stairs, walls, bridges, approaches, tramways, sidings, works, and conveniences and appliances connected with the said intended works, or any of them, or for the purposes thereof, and with power to supply the said dock and works with water from the river Mersey.

To empower the Company to execute the

works and acquire the lands (in which term in this notice houses and buildings are included) and exercise the powers following (that is to say):

In the parish of Hammersmith, in the county of Middlesex.

To make an additional archway or opening under Scrubs-lane, on the north-west side of and adjoining the existing archway by which that lane is carried over the Company's London and Birmingham Railway.

In the township and parish of Lamport, in the county of Northampton.

To stop up and discontinue all public rights of footpath along so much of the road which crosses the Company's Northampton and Market Harborough Railway on the level at the Lamport Station as lies between the boundaries of the Company's property, and to carry the footpath over the railway by means of a footbridge.

In the township of Thorpe Langton, in the parish of Church Langton, in the county of Leicester.

To stop up and discontinue all public rights of footpath along so much of the road from Great Bowden to Welham which crosses the Company's Rugby and Stamford Railway on the level, one thousand five hundred and forty yards or thereabouts south-west of Welham Junction, as lies between the boundaries of the Company's property, and to carry the footpath over the railway by means of a footbridge.

In the township of Pelsall, in the parish of Wolverhampton, and in the parish of Rushall, or one of them, in the county of Stafford.

To stop up and discontinue so much of the footpath which crosses on the level the Company's South Staffordshire and Leighs Wood Railways, at or near their junction, as lies between the boundaries of the Company's property, and to carry the said footpath over the said railways by means of a footbridge.

In the township and parish of Chapel-en-le-Frith, in the county of Derby.

To make a new footpath along the north-west side of the Company's Buxton Extension Railway, between the existing bridge over the said railway near Owlgreave and the existing bridge under the said railway two hundred yards or thereabouts west of the Chapel-en-le-Frith Station, and to stop up and discontinue the existing footpath, which extends from the first-mentioned bridge to the road which passes under the said railway at the last-mentioned bridge.

In the township of Buxton, in the parish of Bakewell, in the county of Derby.

To stop up and discontinue the existing footpath, which passes through the Company's property at Sylvan Park from Bakewell-road to the eastern end of the road in front of the houses known as Stanley Bank and Holly Bank, otherwise Sylvan Park-terrace.

In the township of Acton, in the parish of Weaverham, in the county of Chester.

To make a new footpath, commencing by a junction with the footpath which crosses the Company's Grand Junction Railway on the level one hundred and fifty-five yards or thereabouts south-east of the booking-office at the Acton Bridge Station, at a point on such footpath one hundred and thirty yards or thereabouts south-east of the said level crossing, and terminating by a junction with the public road from Acton Bridge

Station to Weaverham, at a point thereon two hundred and eighty yards or thereabouts east of the Railway Inn at Acton Bridge, and to stop up and discontinue so much of the said footpath as lies between the commencement of the said new footpath and the said public road.

In the townships of Bramhall and Stockport, in the parish of Stockport, in the county of Chester.

To make a new road, commencing by a junction with the road known as Bramhall-lane, which crosses over the Company's Stockport, Disley, and Whaley Bridge Railway at the Davenport Station, at a point immediately south of the said railway, and terminating by a junction with Garner's-lane at a point fifty yards or thereabouts measured about that lane in a westerly direction from the said railway, with power to the Company to stop up and extinguish all rights of way over Garner's-lane between Bramhall-lane and the termination of the said new road.

To acquire, by compulsion or agreement, and to hold certain lands on the south side of and adjoining the said railway, and north of and adjoining Garner's-lane.

In the townships of Salford and Manchester, in the parish of Manchester, in the county of Lancaster.

To make a new road, commencing by a junction with Chapel-street at or near the north-east corner of Salford-bridge, and terminating by a junction with the private approach road to the Company's Exchange Station, at a point thirty yards or thereabouts north-west of the north-west corner of the said bridge.

In the township of Salford, in the parish of Manchester, in the county of Lancaster.

To stop up and discontinue, and appropriate to the purposes of the Company's undertakings, Trafalgar-place, and so much of Trafalgar-square as lies west of Wilburn-street.

In the township and parish of Wigan, in the county of Lancaster.

To extend for a distance of twenty yards or thereabouts in a south-westerly direction the bridge which carries the North Union Railway over Wallgate.

To acquire, by compulsion or agreement, and to hold certain lands lying on the south-west side of and adjoining the said railway, and on the north-west side of and adjoining Wallgate aforesaid.

Also certain other lands lying on the north-east side of and adjoining Queen-street, and between that street and the Wigan Station, on the said railway.

And also certain other lands, lying on the south-west side of and adjoining the said railway, and north-west of and adjoining the Leeds and Liverpool Canal.

In the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York.

To stop up and discontinue so much of the two footpaths which respectively cross on the level the Company's Oldham Branch Railway, at or near the west end of the Grotton Station, as lies within the boundaries of the Company's property, and to carry the said footpaths over the said railway by means of a footbridge.

In the township of Pictou, in the parish of Llanasa, in the county of Flint.

To stop up and discontinue so much of the footpath which crosses on the level the

Company's Chester and Holyhead Railway at or near Llinegar Farmhouse as lies between the boundaries of the Company's property.

To empower the Company to acquire, by compulsion or agreement, and to hold lands in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended new railways, deviations, widenings, dock, cuts, channels, and other works, and for the purpose of extending their stations, sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their undertaking, in addition to the lands hereinbefore described or referred to, and also to acquire, by compulsion or agreement, and to hold for the purposes aforesaid or any of them the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):

In the county of Middlesex.

Certain lands in the parish of St. Pancras lying on the north side of and adjoining Drummond-street, and on the east side of and adjoining Coburg-street, and at the east end of Little George-street.

In the county of Lancaster.

Certain lands in the township of Heaton Norris, in the parish of Manchester, lying on the south side of and adjoining Heaton-lane, and known as the Sheepwash Mill at Stockport.

Certain lands in the township of Denton, in the parish of Manchester, lying on the east side of and adjoining the Company's Stockport and Guide Bridge Railway, and south of and adjoining the Manchester and Hyde-road at Denton Station.

Certain lands in the township of Gorton, in the parish of Manchester, lying on the north-east side of and adjoining the engine-house and sidings at the Company's Long-sight Station, and west of and near to the city gaol.

Certain lands in the township of Barton-upon-Irwell, in the parish of Eccles, lying on the south-west of and adjoining the Company's Eccles, Tyldesley, and Wigan Railway, and south-east of and near to the Monton-green Station.

Certain lands in the township of Burtonwood, in the parish of Warrington, near Collins-green Station, lying on the south-west side of and adjoining Collins-green-lane, and on the south-east side of and adjoining Bold-lane, otherwise Penny-lane, at the junction of those lanes.

Certain lands in the township and parish of Preston, lying on the east side of and adjoining Croft-street, and known as the Globe Works at Preston.

In the county of Cumberland.

Certain lands in the township of Uppery, in the parish of Saint Cuthbert, Carlisle, lying on the east side of and adjoining the Company's Lancaster and Carlisle Railway, and on the north side of and adjoining the road leading from Uppery, past Petherill Bank to the Carlisle and Penrith-road.

And to authorise the Company, the Justices of the Peace for the county of Cumberland, and the highway authority for the township of Uppery, or any of them, to enter into and carry into effect agreements with reference to the construction of a bridge at Uppery over the river Petherill, and works incidental thereto, and the contribution towards the cost thereof.

To empower the Company, and the Great Western Railway Company, or one of them, with the consent of the other, to execute the works following (that is to say):

In the township and parish of Saint John the Baptist, in the city and county of the city of Chester, and in the township of Hoole, in the same parish, in the county of Chester—

To make an additional archway or opening under Station View-road, on the north side of and adjoining the existing archway by which that road is carried over their railway at Chester Station, and in connection therewith to alter the line and levels of Station View-road and of Lightfoot-street, New Peploe-street, and Crawford's-walk, for a distance of one hundred and twenty yards or thereabouts in a northerly direction from the said railway, and to authorise the Company, the Great Western Railway Company, the Corporation of Chester, and the Local Board for the district of Hoole, or any of them, to enter into and carry into effect agreements with reference to the matters aforesaid; or as to the construction of the said archway or the works incidental thereto, and the contribution towards the cost thereof, and to confirm any such agreement which has been made, or may be made before the passing of the intended Act.

To empower the London Brighton and South Coast Railway Company to grant, and the Company and the Midland Railway Company, or either of them, to accept, a lease or leases of certain lands in the parish of St. Giles, Camberwell, in the county of Surrey, lying on the north side of and adjoining or near to the London Brighton and South Coast Railway Company's South London Line, and between Rye-lane and Gordon-road, Peckham, and to empower the Company and the Midland Railway Company, or either of them, to hold and use the same for the purposes of sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their undertakings.

To empower the Company and the Midland Railway Company, or either of them with the consent of the other, to extend for a distance of twelve yards or thereabouts in a northerly direction the bridge carrying the said South London Line over Albert-road, Peckham, in the last-mentioned parish and county, and to authorise the Company and the Midland Railway Company to enter into and carry into effect agreements with reference to the matters aforesaid, or any of them, and to confirm any agreement which has been or before the passing of the intended Act may be entered into between the said Companies with reference thereto.

To authorise the purchase and acquisition of part only of any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act, without the Company or Companies purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish or provide for the extinguishment of all rights of way over the public, carriage, and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads,

streets, footpaths, ways, courts, alleys, and passages, or portions thereof, in the Company.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorise deviations, laterally and vertically, from the lines and levels of any of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned.

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways to be constructed or altered under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act.

To extend the powers granted by the London and North Western Railway (New Lines and Additional Powers) Act, 1876, as revived and extended by the London and North Western Railway Act, 1882, and further extended by the London and North Western Railway Act, 1884, for the construction of and otherwise relating to the Llanelly Station Railway.

To extend and make applicable to the intended dock and other works, and the traffic thereat, all or some of the powers, rights, and privileges of the Company, with reference to their existing docks and works at Garston, and to make provision for the management, use, regulation, and protection of the intended dock and other works, and the regulation and control of shipping, persons, animals, and goods frequenting or using or approaching to or departing from the same, and the pilotage of shipping, the appointment, regulation, dismissal, and payment of a dockmaster, pilots, and other officers, and the making and enforcing of bye-laws with reference thereto, and the imposition of penalties and restrictions.

To empower the Company to demand and recover tolls, rates, dues, wharfage, and other charges for or in respect of the use of the new railways, deviations, and widenings, and for and in respect of the said intended dock, cuts, channels, and other works connected therewith, and of the shipping and traffic of any description resorting to or using the same, and for or in respect of the other works authorised by the intended Act, and to alter or vary all or some of the existing tolls, rates, dues, and charges which the Company are now authorised to demand or take in respect of their existing docks and works at Garston, and the shipping and traffic using the same, and to levy new tolls, rates, dues, and charges in respect of the said existing docks, and the shipping and traffic thereat, and to grant exemptions from the payment of tolls, rates, dues, and charges.

To make provision with respect to the contribution by the Local Boards of the districts of Ravensthorpe and Thornhill, in the county of York, respectively, towards the cost of the making of the new roads and works at Ravensthorpe, within the said districts authorised by the London and North Western Railway Act, 1885, and for the vesting of the said new road as a public road, including so much of the surface and sub-

soil thereof as passes over the Lancashire and Yorkshire Railway, and the Aire and Calder Navigation and all or some of the easements and rights to be acquired by the Company therein, or in connection therewith, in the said Boards, to the extent to which the said road will be situated within each of the said districts respectively, or as may be otherwise provided by the intended Act, and for the maintenance thereof as a public highway, repairable by the inhabitants at large. And to empower the Company and the said Boards, or either of them, to make and carry into effect agreements with respect to the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and to empower the said Boards, respectively, to apply their funds or rates to the purposes aforesaid, and to borrow money on the security of such rates, and to make such further or other provisions with reference thereto as may be contained in the intended Act.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to the Company jointly with the Great Northern Railway Company, the Caledonian Railway Company, the Lancashire and Yorkshire Railway Company, and the Great Western Railway Company respectively, in connection with all or some of the undertakings in which they are jointly interested, and to confer upon the said Companies further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend, and extend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company to run over, work, and use with their engines, carriages, and servants, and for the purposes of their traffic, the Manchester South Junction and Altrincham Railway, with the several booking-offices, stations, sidings, watering-places, turntables, and other conveniences connected therewith, upon such terms, and subject to such payments, and upon such conditions as shall, if not agreed upon between the Company and the Manchester South Junction and Altrincham Railway Company, be from time to time determined by the standing arbitrator, appointed under the provisions of the Manchester South Junction and Altrincham Railway Act (No. 2), 1858, or such other terms, payments, and conditions as shall be prescribed or provided for by the intended Act.

To empower the Company, from time to time, to supply at and near Craven Arms, in the county of Salop, and at and near Stafford, in the county of Stafford, water not required for their own purposes to any Corporation, Local Board, or other local or sanitary authority, and to any company or person, and to demand and recover rents or sums of money from time to time in respect of any such supply, and also to empower the Company, and any Corporation, Local Board, or other local or sanitary authority, and any such company or person, to make and carry into effect contracts and agreements with reference to the purposes aforesaid or any of them.

To provide for the issue to the holders of the stocks and shares of the North Union Railway Company, and the Preston and Wyre Railway Harbour and Dock Company (hereinafter called "the two Companies"), respectively, of such amounts of debenture or other stocks of the Company and the Lancashire and Yorkshire Railway Company, respectively, as may be

agreed upon, or as may be prescribed or provided for by the intended Act, and for the cancellation of the stocks and shares of the two Companies, and for the winding up of the affairs and the dissolution of the two Companies.

To make provision with reference to the appointment by the Company and the Lancashire and Yorkshire Railway Company of a joint committee, and to confer upon such committee all necessary powers and authorities for maintaining, working, and managing all undertakings, railways, stations, works, lands, and property in which the Company and the Lancashire and Yorkshire Railway Company are jointly interested, and to provide for the dissolution and discharge or suspension of all existing joint committees of those two Companies, and for the transfer of all the rights, duties, powers, and obligations of such committees to the joint committee to be appointed under the provisions of the intended Act, and to make such other provisions with respect to the matters aforesaid as may be contained in the intended Act, and for the purposes aforesaid or any of them to alter, amend, or repeal all or any of the Acts relating to any such joint undertakings, or to any committees appointed with reference thereto.

To alter and amend section 43 of the London and North Western Railway (New Railways, &c.) Act, 1878, and to make further or other provision with respect to the settlement of differences between the Company and the Corporation of Salford, in respect of matters referred to in that section, or otherwise, in respect to the rights and obligations of the Company and the Corporation in respect of the new road and works therein mentioned.

To empower the Company to increase their capital for all or any of the purposes of the intended Act, and of any other Act or Acts of the same session, and for purposes connected with any other undertaking in which they are jointly interested, and for the general purposes of the Company, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Great Western Railway Company and the Midland Railway Company, respectively, to apply to any of the purposes of the intended Act in which they are interested, any capital or funds belonging to them.

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

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vic., cap. 204, and all other Acts relating to the Company.

The Act 22 and 23 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company.

The Act 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

The Act 12 and 13 Vic., cap. 81, and all other

Acts relating to the Manchester Sheffield and Lincolnshire Railway Company.

The Act 8 and 9 Vic., cap. 111, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company.

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company.

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

The Act 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company.

The Act 8 and 9 Vic., cap. 162, and all other Acts relating to the Caledonian Railway Company.

And notice is also hereby given, that on or before the thirtieth day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): As relates to the works and lands in the county of Lancaster, and to the works and lands partly in that county and partly in the county of Chester, with the Clerk of the Peace for the county of Lancaster, at his office, at Preston. As relates to the last-mentioned works and lands, and also to the works and lands wholly in the county of Chester, with the Clerk of the Peace for that county, at his office, at Chester. As relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office, at Wakefield. As relates to the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office, at Leamington. As relates to the works and lands in the county of Westmoreland, with the Clerk of the Peace for that county, at his office, at Appleby. As relates to the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office, at Carlisle. As relates to the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office, at the Sessions House, Clerkenwell.

As relates to the works and lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby. And as relates to the works and lands in the county of Surrey, with the Clerk of the Peace for that county, at his office, at the Sessions House, Newington Causeway.

And that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say):—As relates to the parish of Hammersmith, with the clerk to the Fulham District Board of Works, at his office, at the Broadway, Hammersmith. As relates to the parish of Saint Giles, Camberwell, with the vestry clerk of that parish, at his office, at the Vestry-hall, Peckham-road. As relates to the parish of Saint Pancras, with the vestry clerk of that parish, at the Vestry-hall Pancras-road, Saint Pancras. As relates to the extra-parochial place of Toxteth Park, with the parish clerk of the adjoining parish of Liverpool, at his residence. And as relates to the other parishes, with the parish clerk of each such parish, at his residence; and as relates to

any other extra-parochial place, with the clerk of some adjoining parish, at his residence.

And notice is hereby further given, that on or before the twenty-first day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1887.

C. H. Mason, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1888.

Colnemouth Dock and Pier.

(New Dock and Pier and Works in the Parish of East Mersea, in the County of Essex; Power to Establish Ferry Communication with Brightlingsea; Power to Levy Tolls, Rates, and Charges, &c.)

NOTICE is hereby given, that 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, that is to say:—

To empower John Bateman, of Brightlingsea, in the county of Essex, Esquire, 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 (hereinafter referred to as "the Undertakers"), to make and maintain the works hereinafter described, situate wholly in the parish of East Mersea, the foreshores thereof, and the tidal water immediately adjoining, in the isle of Mersea, in the county of Essex, namely:—

A dock and lock to be wholly constructed on lands belonging to the Undertakers, comprising an area of 5 acres or thereabouts, commencing at a point 1,000 feet or thereabouts measured in a south-easterly direction from Ivy House, and terminating at a point 1,000 feet or thereabouts from its said commencement. The said dock will have a width of 300 feet or thereabouts.

A pier and floating stage commencing at a point near the entrance to the said lock, extending in a north-easterly direction for a distance of 730 feet or thereabouts into the River Colne, and terminating at a point 50 feet or thereabouts beyond low water mark.

A road commencing at a point on the road leading from Ivy House to West Mersea, 700 feet or thereabouts measured in a southerly direction from the said house, and terminating at or near the said dock.

To stop up all footpaths or rights of way in, over, or upon any of the lands proposed to be used for any of the purposes aforesaid.

To enable the Undertakers to deepen, dredge, scour, cleanse, alter and improve, from time to time, so much of the bed and channel of the River Colne, and any channels or banks near thereto for the purpose of forming and maintaining convenient means of access to the intended dock pier and works, and for removing obstructions, and for other purposes, and to take and divert water from the River Colne in order to supply the intended dock with water.

To enable the Undertakers to make and maintain, in connection with the intended dock, pier and works, or any of them, all necessary or convenient graving docks, gridirons, shipbuilding yards, patent slipways, shipping-places, sluices, timber ponds, stairs, sewers, drains, culverts,

pipes, jetties, quays, tramways, sidings, wharves, landing-stages, coal tips, staiths, drops, moorings, buoys, dolphins, slips, warehouses, roads, ways, approaches, sheds, buildings, cranes, lifts, and other conveniences and machinery in connection with the said dock, pier and works.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of such dock, pier, channel 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 Undertakers, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove dock and pier masters, and other officers and servants, and to define the limits within which the powers of such dock and pier masters, officers and servants may be exercised.

To authorise the Undertakers to establish and maintain communication between such dock and the town of Brightlingsea by means of a steam ferry, and to levy tolls, and make charges in respect of the conveyance of passengers, animals, and goods thereby.

To levy and take tolls, rates and duties upon or in respect of the said dock, 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 dock, pier and works, 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, dock and works and the said tolls, rates and duties, or any of them, for any term of years, or to sell the same.

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 intended dock, 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 Essex, at his office in Chelmsford; at the Custom House at Colchester; and at the office of the Board of Trade, Whitehall, London; at the Private Bill Office of the House of Commons; and the Parliament Office of the House of Lords.

Printed copies of the Draft Provisional Order will be deposited, on or before the 23rd day of December next, at the office of Messrs. Turner, Deane, Elwes, and Turner, Solicitors, Colchester; 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 16th day of November, 1887.

Turner, Deane, Elwes, and Turner, Solicitors, Colchester.

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

Board of Trade.—Session 1888.

Nottingham Suburban Railway (Deviation).
(Deviation of Part of Authorised Nottingham Suburban Railway; Tolls; Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application has been made by the Nottingham Suburban Railway Company (herein called "the Company") to the Board of Trade, for a Certifi-

cate under the Railways Construction Facilities Act, 1864, as amended by the Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870, for the purposes, or some of the purposes, and with the powers and provisions, or some of them, hereinafter mentioned (that is to say):—

To authorise the Company in substitution for the portion of the railway intended to be abandoned as hereinafter mentioned, to make and maintain the following railway (hereinafter called "the Deviation Railway"), with all necessary stations, sidings, approaches, works, and conveniences, that is to say:—

A Deviation Railway situate wholly in the parish of Sneinton, in the town and county of the town of Nottingham, commencing by a junction with the Nottingham and Grantham Line of the Great Northern Railway, at a point 3 chains or thereabouts, measured in an easterly direction along that line from the centre of the bridge carrying the said Nottingham and Grantham Line over Trent-lane, and terminating by a junction with Railway No. 1, authorised by the Nottingham Suburban Railway Act, 1886, at a point 3 chains or thereabouts, measured in a southerly direction along that railway from the road numbered on the deposited plans referred to in the said Act 34, in the said parish of Sneinton, at the point where that railway crosses such road.

To authorise the Company to abandon and relinquish the construction of so much of the said authorised railway No. 1, as was proposed to be situate between the point of its commencement and its junction with the Deviation Railway, and will be rendered unnecessary by the construction of the Deviation Railway.

To authorise the Company to deviate from the lines and levels of the Deviation Railway, as shown upon the plans and sections to be deposited as hereinafter mentioned.

To authorise the Company to purchase or acquire by agreement, and to hold lands and other property, and rights, liberties, easements, and privileges in and over lands and other property; and to cross, alter, and divert, and stop up, either temporarily or permanently, roads, highways, bridges, streams, watercourses, pipes, and sewers, within the above-mentioned parish.

To authorise the Company to levy tolls, fares, rates, and charges upon and in respect of the Deviation Railway, and to alter the tolls, fares, rates, and charges now authorised to be levied by the Company, and to confer, vary, and extinguish exemptions from the payment of tolls, fares, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

To provide that the Deviation Railway shall for all purposes form part of the undertaking of the Company, and to extend to the said railway all or any of the provisions of the agreement scheduled to the Nottingham Suburban Railway Act, 1886, and confirmed by section 49 of that Act, and also all or some of the provisions of section 50 of the same Act, authorising the Company and the Great Northern Railway Company to enter into traffic arrangements.

To enable the Company to apply to the purposes of the Certificate any funds which they have raised or have power to raise.

To vary and extinguish any rights and privileges which would interfere with the objects aforesaid, and to confer other rights and privileges.

To repeal, amend, or vary all or some of the provisions of the Nottingham Suburban Railway Act, 1886, or to make all or some of those provisions, with or without modification, applicable to the Deviation Railway, and the Certificate will or may incorporate, with or without alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

Plans and sections of the Deviation Railway, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the Deviation Railway will be made to pass, and an ordnance map with the line of the said Deviation Railway delineated thereon, have been deposited for public inspection with the Clerk of the Peace for the town and county of the town of Nottingham, at his office at Nottingham, and with the Clerk of the Peace for the county of Nottingham, at his office at Newark, and a copy of the said plans, sections, and book of reference, have also been deposited for public inspection with the parish clerk of the parish of Sneinton, at his residence.

A printed copy of this notice, as published in the London Gazette, will, within one week after the last publication of the notice in the local papers, be deposited for public inspection with the Clerks of the Peace for the town and county of the town of Nottingham, and the county of Nottingham, at their respective offices above mentioned, and with the parish clerk of the parish of Sneinton at his residence.

Copies of the draft Certificate, as proposed by the Company, will be supplied at the price of sixpence each at the office of Messrs. Wells and Hind, Solicitors, Fletcher-gate, Nottingham, and at the offices of Messrs. Sherwood and Co., No. 7, Great George-street, London, S.W., to all persons applying for them.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the said Certificate, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January, 1888.

And notice is hereby also given, that after the Board of Trade have settled the said Certificate copies thereof can be obtained at the offices of Messrs. Wells and Hind, and Messrs. Sherwood and Co., as above, at the price of sixpence each, or at such other price as the Board of Trade may direct.

Dated the 18th day of November, 1887.

Wells and Hind, Nottingham, Solicitors
for the Company.

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

In Parliament.—Session 1888.

North British Railway.

(Bridgeton Cross Extension.)

(Construction of Railway from College Station to Bridgeton Cross, Glasgow; Power to levy tolls, &c.; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the North British Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To authorize the Company to make and
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maintain, with all proper stations, approaches, works, and conveniences connected therewith, the following Railway (that is to say):—

A railway commencing in the city parish and royal burgh of Glasgow by a junction with the Glasgow City and District Railway of the Company, at a point on the said railway, one hundred and sixty-five yards, or thereabouts, measuring along the said railway in a south-easterly direction from the south-east wall of the booking office of the College Station of the Company, and terminating in the parish of Calton, in the city of Glasgow, at a point in a court running northwards off Canning-street, Calton, now or formerly called Post Office-court, thirty-seven yards, or thereabouts, northward from the north-west corner of Landressy-street where it joins Canning-street, Calton, and fifty-two yards, or thereabouts, eastwards from the south-east corner of West-street, Calton, where it joins Canning-street, Calton, and which said intended railway will pass from, through, or into, or will be situate within the city parish of Glasgow and royal burgh of Glasgow, and the parish of Calton and city of Glasgow, all in the county of Lanark, or some or one of them.

To authorize the company to purchase by compulsion or agreement, lands, houses, and buildings for the purposes of the said intended railway and works.

To authorize the Company to deviate laterally and vertically to any extent that may be authorized by the intended Act, and to stop up, alter, or divert temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, footways, rivers, streams, waters, water-courses, sewers, drains, pipes, telegraph and other posts, wires, and apparatus, and works of any description which it may be convenient or necessary to stop up, alter, or divert, for any of the purposes of the intended Act, and to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or charges.

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

To authorize the Company to apply to the purposes of the intended Act, any of their existing or authorized funds, and to raise more money by the creation of ordinary guaranteed lien or preference shares, or stock, or by mortgage, or cash credit, or by such other ways and means as may be prescribed by the intended Act, for the purposes of the said Act.

To authorize the Company, notwithstanding anything contained in section ninety of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase so much only of any house, building, or manufactory as they may require, without being compelled to purchase the remainder.

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

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

The North British, Edinburgh, Perth, and

Dundee, and West of Fife Railways Amalgamation Act, 1862, and the several other Acts following, relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked, or authorized to be worked by that Company (that is to say), Acts passed in the sessions of Parliament held respectively in the 49th, 54th, 57th, and the 59th years of the reign of King George III., the 2nd, 4th, 5th, 7th, 10th, and 11th years of the reign of King George IV., the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William IV., the 2nd and 3rd, 4th and 5th, 6th and 7th, 7th and 8th, the 9th, 9th and 10th, the 10th and 11th, 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, and every consecutive session down to and inclusive of the session held in the 50th and 51st years of Her present Majesty, and all or any Acts recited in any of the before-mentioned Acts, or relating to, or affecting the Company, or their undertaking, or any branch, or part thereof.

A plan and section in duplicate of the intended railway and works, together with a book of reference thereto, and a published map showing the general course and direction of the said railway, will be deposited with the principal sheriff clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively, with the principal sheriff clerk of the county of Edinburgh, at his office in Edinburgh, and in the case of the royal burgh and city of Glasgow, with the Town Clerk of the said royal burgh and city at his office in Glasgow.

A copy of so much of the plan, section, and book of reference as relates to each parish within which the intended railway will be constructed, will be deposited with the session clerk of each such parish at his residence. Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this Notice.

Printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1887.

Dated this 18th day of November, 1887.

Wm. White-Millar, 8, George-street,
Edinburgh, Solicitor for the Bill.

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

Board of Trade.—Session 1888.

King's Lynn Gas.

(Application to the Board of Trade under The Gas and Water Works Facilities Act, 1870, for power to acquire Additional Lands; Construction of New Works for the Manufacture and Storage of Gas, Coke, and Residual Products; Increase of Capital; Enlargement of Borrowing 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, by the King's Lynn Gas Company (hereinafter called "the Company"), for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes, that is to say—

1. To purchase by agreement the following lands and rights of way over certain other land, all situate in the parish of South Lynn All Saints, within the borough of King's Lynn, in the county of Norfolk.

First. All that piece of land containing 33 perches and half a perch lying near the land and works of the said Company and separated therefrom by the public road leading from Lynn to Wisbech, and commonly called the Wisbech-road, which piece of land abuts on an inn or public-house called the Highland Laddie east, on premises of Edward Eggett north, on the bank of the River Nar west, and on the Wisbech-road south. Together with the workshop, warehouses, and buildings thereon, as the said land and buildings are now in the occupation of the said Company or their undertenants.

Secondly. All those two pieces of land lying together on the south-east and part of the east sides of the land and works of the said Company, and abutting thereon towards the west and north-west, on the bank of the River Nar south-west, on the road or drift-way hereinafter mentioned east, and on lands of the Mayor, Aldermen, and Burgesses of King's Lynn north and south, which pieces of land contain twenty-one perches, and three roods eleven perches and a quarter of a perch respectively, and are now partly in the occupation of the said Mayor, Aldermen, and Burgesses, and partly in the occupation of the said Company, together with all the outer hedges and fences of the said several pieces of land, except only the wooden fence at the south end thereof.

And, thirdly. A right of way at all times, for all persons, and for all purposes, with or without horses or other animals, carts, carriages, and vehicles, in, upon, over, and along a road or driftway belonging to and in the occupation of the said Mayor, Aldermen, and Burgesses forming the eastern boundary of the lands secondly described, and extending from the south-east corner thereof to the public road from Lynn to Downham and Swaffham, commonly called the Hardwick-road.

2. To construct and maintain all such buildings, machinery, apparatus, and works as may be necessary for and incidental to the manufacture and storing of gas, and the manufacture or conversion and storing of coke and other residual products obtained in and from the manufacture of gas, and matters producible from such products, and to improve and to maintain the said road over which rights of way are proposed to be acquired.

3. To empower the Company for the purpose of their authorized undertaking and of the Provisional Order, to raise additional capital by the creation and issue of new ordinary or preference shares or stock, with or without preference or priority of dividend, and by borrowing on mortgage or otherwise, and by the creation and issue of debenture stock, and by all or some of such means and upon such terms and conditions as may be prescribed in the Order, or by the Act relating to the Company, namely, The King's Lynn Gas Act, 1870; to incorporate with the Provisional Order the provisions or some of the provisions of The Companies Clauses Consolidation Act, 1845, The Companies Clauses Acts, 1863 and 1869, The Gas Works Clauses Acts, 1847 and 1871, and The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, except so far as they relate to the purchase of lands otherwise than by agreement.

4. On or before the 30th day of November instant a copy of the notice as published in the

London Gazette, and a map or plan showing the lands proposed to be used for the manufacture and storing of gas and residual products will be deposited at the office of the Clerk of the Peace for the county of Norfolk, at his office at the Castle of Norwich, in the Shire House there, in the said county of Norfolk, for public inspection, and other copies will be lodged at the office of the Board of Trade, Whitehall, London.

5. 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 aforesaid, and on and after that date copies thereof can be obtained at the office of the Company at the gas works, Wisbech-road, King's Lynn, and of Messieurs Jennings-White and Milles, Solicitors and Parliamentary Agents, 8, Whitehall-place, Westminster, on payment of one shilling for each copy.

6. Any company, corporation, or person desirous of making any representation 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 said Board, on or before the 15th day of January next. Copies of such objections must at the same time be sent to the Company, at the office of Messieurs Jennings-White and Milles aforesaid, and in forwarding such objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded to the Company or their agents.

7. When the Provisional Order has been granted by the Board of Trade, it will be advertised in the same local newspapers as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office, at the Castle of Norwich, in the Shire House there, and copies will be supplied to all persons applying for the same at the offices and on the terms before mentioned.

Dated this 9th day of November, 1887.

Coulton and Son, } King's Lynn,
Partridge and Co., } Solicitors.
Jennings-White and Milles, 8, Whitehall-
place, Westminster, Solicitors and Par-
liamentary Agents

In Parliament.—Session 1888.

Liverpool and London and Globe Insurance Company.

(Alteration and Enlargement of Objects and Business of the Company; Increase and Alteration of Capital; Issue of Shares or Stock, with or without Preference; Borrowing of Money; Alteration of Voting Power; Liability of Past Proprietors; Amendment and Alteration of Company's Acts; Deeds of Settlement and Regulations; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Liverpool and London and Globe Insurance Company (hereinafter called the Company) for a Bill for an Act to effect the following, or some of the following purposes (that is to say):—

To alter, extend, enlarge, and define the objects of the Company, and in particular to confer upon or continue to the Company the following powers and authorities, viz:—

To authorise the Company to make and effect insurances of property of any description against loss or damage by fire, and insurances against loss or damage in transit by land or water (including loss by theft or seizure), and insurances against loss or damage by

reason of storm, tempest, or accident of any description, whether on land or water, either to property or person; and insurances on lives and survivorships, and reinsurances of every kind.

To authorise the Company to sell and purchase annuities, reversions, and contingent interests, and sums payable at a future period, whether connected or unconnected with the duration of life or lives, and endowments of children and others.

And generally to empower the Company to carry on the businesses usually known as fire insurance, marine insurance, life insurance, and underwriters, and all business connected with insurance against risks of fire or of transit by land and water, and all or any other risks and insurance against accident, and all business usually carried on by life insurers, and all business connected with such matters as aforesaid, and either in the United Kingdom or in the Colonies, or Dominions, or Dependencies thereof, or in foreign parts.

To authorise the Company to undertake and carry out any contracts for acquiring assets, or undertaking or discharging liabilities of any other company or society carrying on any such business as aforesaid.

To authorise the formation, or to empower the Company to assist in forming, in the United Kingdom or elsewhere, any Company for any such business as aforesaid, and to empower the Company to hold shares or interest in any such company, now or hereafter existing, and dispose of such shares and interest, and to make and carry out arrangements for giving the Company the entire or partial control or management of any such company, and for giving the Company a partnership interest with any company carrying on any such business as aforesaid.

To empower the Company to manage, lease, mortgage, or otherwise deal with any real or personal property acquired by the Company, or for the time being held by or for them.

To authorise the Company to raise money for the purposes of the Company.

To empower the Company to continue the business of the Company as existing at the time of the passing of the intended Act and to do all such other things as are incidental or conducive to the attainment of the above objects or powers, or any of them.

To authorise the Company, in raising additional capital, or in issuing any unissued capital of the Company, to raise the same by the creation and issue of, or to issue the same as shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and to repeal or amend section 8 of the Liverpool and London and Globe Insurance Company's Act, 1864, so far as the same provides that the unissued and issuable stock shall be issued and transferable only as stock.

To empower the Company to issue shares or stock at a premium, and to provide for the application of such premium.

To repeal so much of section 5 of the Liverpool and London and Globe Insurance Company's Act, 1864, as deals with the stock issued to trustees of the Company in lieu of being issued to certain proprietors of the Globe Insurance Company, and who have received annuities in the place of or in exchange for stock of the Company, and to provide that the said stock so

vested in such trustees shall be, or be deemed to be, unissued capital of the Company, with power to issue the same accordingly, or to make other provisions in relation to the premises.

To empower the Company to make regulations with respect to the issue and incidents of ordinary stock or shares, or guaranteed or preference stock or shares, and generally in regard to the capital of the Company, and the dividends thereon, and the reserve funds of the Company.

To empower the Company to raise money by the issue of debentures or debenture stock.

To alter the rights of proprietors or members of the Company to vote at meetings of the Company, and to prescribe the scale of voting.

To limit the duration and extent of the liability of past proprietors or members of the Company, and of persons who may hereafter cease to be proprietors or members of the Company.

To vary or extinguish all rights and privileges which would or might be inconsistent with, or interfere with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges, and to repeal, alter, amend, annul, or re-enact, with or without modification, such of the provisions of the following local Acts:—6 and 7 William IV, cap. cxix; 10 and 11 Victoria, cap. cclxviii; 27 and 28 Victoria, cap. cxvi; the deed of settlement, dated the 21st day of May, 1836; the supplemental deeds of settlement dated the 28th day of February, 1857, and the 7th day of January, 1863 respectively, and any other Act, deed, instrument, bye-law, regulation, or resolution, relating directly or indirectly to the Company, as may be deemed expedient.

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

Dated this 17th day of November, 1887.

Laces, Bird, Newton, and Richardson, 1, Union-court, Liverpool, Solicitors for the Bill.

Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1888.

Winchester Water and Gas Company (Provisional Order).

(Purchase of Additional Lands; Sale of Surplus Lands; Additional Capital; Amendment of Act, &c.)

NOTICE is hereby given that application will be made to the Board of Trade by the Winchester Water and Gas Company, under the Gas and Waterworks' Facilities Act, 1870, for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for all or some of the following powers, that is to say:—

1. To sell, lease, or otherwise dispose of any lands, buildings, or works not required for the purposes of the Company's undertaking, upon such terms and in such manner as the Company may think fit.

2. To enable the Company to raise additional capital by shares or stock, and by borrowing, by mortgage, debentures, or debenture-stock, or otherwise; subject to all such shares or stock being sold by auction or by tender, with power to issue any new shares or stock, with or without a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Provisional Order.

3. To alter, amend, vary, or repeal the provisions of the Winchester Water and Gas Act, 1865, or some of them, and especially section 41 of that Act.

4. To incorporate in the intended Order the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, so far as they relate to the purchase of lands by agreement, and so far as the same are applicable, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, and the Gas Works Clauses Act, 1871.

5. To vary or extinguish all rights or privileges which might interfere with any of the objects of the Order, and to confer other rights and privileges.

6. To enable the Company to manufacture, purchase, or hire, and supply gas and water meters, fittings, gas stoves, and cooking or other apparatus, and also to manufacture, purchase, let, or deal in and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes, by means of gas or water, and all articles and things in any way connected with gasworks or the supply of gas or water.

7. To authorise the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom.

8. To purchase by agreement or take on lease and hold lands, whether within or without the present limits of the Company's district, for the general purposes of their undertaking.

9. To take powers for the supply of water by meter, and to enable the Company by agreement, to make charges for such supply, and generally to confer on the Company all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, both as to gas and water, or any of them.

10. And notice is hereby further given, that on or before the 30th day of November instant, copies of this notice will be lodged at the office of the Board of Trade, Whitehall-gardens, London, with the Clerk of the Peace for the county of Southampton, at his office in Winchester, and with the Clerk of the Peace for the city of Winchester, at the Guildhall, in the said city of Winchester. That 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 aforesaid, and on and after that date copies will be supplied to all persons applying for them at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Agents for the Promoters, or at the offices of Messrs. C. Wooldridge and Son, Solicitors, Winchester, on payment of one shilling for each copy.

Every company, corporation, or person desirous of making any representations to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing. A copy of such objections must at the same time be sent to the office of the Winchester Water and Gas Company, Winchester, or to Messrs. C. Wooldridge and Son, at their offices in Win-

chester; or to Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, the Agents for the Promoters; and the objections sent to the Board of Trade must state that a copy has been sent to the Promoters or their Agents, as aforesaid.

The Provisional Order, when granted by the Board of Trade, will be published in the same local paper as this Notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, aforesaid, and with the Clerk of the Peace for the said city of Winchester, at the Guildhall aforesaid, and copies will be supplied to all persons applying for them at the offices, and on the terms before-mentioned.

Dated this 16th day of November, 1887.

C. Wooldridge and Son, Winchester.

Baxters and Co., 5 and 6, Victoria-street, Westminster, Solicitors for the Order.

Board of Trade.—Session 1888.

Herne Bay Water.

(Application to the Board of Trade under "Gas and Waterworks Facilities Act, 1870," for Provisional Order authorising the raising of Additional Capital; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Herne Bay Waterworks Company (hereinafter called "the Company") intend to apply to the Board of Trade, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order, to be confirmed by Parliament in the ensuing Session for the following purposes, that is to say:—

To enable the Company for the purposes of their authorised Undertaking to increase their share and loan capital, and to provide that the preference shares or stock, mortgages or debenture stock to be raised under the intended Order may respectively rank *pari passu* with the preference stock and debenture stock raised or to be raised under the Herne Water Act, 1867, and the Herne Water Orders, 1871 and 1883.

The Order will amend, as far as may be necessary for the purposes thereof, the Herne Water Act, 1867, and the Herne Water Orders, 1871 and 1883, and the Order will vary or extinguish all such rights or privileges as may impede the carrying of the objects thereof into effect, and confer other rights and privileges.

The Order will confer upon the Company the powers mentioned or referred to in the "Companies Clauses Consolidation Act, 1845," and parts 1, 2, and 3 of the "Companies Clauses Act, 1863," and the "Companies Clauses Act, 1869," and all such other powers as are usually conferred upon water companies.

On or before the 30th day of November, 1887, a copy of this Notice or advertisement will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, and also at the office of the Board of Trade, Whitehall, London, and on and after the 23rd day of December, 1887, printed copies of the draft Provisional Order as deposited, and also printed copies of the Order when made by the Board of Trade may be obtained on application at the offices of Messrs. Batten, Proffitt, & Scott, 32, Great George Street, Westminster, London, at the price of one shilling each.

All Companies, corporations, 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 of the Railway Department of the Board of Trade,

Whitehall, London, on or before the 15th day of January, 1888, and a copy of such representation or objection must at the same time be sent to the undersigned Solicitors and Parliamentary Agents for the Company; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been forwarded to the Promoters or their agents.

Dated this 14th day of November, 1887.

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

In Parliament.—Session 1888.

Leeds White Cloth Hall.

(Sale, Mortgage, or Leasing of the Hall; Application of Proceeds of Sale, Rents, &c.; Investment of Moneys; Nomination, Election, &c., of Trustees; Powers to and Meetings of Trustees and Standholders; Confirmation of Leases; Amendment of Act.)

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 authorise and empower the Trustees of the White Cloth Hall in Leeds, in the West Riding of the County of York (hereinafter called "the Trustees"), on behalf of themselves and the other standholders in the said Hall, or persons claiming any interest therein or in connection therewith, or any of such parties, and all other necessary parties, if any, to sell, convey, mortgage, demise, lease, or otherwise dispose of the said Hall and the site thereof, and any other property vested in the said Trustees adjoining to or held in connection with the said Hall, or any part or parts thereof (hereinafter referred to as "the White Cloth Hall Estate"), or any easement, right, or privilege therein or thereover, or relating thereto, upon such terms and conditions, and in such manner in all respects as they think fit, or as may be prescribed or provided by the intended Act, and to accept surrenders of any leases already granted or to be granted.

To empower the Trustees and all other necessary parties, if any, to transfer and convey, or lease, the premises sold or let as aforesaid, to the purchaser or purchasers, lessee or lessees thereof, whether freed and discharged from all or any of the trusts, conditions, covenants, restrictions, rights, and liabilities attached to or affecting the same or the use thereof, or otherwise as may be prescribed or provided by the intended Act.

To provide for the application of any moneys, rents, or profits, arising from any sale or sales, or from any lease or otherwise for such purposes as the Bill may define (including the improvement of the White Cloth Hall Estate, or any part thereof), and for the investment, if thought fit, of any such moneys, or for the distribution thereof, and to enable the Trustees, or any of them, to give valid discharges therefor.

If thought fit, to appoint or provide for the appointment or election by the standholders of Trustees of the intended Act (hereinafter referred to as "Trustees of the Act"), and to make all necessary provision as to the nomination by the Bill, and the future appointment, election, qualification, retirement and rotation of such Trustees, and to confer upon the Trustees of the Act all or some of the powers hereinbefore referred to as proposed to be conferred upon the Trustees of the White Cloth Hall in Leeds.

To make provision or to enable the Trustees of the Act to make, alter and revoke rules with respect to the registration of standholders and the transfer and transmission of their interests

and the holding of meetings, the election, appointment and remuneration of officers and servants, the delegation of the powers of the Act, the giving of notices to the standholders, and otherwise with respect to all or any matters connected with the management of the White Cloth Hall Estate or with the exercise of the powers of the Bill.

To confirm and give effect to all or any leases or agreements for leases of any part of the White Cloth Hall Estate granted or entered into before the passing of the intended Act.

To make provision for payment of the costs, charges and expenses of or connected with the proposed application to Parliament, and the passing of the intended Act out of moneys from time to time in the hands of the Trustees or of the Trustees of the Act, or by contributions from the standholders, or in such other manner and out of such other funds as the Bill may prescribe.

To vary and extinguish all existing rights and privileges which would or might in any manner interfere with the objects of the intended Act or the carrying of the same into effect, and to confer, vary or extinguish other rights or privileges. And the Bill will amend, vary or repeal the provisions or some of the provisions of the North Eastern Railway (Leeds Extensions) Act, 1865.

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 19th day of November, 1887.

T. and H. Greenwood Teale, 36, Trinity-street, Leeds, Solicitors.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1888.

Bolton and Suburban Tramways.
(Provisional Order).

(Extension of Bolton and Suburban Tramways Order, 1878, so as to Authorise the Use of Steam or Mechanical Power thereon; Application of Funds; Borrowing Money.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870, to be confirmed by Parliament in the ensuing Session thereof, for the following, or some of the following, among other purposes:—

To amend and extend the Bolton and Suburban Tramways Order, 1878, and to authorise the use of steam, electric, or other mechanical power for the moving of carriages and trucks on the tramways authorised by the said Order, or some or one of them, or some part or parts thereof respectively, and to confer on the Mayor, Aldermen, and Burgesses of the borough of Bolton (hereinafter called "the Corporation"), acting by the Council, and upon the Local Boards of Health for the several districts of Astley Bridge, Farnworth, and Kersley respectively, or on some or one of those bodies (hereinafter called "the Promoters"), and on all other bodies, companies, and persons, all such powers as are expedient or necessary for the purposes aforesaid.

To empower the Promoters to apply to the purposes of the Order their respective district funds and general district rates, and (in the case of the Corporation their borough fund and borough rate), and any revenues over which they respectively have control, and any moneys they are now respectively authorised to borrow, and to borrow further sums by debentures, mortgage, debenture stock, or annuities, and to

charge such moneys on all or any of the before mentioned funds, rates, and revenues.

The Order will vary and extinguish all rights and privileges which will or may interfere with any of its objects, and confer other rights and privileges.

The draft of the proposed Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December, 1887, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each, at the offices of the undersigned.

All 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 of the Railway Department of the Board of Trade, on or before the 15th day of January, 1888, and copies of such objections must at the same time be sent to the offices of either of the undersigned, and in forwarding such objections the objectors or their agents should state that a copy of the same has been so forwarded.

Dated this 19th day of November, 1887.

R. G. Hinnell, Town Clerk, Bolton;

David Crossley, Clerk to the Local Board for the District of Farnworth;

Joseph Marsden, Clerk to the Local Board for the District of Astley Bridge;

Thomas A. Martin, Clerk to the Local Board for the District of Kersley.

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

Board of Trade.—Session 1888.

The Tramways Act 1870.

Pontypridd and Rhondda Valley Tramways.
(Release of Deposit and Abandonment of Tramways.)

NOTICE is hereby given, that an application is intended to be made to the Board of Trade on or before the 23rd December next, for a Provisional Order to authorise and provide for the abandonment of the construction of so much of Tramway No. 1 as lies between Taff-street, in the parish of Llanwonno, in the county of Glamorgan, at a point in line with the northern face of Bridge-street, Pontypridd, and a point in the Rhondda-road, Pontypridd, at the bridge carrying the Rhondda branch of the Taff Vale Railway over that road, and the whole of Tramways Nos. 5, 6, 7, 8, 9, 10, 11, and 12, authorised by the Pontypridd and Rhondda Valley Tramways Order, 1882.

To authorise and provide for the release and repayment of the deposit money paid into the High Court of Justice (Chancery Division) upon the application to the Board of Trade for the Pontypridd and Rhondda Valley Tramways Order, 1882, and now remaining in Court to the credit of ex parte The Pontypridd and Rhondda Valley Tramways, with any dividends or interest and accumulation of dividends and interest thereon.

On or before the 30th day of November, 1887, a copy of this advertisement will be deposited at the office of the Board of Trade, Whitehall, London, and with the Clerk of the Peace for the county of Glamorgan at his office, Westgate-street, Cardiff, in the said county, and with the clerks to the local boards of Pontypridd and Ystradyfodwg at their respective offices, and with the parish clerks of the several following parishes, that is to say: Llanwonno, Llantrissant,

and Ystradyfodwg, all in the said county of Glamorgan, at their respective residences.

The draft of the Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December, 1887, and printed copies of the Draft Provisional Order when deposited, and the Provisional Order when made, may be obtained on application at the office of Mr. Sydney Ratcliffe Pollard, 30, Coleman-street, in the city of London, 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, 1888, and copies of such representations or objections must at the same time be sent to the Promoters, at the offices of Mr. Sydney Ratcliffe Pollard; and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy has been sent to the Promoters or their agent.

Dated this 21st day of November, 1887.

Sydney R. Pollard, 30, Coleman-street,
London,

Solicitor and Parliamentary Agent.

In Parliament.—Session 1888.

South Indian Railway Company.

(Extending and enlarging powers of Company; Power to Company to construct Railways in Southern India under direction and sanction of Secretary of State; Power to raise Capital; Amendment of Acts, &c.)

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

1. To extend and enlarge the powers of the South Indian Railway Company (hereinafter called "the Company") and the objects for which the Company was incorporated.

2. To authorise the Company upon the requirement or with the consent of the Secretary of State in Council of India (hereinafter called "the Secretary of State"), either as agents or contractors for the Secretary of State, or as part of their undertaking, and under the direction and sanction of the Secretary of State, to construct, improve, maintain, and work any line or lines of railway in Southern India, whether the same shall or shall not form part of or be connected with the railways of the Company.

3. To provide that such line or lines of railway shall be constructed, upon such terms and conditions as may be agreed upon between the Secretary of State and the Company, and to authorise the Company to exercise all such powers and do all such things as may be necessary or incidental to any of the matters aforesaid.

4. To authorise the Company, with the consent of the Secretary of State, to enter into contracts and agreements with the Governments of Native States or with any other Governments, corporations, public bodies, or persons, for the construction, equipment, and maintenance, and working of any such line or lines of railway, and to authorise the Company to construct, equip, and maintain, and work any such line or lines of railway.

5. To authorise the Company, with the consent of the Secretary of State, to raise the capital necessary for such purposes or any of them, either by the creation and issue of shares, or by debentures or debenture stock, with or without

a guarantee of dividend or interest by the Secretary of State, or by such other means as the Secretary of State may authorise, prescribe, and determine.

6. To provide that the money so raised or borrowed shall not form part of the general capital of the Company, but shall be applicable only to the specific purposes for which the same may be raised or borrowed, and to provide for the keeping of separate capitals and separate accounts.

7. To authorise the Company for such purposes, or any of them, to receive money from the Secretary of State and from the Governments of Native States, or any other Governments, corporations, public bodies or persons, and to apply the same in such manner and upon such terms and conditions as may be agreed upon between the Secretary of State and the Company.

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

9. To alter, amend, extend, enlarge, or repeal the powers and provisions of the Great Southern of India Railway Act, 1858, the Great Southern of India Railway Amendment Act, 1860, and the South Indian Railway Act, 1874.

10. 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 18th day of November, 1887.

Freshfields and Williams, 5, Bank-buildings, E.C., Solicitors.

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

In Parliament.—Session 1888.

Lloyd's.

(Amendment and Enlargement of the Powers of Lloyd's Act, 1871; Additional Bye-laws; Power to enter into Contracts; Amendment of Acts, and other purposes).

NOTICE is hereby given, that the Society or Corporation of Lloyd's (hereinafter called "Lloyd's") intend to apply to Parliament in the ensuing session for an Act for the following purposes, or some of them, that is to say:—

1. To alter, amend, extend, and enlarge the powers and provisions of Lloyd's Act, 1871, and particularly with reference to the preservation of lives and property, and the acquisition and forwarding of early intelligence affecting shipping, commerce, insurance, trade, and other matters, and to prevent and punish fraud connected therewith.

2. To enable Lloyd's, and any and every department of Her Majesty's Government to enter into contracts and agreements with respect to the acquisition and speedy conveyance of intelligence affecting the War Department, the Admiralty, the General Post Office, and any other part of Her Majesty's Service, and to provide against the misuse of any intelligence during its conveyance or otherwise, and also against the alteration or detention of telegraphic, telephonic, and other messages, and the Bill will authorise similar contracts and agreements to be entered into between Lloyd's and the Trinity House of Deptford Strond, and others interested in shipping, and in the preservation of life, merchandise, and other property and interests.

3. To confer new and enlarged powers on Lloyd's with regard to the making and en-

forcement of bye-laws, rules, and regulations so far as may be necessary for carrying into effect the objects and purposes of the Bill.

4. To authorise Lloyd's to apply any of its corporate or other funds for the purpose of carrying out the purposes of the Bill.

5. To vary or extinguish any rights and privileges in any way interfering with the objects of the Bill, and to confer other rights and privileges.

6. To incorporate with the Bill, with or without alterations, some or any of the provisions of the Acts relating to the Corporation of the Trinity House of Deptford Strond, the Merchant Shipping Act, 1854, the Telegraph Act, 1863, and to repeal or alter any other Act or Acts, Charters, or Deeds that may interfere with the objects and purposes of the Bill.

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

Dated this 17th day of November, 1887.

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

Board of Trade.—Session 1888.

Stratford, Ilford and Romford Tramways.

(Release of Deposit and Abandonment of Tramways.)

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 release and repayment of the deposit money paid into the High Court of Justice (Chancery Division), upon the application to the Board of Trade, for the Stratford, Ilford and Romford Tramways Order, 1886, and now remaining in Court to the credit of ex parte "The Stratford, Ilford and Romford Tramways," with any interest and accumulations of interest thereon, and also to abandon the tramways authorised by the said Order.

On or before the 30th day of November instant, a copy of this advertisement will be deposited at the office of the Board of Trade; and for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, and with the parish clerks (at their respective residences) of the several parishes of Little Ilford, Barking, and Dagenham, and with the Clerk to the Romford Local Board, at his office at Romford, in which county, district and parishes the said tramways were authorised to be made.

The Draft of the 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 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, Whitehall, London, on or before the 15th day of January, 1888, and copies of their objections must at the same time be sent to the Promoters, at the offices of the undersigned; and in forward-

ing to the Board of Trade such objections, the objectors or their agents should state that a copy has been forwarded to the Promoters or their agents.

Dated this 24th day of November, 1887.

Geo. Davis, Son, and Co., 80, Coleman-street, E.C., Solicitors and Agents for the said Order.

In Parliament.—Session 1888.

Quinton Hill Farm.

(Guncotton and Gunpowder Experiments and Manufacture; Stopping-up of Footpaths, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to stop up and discontinue all or any footpaths, and to abolish all rights of way upon, across, or over all or any portion of the Quinton Hill Farm, situate near the Royal Gunpowder Factory, in the parish of Waltham Holy Cross, in the county of Essex, and now held and used by the Secretary of State for War, for the purpose of conducting experiments connected with the manufacture of guncotton and gunpowder, and to authorise the removal of any person or persons who may come or remain thereon, and to subject all such persons to a fine or other punishment, and to confer such further powers as may be necessary upon the said Secretary of State, and any officer or persons acting under him or by his authority.

Dated the 18th day of November, 1887.

By order.

Henry Lovett Cameron, 7, Great George-street, Westminster, S.W.

In Parliament.—Session 1888.

Chatham and Brompton Tramways.

(Abandonment of Undertaking; Release of Deposit; Winding up and Dissolution of Company; 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 to authorise the Chatham and Brompton Tramways Company to abandon the construction of the tramways and works authorised by the Chatham and Brompton Tramways Act, 1884; and to release the Company of and from all liabilities, penalties, forfeitures, and obligations in respect of the non-completion of the said tramways and works, and to provide for the release or repayment of the sum of money or securities deposited in the Chancery Division of the High Court of Justice on the application for the said Act as security for the completion of the said tramways and works, with all interest which may have accrued thereon; and also to make provision for the winding up, distribution of the assets, and dissolution of the Company.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all powers, rights and privileges necessary or expedient for carrying such objects into effect; and to amend or repeal wholly or in part the Chatham and Brompton Tramways Act, 1884, and the Chatham and Brompton Tramways Act, 1886.

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 18th day of November, 1887.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors.
Durnford and Co., 38, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1888.

Rhymney Railway.

(New Railways in the Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls, &c.; Running Powers over portions of Railways of London and North Western Railway Company, and Great Western Railway Company; Traffic Facilities; Working Agreements with those Companies; Additional Capital; Application of Capital; Payment of Interest on Capital during Construction; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Rhymney Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill"), and to pass an Act, for the following, or some of the following, among other purposes (that is to say):

To authorise the Company to make and maintain the following railways and works, or some part or parts thereof, together with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the parish of Rudry, in the county of Glamorgan, by a junction with the Rhymney Railway Company's Cardiff and Caerphilly Railway, at a point thereon distant 231 yards, or thereabouts, measured along that railway towards Caerphilly, from the northern end of the Caerphilly Tunnel, and terminating in the parish of Machen, in the county of Monmouth, by a junction with the London and North Western Railway Company's Sirhowy Railway, at a point distant 202 yards, or thereabouts, measured along that railway in a south-easterly direction from the post indicating 14½ miles from Nantybwhch, which intended railway (No. 1) will pass from, in, through, or into, or be situated within the parishes or places of Rudry, Van, and Bedwas, in the county of Glamorgan, and Bedwas, Machen Upper, and Machen, in the county of Monmouth, or some or one of them.

A railway (No. 2) situate wholly in the county of Monmouth, commencing in the parish of Machen by a junction with the intended railway (No. 1) at a point 25 yards, or thereabouts, measured in a south-westerly direction from the north-east corner of the enclosure, numbered 108 on the $\frac{1}{2500}$ ordnance map of the parish of Machen, and terminating in the parish of Mynyddislwyn, at a point 17 yards, or thereabouts, measured in a westerly direction from the north-west corner of the block of buildings numbered 4190 on the $\frac{1}{2500}$ ordnance map of the parish of Mynyddislwyn, and thereon named Pandy, which intended railway (No. 2) will pass from, in, through, or into, or be situated within the parishes or places of Machen and Mynyddislwyn, or one of them.

A railway (No. 3) to be situated wholly in the parish of Mynyddislwyn, in the county of Monmouth, commencing by a junction with the intended railway (No. 2) at the termination thereof, and terminating by a junction with the Western Valleys Railway of the Monmouthshire section of the Great Western Railway, at a point distant 525 yards or thereabouts, measured along that railway in the direction of Abercarn, from the north-west corner of the Cross Keys Station-house on that railway.

A railway (No. 4) situate wholly in the county

of Monmouth, commencing in the parish of Mynyddislwyn by a junction with the intended railway (No. 2) at the termination thereof, and terminating in the parish of Mynyddislwyn, at a point upon or near to the easternmost siding of the Celynen Colliery sidings, 60 yards or thereabouts, measured along that siding in a north-westerly direction from the gate which divides those sidings from the Great Western Railway, near to the junction of those sidings with the Great Western Railway to the south of Celynen Colliery, which intended railway (No. 4) will pass from, in, through, or into, or be situated within the parishes or places of Risca or Mynyddislwyn, or some or one of them.

A railway (No. 5) situate wholly in the county of Glamorgan, commencing in the parish of Rudry by a junction with railway No. 1 at a point 170 yards, or thereabouts, measured in a north-easterly direction from the north-east corner of the block of buildings known as Gwernddu Cottages, situate in a close of land numbered 204 on the $\frac{1}{2500}$ ordnance map, in the parish of Bedwas, in the hamlet of Van, and terminating in the parish of Bedwas, in the hamlet of Van, by a junction with the Rhymney Railway Company's Cardiff and Caerphilly Railway, at a point distant 737 yards or thereabouts, measured along the said railway towards Caerphilly, from the northern end of the Caerphilly tunnel, which said intended railway (No. 5) will pass from, in, through, or into, or be situated within the parishes or places of Rudry, Bedwas, and Van, or some or one of them.

To purchase and take for or in connection with the purposes aforesaid certain lands, being or reputed to be common or commonable lands, of which the following are the particulars and the estimated quantities proposed to be taken, viz. :—

Railway.	Name by which Lands are Known	Where the Lands are Situate.	Quantity within Limits of Deviation.	Estimated Quantity to be Taken.
No. 1.	Rudry Common	Parish of Rudry, county of Glamorgan.	15 acres.	5 acres.

To authorise the Company to purchase by compulsion, or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works in the before-mentioned parishes.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any land and houses proposed to be purchased, taken, used, or interfered with for the purposes of the Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the Bill, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes aforesaid, as it may be necessary to pass across or over or under, or to divert

alter, or stop up, or interfere with, by reason of the construction of the intended railways or works, or any of them, or otherwise for the purposes of the Bill, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railways and works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payments of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorise the Company and all companies and persons lawfully using the railways of the Company or any of them to run over and use with their engines, carriages, wagons, and servants, and for the purpose of traffic of all kinds, and upon terms, tolls, and conditions and other regulations to be agreed upon or settled by arbitration, or as may be defined by the Bill, the railways and portions of railways next herein-after mentioned, some or one of them, or some part or parts thereof respectively (that is to say):

(a) The Sirhowy Railway of the London and North-Western Railway Company;

(b) The Western Valleys Railways of the Great Western Railway Company, and or including the Sirhowy, the Ebbw Vale, the Nantyglo and Cwmtillery branches, and the railway known as Hall's Tramways;

together with the use of all terminal and other stations, booking offices, buildings, sidings, junctions, platforms, points, signals, watering places, water engines, roads works, and conveniences connected with those railways and portions of railways.

To require the London and North Western Railway Company, and the Great Western Railway Company, respectively to receive, book through, forward, accommodate, and deliver on and from their undertaking, and at the stations, warehouses, wharves, and booking offices, through traffic of whatever description coming from or destined for the railways of the Company, upon such terms and conditions as may be agreed upon, or, failing agreement, as shall be settled by arbitration, or as may be defined by the Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges which that Company may take and receive upon their undertaking.

To empower the Company on the one hand, and the London and North-Western Railway Company and the Great Western Railway Company, or one of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, undertakings, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, and distribution of the

tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any or either of them, or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the others or other of them, the employment of officers and servants, and the appointment of joint committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they have the power to raise, and to raise further capital for such purposes, and for the general purposes of their undertaking, by shares or by stock, and by borrowing, and to attach to such new shares or stock such preference or priority of dividends or interest and advantages as the Bill shall define.

To enable the Company or the Directors of the Company, notwithstanding anything to the contrary, contained in the Company's Clauses Consolidation Act, 1845, or in any Act or Acts relating to or affecting the Company, and on such terms, and subject to such conditions, as may be prescribed by the intended Act, to pay interest or dividends to any shareholder, or class or classes of shareholders of the Company, during the construction of the works of the Company, on the amount of the calls made in respect of their shares out of the capital of the company, and to increase their capital for that purpose.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railway Clauses Acts, 1845 and 1863," and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, extend, amend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 20 and 21 Vic., cap. 140, 24 and 25 Vic., cap. 144, 27 and 28 Vic., caps. 244 and 275, 29 and 30 Vic., cap. 259, and 30 and 31 Vic., cap. 171, 36 and 37 Vic., cap. 44, 44 and 45 Vic., cap. 135, 48 and 49 Vic., cap. 178, 50 and 51 Vic., cap. 7, and all other Acts relating to the Company, 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company, 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

And notice is also hereby given, that plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands and houses, together with an ordnance map with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and the Clerk of the Peace for the county of Monmouth, at his office at Usk, in the said county, and, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to each parish or place in

or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 18th day of November, 1887.

Bompas, Bischoff, Dodgson, and Coze,
Solicitors, 4, Great Winchester-street,
London.

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

In Parliament.—Session 1888.

Alexandra (Newport and South Wales)

Docks and Railway.

(New Lock and Entrance to Newport old Dock; Wharves, Railways, Road and Street Widening; Purchase of Land, and of certain outstanding Estates, Terms, and Interests in Land; Tolls, Dues, and Charges; Abandonment of certain Authorised Works, Extension of Time for Purchase of Land and completion of other Works, Application and Increase of Capital; Alteration of Number and Quorum of Directors and Quorum at General Meetings; Agreements with Lord Tredegar and his Trustees; Running Powers; Restoration of Connections with Pontypridd, Caerphilly and Newport Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Alexandra (Newport and South Wales) Docks and Railway Company (hereinafter called "the Company") for leave to bring in a Bill to authorise the Company to exercise the powers and effect the purposes following, or some of them (that is to say):—

1. To make and maintain a new lock and entrance into the River Usk, commencing at a point about one hundred and seventy feet northward of the south-western corner of the Company's Newport old Dock, extending thence in a south-westerly direction for a distance of about 420 feet, and terminating on the shore of the River Usk at a point about 8 chains westward from the western wall of the existing lock of the said Dock, together with all necessary sluices, gates, channels, quays, piers, jetties, wharves, shipping and landing-places, sheds, tramways, warehouses, stages, weighing-machines, cranes, lifts, drops, moorings, dolphins, other works, buildings and appliances.

2. To enter on and from time to time deepen, dredge, scour, cleanse, alter, and improve the bed, shore, and channel of the River Usk adjoining or near to the intended new lock and entrance, for the purpose of facilitating and improving the access thereto, and to their Newport old Dock.

3. To close temporarily from time to time, the existing lock and entrance into their Newport old Dock from the River Usk, and also the new lock and entrance to be authorised by the Bill.

4. To make and maintain a Railway (No. 1) with all proper stations, sidings, junctions, approaches, and other works and conveniences connected therewith, commencing from and out of the East Quay Branch of the Company's Alexandra Dock Railway at a point 100 yards or thereabouts measured in a south-easterly

direction along that branch railway from the bridge carrying the said branch railway over the public road leading from Mendlegyf-road to Mendlegyf-common, thence extending in an easterly and north-easterly direction, and terminating by a junction with the railway or siding on the south-western side of the Company's Newport old Dock opposite or nearly opposite to and about 85 yards eastward of the railway signal-box at the eastern end of Portland-street.

5. To widen and improve parts of Watch-house-parade and Mill-parade, such widening to be on the northern and western sides of Watch-house-parade and on the western side of Mill-parade, and to commence at the southern end of Inkerman-street (now known as Alexandra-road) and terminate at or near the tramway or siding leading across Mill-parade to the Isca Foundry.

6. The aforesaid intended works and lands required for the same, are respectively situated in the parish of St. Woollos and borough of Newport, and on the bed and shore of the River Usk, all in the county of Monmouth.

7. To make and maintain the wharves next hereinafter described or one of them, or some part or parts thereof, with all proper channels, quays, piers, jetties, shipping-places, landing-places, bridges, berths, sheds, tramways, sidings, ways, approaches, warehouses, stages, weighing machines, cranes, lifts, drops, moorings, dolphins, and other works, buildings, appliances, and conveniences connected therewith respectively (that is to say):—

(1.) A Wharf (No. 1) commencing at or near the southern extremity on the eastern side of the diversion and straightening of the River Ebbw near its mouth, described in and authorised by the Alexandra (Newport and South Wales) Docks and Railway Act, 1882, and referred to in that Act and this Notice as the Ebbw Improvement, and extending thence in a northerly direction for a distance of about 580 yards, and terminating at or near the northern extremity on the eastern side of the Ebbw Improvement, as such improvement is shown on the plans deposited, in respect of the said Act, with the Clerk of the Peace for the county of Monmouth, in the month of November, 1881.

(2.) A Wharf (No. 2) commencing at or near the southern extremity on the western side of the Ebbw Improvement, and extending thence in a northerly direction for a distance of about 600 yards, and terminating at or near the northern extremity on the western side of the Ebbw Improvement, as such improvement is shown on the said deposited plans.

8. The aforesaid intended wharves and works connected therewith and lands required for the same, are respectively situated in the said parish of St. Woollos and borough of Newport, and in the hamlet or township of Duffryu and parish of Bassalleg, and on the bed and shore of the River Ebbw, all in the county of Monmouth.

9. To enter on and from time to time dredge, deepen, scour, cleanse, alter, and improve the bed, shore, and channel of the Rivers Ebbw and Usk respectively, adjoining or near to the aforesaid intended wharves and works connected therewith, for the purpose of facilitating and improving the access thereto.

10. To make and maintain the railways and road next hereinafter described, or some of them, or some part or parts thereof, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith respectively (that is to say):—

(1.) A Railway (No. 2) commencing in the said

- parish of Bassalleg by a junction with the South Wales Railway of the Great Western Railway Company about 10 yards northward of the point where that railway crosses Pont-y-cwch-lane on the level, thence extending in a north-easterly and easterly direction crossing the River Ebbw by a bridge, and terminating in the said parish of St. Woollos at a point in the hedge forming the eastern boundary of the field numbered 597 on the 25-inch Ordnance map, about 90 feet southward of the gate between Mendlegyf-road and Mendlegyf-common.
- (2.) A Railway (No. 3) wholly in the said parish of Bassalleg, commencing by a junction with the intended Railway No. 2 in the field numbered 281 on the 25-inch Ordnance map at a point about 7 chains southward of the north-east corner of the said field, thence extending in a south-easterly direction and terminating at the intended Wharf No. 2 in the field numbered 285 on the 25-inch Ordnance map at a point about 9 chains northward of the north bank of Newgout Pill.
- (3.) A Railway (No. 4) wholly in the said parish of Bassalleg, commencing by a junction with the intended Railway No. 2 in the field numbered 282 on the 25-inch Ordnance map at a point about 11 chains eastward of the most easterly point of the field numbered 281 on the said map, and about 11 chains northward of the most southerly point of the said field numbered 282, thence extending in a south-westerly direction, and terminating by a junction with the intended Railway No. 3 in the field numbered 283 on the 25-inch Ordnance map at a point about 3 chains northward of the northern end of the reen dividing the field numbered 279 from the field numbered 284 on the said Ordnance map.
- (4.) A Railway (No. 5) commencing by a junction with the intended Railway (No. 2) in the field numbered 596 on the 25-inch Ordnance map of the parish of St. Woollos at a point about $1\frac{1}{2}$ chains westward of the reen forming the western boundary of the field numbered 595 on the 25-inch Ordnance map of the said parish, thence extending in a south-westerly and southerly direction through the parishes of St. Woollos and Bassalleg, and terminating at the intended Wharf No. 1 in a field numbered 632 on the 25-inch Ordnance map of the said parish of St. Woollos at a point at or near the western extremity of that field.
- (5.) A Railway (No. 6) wholly in the said parish of Bassalleg, commencing by a junction with the South Wales Railway of the Great Western Railway Company at a point 27 yards or thereabouts southward of the culvert carrying the reen or watercourse called Wharf reen under that railway, thence proceeding in a south-easterly direction and terminating by a junction with the intended Railway (No. 2) at a point in the field numbered 250 on the 25-inch Ordnance map 33 yards or thereabouts measured in a south-westerly direction from the north-eastern corner of the said field.
- (6.) A Railway (No. 7) wholly in the said parish of St. Woollos, commencing by a junction with the Company's Alexandra Dock West Quay Branch Railway at a point 133 yards or thereabouts measured along the said railway in a southerly direction from the bridge carrying the Company's railway over the public road leading from Mendlegyf-road, to

Mendlegyf-common, thence extending in a southerly direction and terminating by a junction with the intended Railway (No. 2) in the field numbered 596 on the 25-inch Ordnance map at a point about 16 yards westward of the reen forming the western boundary of the field numbered 595 on the said map.

- (7.) A road in the said parish of St. Woollos commencing by a junction with the Mendlegyf-road at or near the north-western angle of the field numbered 594 on the 25-inch Ordnance map, and terminating at the northern end of the intended Wharf No. 1 hereinbefore described at a point in the field numbered 596 on the 25-inch Ordnance map.

11. The aforesaid intended railways and road and lands required for the same are respectively situated in the parish of St. Woollos and borough of Newport, and in the hamlet or township of Duffryn and parish of Bassalleg, and on the bed and shore of the River Ebbw, all in the county of Monmouth.

12. To deviate from the lines and levels of any of the works shown on the plans and sections to be deposited as hereinafter mentioned, to such an extent as may be authorised by the Bill.

13. To cross, stop up, alter or divert temporarily or permanently, roads, highways, paths, passages, bridges, railways, sidings, tramways, aqueducts, streams, rivers, sewers, drains, pipes, telegraph and electric apparatus with which it may be necessary to interfere for the purposes of the intended works, or any of them, or of the Bill, and if expedient to extinguish any public and private rights of way or other rights in, over, or affecting any portion of road stopped up.

14. To purchase and take, compulsorily or by agreement, lands, houses, and hereditaments within the borough of Newport, hamlet or township of Duffryn, and parishes of St. Woollos and Bassalleg, and any term, estate, interest, easement or rights in, over, or affecting the same, for the purposes of the intended works and of the Bill; and also to purchase or acquire, and hold or dispose of additional lands, houses, and hereditaments within the said borough and parishes for the general purposes of their Undertaking, and to erect and set up on any lands for the time being of the Company hydraulic and other machinery, rails, sidings, and other works and conveniences for the conveying, shipping and unshipping of goods, wares, merchandise, passengers, animals, articles and things, and from time to time to construct and maintain jetties and landing places into and upon the Rivers Usk and Ebbw and the beds and shores thereof respectively, and to vary or extinguish any rights or privileges connected with or affecting any such lands, houses or hereditaments.

15. To purchase and acquire compulsorily or by agreement so much of any property as the Company may require for the purposes of the intended works or any of them, or of the Bill, and also any vaults, cellars, arches or other premises attached or belonging to any house or other building or manufactory or premises without being subject to the liability imposed by the ninety-second section of The Lands Clauses Consolidation Act, 1845, to purchase the whole or any greater portion of any property than is required for such purposes.

16. To purchase and take compulsorily or by agreement the reversion of, or any outstanding estate, term, or interest not now vested in the Company in any lands or hereditaments situate in the said borough of Newport and parish of

St. Woollos, leased to or owned, occupied or possessed by them or transferred to or authorised to be acquired by them under the powers of the The Newport Dock (Transfer) Act, 1883, and to vest or authorise the vesting of all such lands and hereditaments in the Company in fee, absolutely or for any less estate or interest, and to exempt all such lands and any lands to be acquired under the powers of the Bill from the provisions of The Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and also from time to time to sell, dispose of and convey or demise any lands or hereditaments for the time being belonging to them to any railway or other Company or Companies or persons who may agree to erect thereon warehouses, depôts or other works, buildings or conveniences connected with the Company's docks, wharves or works, or beneficial to the Company's Undertaking, and to sell or demise any superfluous lands for the time being belonging to them, and to extinguish or vary all or any rights of pre-emption or other rights now attaching or which might hereafter attach with respect to any such lands.

17. To enter into and carry into effect contracts and agreements with any Company or person who may have erected or may be about to erect upon land belonging to the Company or otherwise any warehouse, depôt or other work or building in the neighbourhood of the Company's docks, wharves or works and the erection or use whereof may be deemed or be likely to be beneficial to the Company's Undertaking, as to the terms and conditions upon which such warehouse, depôt, work or building shall be erected or built or used.

18. Notwithstanding anything in The Harbours, Docks and Piers Clauses Act, 1847, from time to time to lease or grant the use or occupation of or easements in and rights over or affecting any warehouses, buildings, wharves, yards, cranes, machines or other conveniences, or of any lands for the time being belonging to or provided by the Company, upon and subject to such terms and conditions (pecuniary or otherwise) and for such period or periods as they think fit.

19. To demand, take and recover tolls, rates, dues and charges in respect of the intended new lock and entrance wharves, railways, and other works, to alter existing tolls, rates, dues and charges, and to confer exemptions from the payment of tolls, rates, dues and charges.

20. To abandon and relinquish the construction of the following works which will be rendered unnecessary by the intended new or substituted works hereinbefore described, namely:—

(a.) The new lock and entrance authorised by The Newport Dock (Transfer) Act, 1883;

(b.) So much of Railway No. 1 described in and authorised by the Alexandra (Newport and South Wales) Docks and Railway Act, 1885, as was intended to extend or be situated eastward or northward of the western side of Inkerman-street;

(c.) The whole of Railway No. 2 described in and authorised by the said Act of 1885;

And to relieve the Company from all obligations, penalties, and forfeitures in respect of the failure to construct the same, and to cancel and rescind all contracts and agreements made or entered into with reference to the said lock and entrance railway, and portion of railway and works or the lands required for the same or any of them.

21. To extend the periods limited by The Alexandra (Newport and South Wales) Docks and Railway Act, 1882, The Newport Dock (Transfer) Act, 1883, and The Alexandra (New-

port and South Wales) Docks and Railway Act, 1885, for the compulsory purchase of land, including the additional lands, reversions, terms, and interests referred to in Section 42 of The Newport Dock (Transfer) Act, 1883, and also to extend the periods limited for the completion of such of the works authorised by the said Acts respectively as are not intended to be abandoned under the powers of the Bill.

22. To apply to the purposes of the intended works and of the Bill any money which the Company have raised, or have power to raise, by shares or stock, preferential or ordinary, and by borrowing on mortgage or by the creation and issue of debenture stock, and if thought expedient, to attach a preferential dividend or other privilege to all or some of the unissued shares or stock, or to extinguish all or some portion of such unissued shares or stock.

23. To raise additional capital for the purposes of the intended works and of the Bill by shares or stock, preferential or ordinary, and by borrowing on mortgage or by the creation and issue of debenture stock.

24. To extend and apply to the works and lands of the Company to be made or acquired under the powers of the Bill, the provisions, or some of the provisions, with or without modification, of the Acts hereinafter mentioned relating to the Company, or some of those Acts, and of The Harbours, Docks and Piers Clauses Act, 1847.

25. To authorise the Company in connection with the intended works or some of them to appoint and remove dock masters, lock masters, and pier masters, meters, weighers, and other officers and servants, and to prescribe, and where necessary to define, anew, or extend the limits within which the dock masters, lock masters, pier masters, meters, weighers, and other officers and servants of the Company may exercise the powers respectively conferred upon them.

26. To authorise the Company to make and enforce bye-laws, rules and regulations for the management, use, and safety of and for the control and regulation of the persons, goods, wares, merchandise, animals, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting, or resorting to the proposed new lock and entrance wharves, or any of the docks, works, approaches, accesses, conveniences, or lands of the Company, and to authorise the Company to make, enforce and recover penalties for the breach or non-observance of any of such bye-laws, rules and regulations.

27. To authorise and empower the Company to take and divert into the intended new lock and entrance, and into their existing Newport old Dock and works, water from the River Usk and from the River Ebbw, and from the Monmouthshire Canal of the Great Western Railway Company.

28. The Bill will alter and amend the provisions of the Alexandra (Newport) Dock Acts, 1865 and 1870, with respect to the number and quorum of directors, and also reduce or alter the number of shareholders and amount of capital required to constitute a quorum at general meetings of the Company.

29. The Bill will authorise Lord Tredegar and his sequels in estate, and trustees if they think fit, to alter, vary, or enlarge the area of land conveyed, and to be conveyed to the Company in excess of, or in addition to, the 200 acres, and the further 213 acres referred to in the agreement set forth in Schedule (C) to the Alexandra (Newport) Dock Act, 1865, and to exchange or convey a portion or portions of the ballast land referred to in the said scheduled agreement for

a portion or portions of the said 213 acres, in order that the Company may be enabled to construct the new road authorised by their Act of 1882, in the line or situation, and otherwise in accordance with the signed plan referred to in that Act, or otherwise to alter or modify the said agreement, and the Bill will authorise the Company to appropriate and use or acquire additional lands for the purposes of their South Dock and wharves, and other purposes of their Undertaking.

30. The Bill will authorise Lord Tredegar and his sequels in estate and trustees, and the Company to make and enter into agreements and arrangements with regard to any lands acquired or to be acquired by the Company, and the payments to be made in respect thereof, and provide for the settlement by compromise or reference to arbitration or otherwise, of any disputes or differences which have arisen or may arise under any existing or future agreement between the parties, and sanction and give effect to any agreement or arrangement for such purpose made previous to the passing of the Bill.

31. The Bill will also provide for including in the lease, granted by the Company to the Newport (Alexandra) Dock Company, Limited, in pursuance of the Alexandra (Newport) Dock Act, 1874, all or some of the powers and purposes to be authorised or conferred by the Bill, and empower the said Limited Company to exercise the same and authorise them and the Company to agree to any necessary alterations or modifications of the lease.

32. To empower the Company and any Company for the time being working or using the railways of the Company, or any part thereof, by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed 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 portions of railway following (that is to say):—

(A.) So much of the South Wales Railway of the Great Western Railway Company as lies between the junction therewith of the intended Railway No. 2 and the junction therewith of Railway No. 3 authorised by the Great Western Railway Act (No. 1), 1884.

(B.) The said Railway No. 3 authorised by the Great Western Railway Act (No. 1), 1884. Together with all stations, roads, platforms, points, signals, water, water-engines, sidings, junctions, machinery, works and conveniences of or connected with the said railway and portion of railway.

33. And to confer upon the Great Western Railway Company and the Pontypridd, Caerphilly and Newport Railway Company similar powers over and with respect to the intended railways.

34. To require Lord Tredegar and the Great Western Railway Company, or either of them, to reinstate, restore, and reconstruct the recently removed junctions or connections between the Pontypridd, Caerphilly and Newport Railway and the Monmouthshire Railway, at or near each end of their Park Mile Railway.

35. The Bill will vary or extinguish all rights and privileges which may interfere with its objects and confer other rights and privileges, and it will incorporate, with or without modification, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860 and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; the

Harbours, Docks and Piers Clauses Act, 1847, and the Companies Clauses Consolidation Acts, 1845, 1863 and 1869, and amend, enlarge or repeal some of the provisions of the local and personal Acts following (that is to say):—Lord Tredegar's Estate Acts, 1865, 1874, and 1878, the Alexandra (Newport) Dock Acts, 1865, 1868, 1870, 1873, 1874, and 1876, the Alexandra (Newport and South Wales) Docks and Railway Acts, 1882 and 1885, and the Newport Dock Act 5 and 6 Wm. IV., cap. 75, the Newport Dock (Transfer) Act, 1883, and any other Acts relating to or affecting the Newport old Docks.

36. And notice is hereby given, that on or before the 30th day of November instant, plans and sections showing the situation, lines and levels of the intended lock and entrance wharves, railways, road, street widening and works, and the lands to be purchased for the purposes thereof and other purposes of the Bill, and also the additional lands, reversions and interests which may be purchased under the powers of 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 for the county of Monmouth at his office at Usk, 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 the said parishes of St. Woollos and Bassalleg respectively, 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.

37. 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 1887.

<i>Markby, Stewart, and Co.,</i> 57, Coleman-street, <i>Bircham and Co.,</i> 50, Old Broad- street, London, <i>Lyne and Co.,</i> Newport, Mon- mouthshire,	} Solicitors.
<i>William Bell,</i> 27, Great George-street, Westminster, Parliamentary Agent.	

In Parliament.—Session 1888.

London, Brighton and South Coast Railway
(Various Powers) Bill.

(Extension of Time for Purchase of Land and Completion (New Cross Junction, No. 1); Abandonment of Authorised Railway at Croydon; Confirming Construction of Junction authorised by Woodside and South Croydon Railway Act, 1880; Widening of Bridge over Public Road at St. Leonards; Stopping up of Level Crossing at Merton; Extending Time for Sale of Superfluous Lands; Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Brighton and South Coast Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following among other purposes:—

To extend the time limited by the "London, Brighton and South Coast Railway (Various Powers) Act, 1886," for the purchase of lands for the purpose of the railway described in Section 4 of the said Act as "the New Cross Junction No. 1," and to extend the period limited by the said Act for the completion of the said railway.

§ 1. To authorise the Company to abandon the con-

struction of the railway described in and authorised by Section 4 (paragraph 3) of the "London, Brighton and South Coast Railway (Various Powers) Act, 1882," and to release the Company from all liabilities, penalties, and obligations for the non-construction and completion thereof, and to authorise and confirm the construction by the Woodside and South Croydon Railway Company of the junction in the parish of Croydon which joins the Croydon and Oxted Railway (belonging jointly to the Company, and the South Eastern Railway Company), in the manner originally authorised by the "Woodside and South Croydon Railway Act, 1880," but abandoned by Section 4 (paragraph 3) of the "London, Brighton and South Coast Railway (Various Powers) Act, 1882."

To enable the Company to lengthen the archway which carries the Company's Brighton and Hastings Railway over a public highway in the parish of St. Leonards-on-Sea, in the county of Sussex, leading from St. Leonards to Bexhill, at a point 220 yards or thereabouts measured along the said railway westward of the booking office of the Company's St. Leonards (West Marina) station, and so far as necessary for that purpose to alter and interfere with the said roadway.

To empower the Company and the London and South Western Railway Company (hereinafter referred to as "the two Companies") to stop up so much of the public footpath in the parish of Merton, in the county of Surrey, as crosses on the level the Tooting, Merton and Wimbledon Railway, belonging to the two Companies, about 120 yards east of the booking-office at Lower Merton station on the said railway, and to extinguish all rights of way over the said portion of footpath.

To enable the Company to apply to any of the purposes of the intended Act such portion of their corporate funds as they may think fit.

To enable the Company, so far as regards land owned solely by the Company, the South Eastern Railway Company and the Company jointly as regards land owned by them jointly, and the London and South Western Railway Company and the Company jointly as regards land owned by them jointly, to retain and hold (notwithstanding anything contained in the 127th and subsequent sections of the Lands Clauses Consolidation Act, 1845) for a term or terms to be prescribed by the Bill, lands acquired by them but not yet used or applied by them to the purposes of their respective Undertakings, and to enable them respectively to demise any of the said lands for building or other purposes, and the Bill will amend and extend the provisions contained in the 18th Section of "The London, Brighton and South Coast Railway Act, 1880" (43 & 44 Vict., cap. 71).

The Bill will vary and extinguish any existing rights and privileges which would interfere with any of its objects, and so far as may be necessary for the purposes aforesaid, may repeal, alter, or extend any of the provisions of the 9 and 10 Vict., cap. 283 and any other Act relating to the Company, and the 4 and 5 Will. IV., cap. 88, and any other Act relating to the London and South Western Railway Company.

Duplicate plans and sections showing the situation and levels of the intended works and the situation of the said footpath, also a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the lands on which they are situate, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of

the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk of the Peace for the county of Sussex, at his office at the Town Hall, Lewes, and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in which the said works or footpath are situate, and a copy of this Notice will be deposited with the parish clerk of such parish at his residence.

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

Dated this 14th day of November, 1887.

Norton, Rose, Norton, and Co., 6, Victoria-street, Westminster Abbey, S.W.,
Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, S.W.,
Parliamentary Agents.

In Parliament.—Session 1888.

Great Western and Great Northern Junction
Railway.

(Incorporation of Company; Construction of Railways between Southall and Edgware, in the county of Middlesex; Running Powers over Great Western and Harrow and Stanmore Railways; Agreements with Great Western, Great Northern, London and North Western, and Harrow and Stanmore Railway Companies; Amendment of Acts.)

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

1. To incorporate a Company (hereinafter called "the Company") and to authorise and empower the Company to make and maintain the railways following, with all necessary approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) wholly in the parish of Hayes, commencing at a point on the footpath known as Church-path which runs through a field numbered 149 upon the 25-inch Ordnance map distant 90 yards or thereabouts from the centre of the main broad gauge lines of the Great Western Railway Company measured in a northerly direction along that footpath, and terminating by a junction with the intended Railway No. 4 at the commencement thereof as hereinafter described.

2. A Railway (No. 2) wholly in the parish of Hayes, commencing by a junction with the main line of the Great Western Railway at a point distant 660 yards or thereabouts measured in an easterly direction along that railway from the bridge carrying the road known as South-road leading from Southall-green to Southall over that railway, and terminating by a junction with the intended Railway No. 4 at the commencement thereof as hereinafter described.

3. A Railway (No. 3) wholly in the parish of Hayes, commencing by a junction with the main line of the Great Western Railway at or near the occupation bridge communicating between the fields numbered respectively 185 and 259 upon the 25-inch Ordnance map, and terminating by a junction with the intended Railway No. 4 on the south side of the road from Southall to London numbered 175 on the said Ordnance map, and at or near the north-east corner of the field numbered 178 on the same map.

4. A Railway (No. 4) commencing in the parish of Hayes at a point in the field numbered

178 upon the 25-inch Ordnance map distant 40 yards or thereabouts from the eastern fence of that field and 230 yards or thereabouts from the north-eastern corner of the same field, and terminating in the parish of Harrow-on-the-Hill on the boundary between the fields numbered respectively 441 and 471 upon the said Ordnance map at a point distant 25 yards or thereabouts measured along that boundary from the eastern end thereof.

5. A Railway (No. 5) wholly in the parish of Harrow-on-the-Hill, commencing at a point 30 yards or thereabouts measured in a north-westerly direction from the centre of the northernmost arch of the bridge carrying the public road from Harrow to Watford over the London and North Western Railway near Harrow Station, and terminating at the termination of the intended Railway No. 4 as hereinbefore described.

6. A Railway (No. 6) commencing in the parish of Harrow-on-the-Hill by a junction with the intended Railway No. 4 at the termination thereof as hereinbefore described, and terminating in the parish of Edgware by a junction with the Edgware, Highgate and London Branch of the Great Northern Railway at or near the bridge carrying that branch over Deans Brook.

The said intended railways will be made, or pass from, through or into the parishes and other places following, or some of them (that is to say):—Hayes, Southall, Norwood, Greenford, Northolt, Northolt (detached), Harrow-on-the-Hill, Great Stanmore, Little Stanmore, and Edgware, all in the county of Middlesex.

2. To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements for the purposes of the intended railways and works in the parishes and places aforesaid, or any of them, and to confer, vary, and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and to confer, vary, or extinguish other rights and privileges, and to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains and sewers within the said parishes and places as it may be necessary to cross, divert, alter, or stop up, for the purposes of the intended Act.

4. To empower the Company to demand and recover tolls, rates, and charges for, or in respect of the use of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

5. To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company to run over, work, and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or be settled by arbitration, or defined or authorised by the intended Act, the portions of railways following, or some part or parts thereof, that is to say:—

(a.) So much of the Great Western Railway as lies between the station at Southall and the station at Ealing;

(b.) So much of the authorised Harrow and Stanmore Railway as extends for a distance

of half a mile from the authorised commencement thereof, including any junction between that railway and the London and North Western Railway;

Together with the said stations and all other stations on or connected with the said portions of railway respectively, and the roads, signals, water, watering-places, engines, sheds, offices, warehouses, sidings, junctions, works and conveniences connected therewith, and with the said portions of railway, and to empower the Company, and any other such Company or Companies as aforesaid to take and levy tolls, rates, and charges upon or in respect of the said portions of railway and stations so to be run over and used as aforesaid, and if and where necessary, to alter or vary the existing tolls, rates, and charges now authorised to be demanded and taken in respect thereof.

6. To require the Great Western Railway Company, the Great Northern Railway Company, the London and North Western Railway Company, and the Harrow and Stanmore Railway Company (hereinafter referred to as "the four Companies,") or any or either of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as failing agreement shall be settled by arbitration, or in such manner as may be prescribed or provided by the intended Act.

7. To empower the Company on the one hand, and the four Companies, or any or either of them, on the other hand, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a Joint Committee or Joint Committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

8. To empower the Company and the Harrow and Stanmore Railway Company to enter into and carry into effect agreements with reference to the joint construction, use, management and maintenance of such portions of their respective railways as may be prescribed or provided for by the intended Act, and with reference to the exercise by either of the said Companies of the powers of the other of them with respect to such portions of railway, and to confirm and give effect to any agreement which has been or may be made with reference to the matters aforesaid or any of them.

9. To authorise the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company during the construction of the said intended railways or any of them.

10. To alter, amend, vary, extend, enlarge, or

repeal all or any of the provisions of the Acts following or any of them so far as may be necessary for the purposes of the intended Act (that is to say):—5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company, and the Harrow and Stanmore Railway Act, 1886, and all other Acts relating to the Harrow and Stanmore Railway Company.

11. And notice is hereby also given, that plans and sections of the intended railways and works showing the lines and levels thereof, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map showing the general course and direction of the intended railways, together with a copy of this Notice as published in the London Gazette, will on or before the 30th day of November, 1887, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, and that 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 or place in or through which the said railways and works are intended to be made, or within which any of the said lands and property are situated, with a copy of this Notice, will be deposited for public inspection with the parish clerk of such parish, at his place of abode, or as regards any extra-parochial or other place with the parish clerk of the adjoining parish at his place of abode.

12. And notice is also hereby given, that on or before the 21st day of December, 1887, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1887.

Fowler and Co., 2, Victoria Mansions,
Westminster, Solicitors for the Bill.

Sherwood and Co., 7, Great George Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Channel Tunnel (Experimental Works).

(Powers to the South Eastern Railway Company and the Submarine Continental Railway Company, Limited, or one of them, either alone or jointly with any other Company, Government, Body, or Person, to Maintain, Vary and Enlarge Existing Works, and Execute further Experimental and other Works for a Tunnel beneath the Straits of Dover; Appropriation of Soil and Bed of the Straits of Dover; Provision for Vesting in the Lords of the Treasury the Right of Determining the Expediency of Prosecuting the Permanent Works, and for the Transfer of the same to the Lords of the Treasury; Provision for the Admission of and Agreements with the London, Chatham and Dover Railway; Application of Capital of South Eastern Railway Company to Purposes of Bill; Amendment of Section 14 of "The South Eastern Railway Act, 1874;" Amendment or Repeal of Section 17 of "The Railways Clauses Consolidation Act, 1845;" Amendment and Repeal of Acts; Memorandum of Association; and other purposes.)

A PPLICATION will be made to Parliament next Session by the South Eastern Railway Company (hereinafter called "the Railway Company") and the Submarine Continental Railway Company, Limited (hereinafter called "the Tunnel Company"), which Companies together

No. 25761.

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are hereinafter referred to as the "two Companies," or by one of those Companies, for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To enable the two Companies, or one of them, either alone or jointly with any other Company, Government, body, or person, as may be provided by the Bill, to maintain, alter, enlarge and extend for experimental purposes, the existing shafts, borings, headways, driftways and other workings already executed by them, or one of them, upon the foreshore in the parish of Hougham, in the county of Kent, and in, through and under the bed of the Straits of Dover, above and below low water mark, at or near the Shakespeare Tunnel near Dover, in the said parish of Hougham and adjacent thereto, with the object of ascertaining and determining the practicability of making and maintaining a tunnel for railway purposes beneath the Straits of Dover between England and France.

To enable the two Companies or either of them, either alone or jointly with any other Company, Government, body, or person, as aforesaid, to use and appropriate so much of the soil and bed of the Straits of Dover as may be required for the works and purposes aforesaid, and for any of the purposes of the intended Act, and to acquire such other rights, powers and privileges as may be necessary or convenient for or in connection with all or any of the purposes of the intended Act.

To make provision (in the event of the said experimental Channel Tunnel Works proving successful, and the practicability of constructing and making the said Channel Tunnel being demonstrated) for vesting in the Lords of the Treasury, or as the intended Bill may prescribe, the sole right of determining the expediency of continuing or prosecuting the permanent works of the Channel Tunnel, and to empower the Lords of the Treasury to sanction and authorise the prosecution, continuance and execution of the said permanent Channel Tunnel Works subject to such conditions, restrictions and requirements as the said Lords of the Treasury or as the Bill may prescribe, and to enable the two Companies or either of them, either alone or jointly with any other Company, Government, body, or person, to prosecute, continue and execute such permanent works.

To provide that in the event of the said experimental works proving successful as aforesaid, the two Companies, or either of them, either alone or jointly with any other Company, Government, body, or person executing or having executed the same or any permanent Channel Tunnel works, may within ten years from the passing of the said intended Act, or within such other period as may be provided by the Bill or Parliament may prescribe, be required to sell and transfer the same to the Lords of the Treasury, or as the Bill may prescribe, upon such terms as may be agreed upon, or failing agreement as may be settled by arbitration.

To make provision for admitting the London, Chatham and Dover Railway Company to join and participate in the execution of the said experimental and permanent tunnel works or either of them, upon such terms as may be mutually agreed upon between the two Companies or either of them, and any other Company, Government, body, or person associated with them in the same Undertaking upon the one hand, and the London, Chatham and Dover Railway Company on the other hand, or, as failing agreement, may be settled by arbitration.

To enable the Railway Company to apply to and raise for the purposes of the Bill any money

or funds now under their control, or which they are authorised to raise by any other Act and which may not be required for the purposes to which by that Act such money or funds are authorised to be applied.

To alter and amend Section 14 of "The South Eastern Railway Act, 1874," by increasing the amount thereby authorised to be expended for the purposes therein mentioned.

To alter and amend and, if need be, to exempt the proposed works from the operation of Section 17 of "The Railways Clauses Consolidation Act, 1845," and to make other provisions in lieu thereof.

To vary or extinguish all rights and privileges connected with the land and soil beneath the Straits of Dover and the bed of the English Channel, and all other rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all such other rights and privileges as would be conducive to the attainment of all or any of the purposes of the intended Act.

It is proposed by the intended Act to alter, amend, enlarge, extend, or repeal, so far as may be necessary, all or some of the provisions of the Tunnel Company's Memorandum and Articles of Association, and of the several local and personal Acts following, that is to say: 6 William IV., cap. 75, "The South Eastern Railway (Capital) Act, 1867," "The South Eastern Railway Act, 1874," "The South Eastern Railway Act, 1881," and all other Acts relating to the South Eastern Railway Company, and the local and personal Act 16 and 17 Victoria, cap. 132, and all other Acts relating to the London, Chatham and Dover Railway Company.

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, 1887.

Dated this 17th day of November, 1887.

W. R. Stevens, 6, St. Thomas'-street, S.E.,
R. W. Perks, 9, Clement's-lane, Lombard-street, E.C., Solicitors for the Bill.

Board of Trade—Session 1888.

Snodland Gas.

(Application to the Board of Trade by the C. Townsend Hook and Company, Limited, for a Provisional Order under The Gas and Water Works Facilities Act, 1870, for powers to maintain and continue Gas Works, and to manufacture and supply Gas within the parishes of Snodland, Birling, and Halling, in the county of Kent; Supply of Gas in bulk; Extension of Mains, &c.; Breaking up, &c., of Streets; Patent Rights, Rates, and Charges; Increase of Capital; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to The Gas and Water Works Facilities Act, 1870, on or before the 23rd December next, by the C. Townsend Hook and Company, Limited (hereinafter called "the Company"), for a Provisional Order, pursuant to The Gas and Water Works Facilities Act, 1870, for the following, or some of the following, amongst other things, that is to say:—

To authorise the Company to maintain and continue, and from time to time to repair, improve, alter, enlarge, pull down, and re-erect their existing gas works, retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, and storage of gas, and of coke and other residual products obtained in the manufacture of gas, and matters producible therefrom, on the lands now belonging

to the Company, situate in the parish of Snodland, in the county of Kent, containing 12,100 square yards or thereabouts, and bounded on all sides, except as to part of the south-west side thereof, by the works of the Company; and as to the said part of the said south-west side thereof by a private road or lane, known as Brook-lane, leading from East-street to Snodland Common.

To authorise the undertakers to enter into and carry into effect contracts and agreements with all companies, corporations, local boards, sanitary authorities, public bodies, commissioners, and other authorities, and all persons whomsoever, for the supply of gas in bulk or otherwise, upon such terms and conditions as they shall think fit, and to confirm any such contract or agreement already made, or which prior to the obtaining of a Provisional Order by the Company may be made with respect to the matters aforesaid.

To make from time to time such extension of their mains, pipes, and works within the proposed limits of supply as may in the opinion of the Company be necessary, and for that purpose to open and break up the soil and pavement of any streets, roads, highways, railway, tramway, bridges, or other passages or places within the limits of supply.

To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

To empower the Company to make and store gas in and upon the said lands, and to supply and sell gas within the parishes of Snodland, Birling, and Halling aforesaid, and to manufacture coal, tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to sell and dispose of the same at the works or elsewhere.

To incorporate with the Provisional Order, and extend and apply as well to the mains, pipes, and works of the Company laid down or constructed before the passing of the Act confirming such Provisional Order, as to all mains, pipes, and works which may be laid down or constructed under the authority of such Order, the powers and provisions of the Gas Works Clauses Act, 1847, and of the Gas Works Clauses Act, 1871, 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 those Acts, or either of them, and to alter, amend, or repeal any Acts or Orders that may interfere with the objects of the proposed Order.

To enable the Company to raise additional capital by shares or stock, and by borrowing, by debenture stock or otherwise, subject to all such shares or stock being sold by auction or by tender, with power to issue any new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Provisional Order.

To incorporate with the intended Order, so far as the same are applicable, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement).

To vary and extinguish all existing rights and privileges which would interfere with the objects

or purposes of the Provisional Order, and to confer other rights and privileges.

To enable the Company to manufacture, purchase, or hire, and supply gas meters, fittings, gas stoves, and cooking or other apparatus, and also to manufacture, purchase, let, or deal in, and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes by means of gas, and all articles and things in any way connected with gas works or with the supply of gas.

To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

To purchase by agreement, or to take on lease or otherwise acquire for the general purposes of the undertaking, other than the manufacturing and storing of gas, such other lands as may hereafter be required, subject to such regulations and conditions as may be defined by the said Order.

And generally to confer all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid or any of them.

On or before the 30th day of November instant a map of the lands at present in use and proposed to be used for the manufacture and storage of gas and of residual products arising in the manufacture of gas, together with a copy of this advertisement, will be deposited for public inspection in the office of the Clerk of the Peace for the said county of Kent, at his office at Maidstone, in the said county, and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December, 1887, printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade aforesaid, and on and after that date copies will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of the undersigned, Mr. Richard Prall and Messrs. Kirby and Millett.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the said Clerk of the Peace, at his office at Maidstone aforesaid, and copies will be supplied to all persons applying for the same, at the offices of the said Mr. Richard Prall and Messrs. Kirby and Millett, on payment of one shilling per copy.

And notice is hereby further given, that 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, Whitehall, London, on or before the 15th day of January, 1888; and that copies of such objections must at the same time be sent to the Parliamentary Agents of the promoters, Messrs. Kirby and Millett, at their offices, 1, Old Palace-yard, Westminster; and that in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their agents.

Dated the 21st day of November, 1887.

Richard Prall, Rochester, Solicitor.

Kirby and Millett, 1, Old Palace-yard,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1888.

Liversedge Local Board (Water).

(Excluding township of Liversedge from Water Limits of Bradford; Extension of Limits for Supply of Water by Corporations of Batley, Halifax, and Wakefield, and by the Dewsbury and Heckmondwike Waterworks Board, so as to include the township of Liversedge, and Repeal of Sections of their several Acts Prohibiting supply thereto; Agreements with those Bodies; Service Reservoir and Works at Liversedge; Acquisition of Lands compulsorily and by agreement; Powers to the said Corporations, the said Board, and Corporation of Dewsbury and Local Board of Heckmondwike, and to the Liversedge Local Board, to Borrow Money and Levy Rates; Incorporation, Repeal, and Amendment of Acts).

APPPLICATION will be made to Parliament in the ensuing session thereof by the Local Board for the district of Liversedge (hereinafter called "the Local Board"), whose district is contiguous with the township of Liversedge, in the parish of Birstall, in the West Riding of the county of York, for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To withdraw the said township of Liversedge from the limits for the supply of water by the Mayor, Aldermen, and Burgesses of the borough of Bradford, and to alter and amend section 4 of "The Bradford Waterworks and Improvement Act, 1868," accordingly.

2. To extend the limits for the supply of water by the Mayor, Aldermen, and Burgesses of the respective boroughs of Batley, Halifax, and Wakefield, and by the Dewsbury and Heckmondwike Waterworks Board, all in the said West Riding (which said four bodies are hereinafter referred to collectively as "the Four Authorities"), so as to include the said township of Liversedge, and to enable the Four Authorities, or any one or more of them, to supply water in bulk or otherwise for all purposes within the said township, or some part or parts thereof, and for that purpose to provide that they may therein respectively have, exercise, and enjoy the same rights, powers, and privileges (including the right to make and recover water rates, rents, and charges) and be under and subject to the same liabilities and obligations as they have, exercise, and enjoy, and are under and subject to in relation to the supply of water within their respective existing limits for such supply, subject nevertheless to the provisions of the Bill, and, subject as aforesaid, to extend and apply to the said township all or some of the provisions and powers of the existing Acts of the Four Authorities respectively (so far as they relate to water supply) and of the Waterworks Clauses Acts, 1847 and 1863; and to repeal, alter, and amend, so far as may be necessary for the purposes of the Bill, section 47 of the Batley Corporation Waterworks Act, 1871; section 92 of the Dewsbury and Heckmondwike Waterworks Act, 1876; and section 41 of the Wakefield Corporation Waterworks Act, 1880.

3. To authorise the Four Authorities, or any one or more of them on the one hand, and the Local Board on the other hand, from time to time to enter into and fulfil and subsequently to vary or rescind contracts and agreements for and in relation to the supply of water, in bulk or otherwise, by such Authorities or Authority to the Local Board and the said township, for such consideration and generally upon, under, and subject to such terms and conditions as the contracting parties may from time to time think fit, or as may be defined in the Bill or prescribed by Parliament.

4. To constitute the Local Board the Water Authority for their district, and to confer on them all necessary powers for distributing any water supplied to them in bulk.

5. To authorise the Local Board to make and maintain wholly in the said township of Liversedge a service reservoir, with all necessary embankments, erections, pipes, valves, approaches, and conveniences, the said reservoir and works connected therewith to be constructed in the said township of Liversedge in the parish of Birstall, in the said West Riding, at a place known as High Town Heights, on part of a field which abuts on the south side of the Wakefield and Halifax-road, and belongs or is reputed to belong to, and is in the occupation of George Marsden, Christopher Marsden, and Erasmus Marsden. The site of the said reservoir will be between a point about 10 chains, measured in a south-easterly direction in a direct line from a house known as Greenfield House, and a point about 20 chains, measured in a north-westerly direction in a direct line from the eastern end of Miry-lane, and will extend southward from the said road for a distance of about 6 chains.

6. To enable the Local Board to deviate from the lines and levels of the proposed works to any extent defined by the Bill or prescribed by Parliament.

7. To enable the Local Board to acquire compulsorily and by agreement, and to hold lands, easements, and property for the purposes of the Bill and of their water undertaking, and to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere permanently or temporarily with public and private streets, roads, lanes, footways, thoroughfares, sewers, drains and pipes.

8. To authorise the Local Board and the Four Authorities, and the Mayor, Aldermen, and Burgesses of the borough of Dewsbury, and the Local Board of Health for the district of Heckmondwike respectively, to apply to and for the purposes of the Bill their respective existing funds, rates, and revenues, or any of them, and any moneys they are respectively still authorised to raise, and to enlarge their respective borrowing powers, and to enable them respectively to borrow further moneys by debenture, mortgage, or debenture or corporation stock on the security of their respective funds, rates, and revenues, or any of them, and to make provision for the repayment of borrowed moneys, and to make and levy new or additional, and to alter existing contributions, rates, and charges, and to confer, vary, and extinguish exemptions therefrom.

9. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects and confer other rights and privileges, and will repeal, alter, or amend the necessary provisions of the following local and personal Acts, namely:—the Bradford Waterworks and Improvement Act, 1868, and all other Acts relating directly or indirectly to the Corporation of Bradford; the Batley Corporation Waterworks Act, 1871, and all other Acts relating directly or indirectly to the Corporation of Batley; the Dewsbury and Heckmondwike Waterworks Act, 1876, and all other Acts relating directly or indirectly to the Dewsbury and Heckmondwike Waterworks Board; the Dewsbury Improvement Act, 1884, and all other Acts relating directly or indirectly to the Corporation of Dewsbury; all Acts (if any) relating directly or indirectly to the said Local Board of Heckmondwike, or to the Local Board; the Wakefield Corporation Waterworks Act, 1880, and all other Acts relating directly or indirectly to the Corporation of Wake-

field; and the local and personal Act, 4 Geo. IV, cap. 90, intituled "An Act for paving, lighting, cleansing, watching, and improving the township of Halifax, and for supplying the same with water," and all other Acts relating directly or indirectly to the Corporation of Halifax; and any other Act relating directly or indirectly to the waterworks undertakings of the Four Authorities respectively.

10. The Bill will incorporate with itself with rowithout variation the necessary provisions of "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," "The Public Health Act, 1875," and "The Waterworks Clauses Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York at his office at Wakefield; and on or before the same day a copy of the said plans, sections, and book of reference, and of this notice will be deposited with the parish clerk of Birstall, 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 17th day of November, 1887.

Thos. Mitcheson, Heckmondwike, Solicitor.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1888.

Nelson Local Board.

(Power to Local Board to Construct New Waterworks and to Abstract Water; Provisions as to Compensation; Power to Extend Sewage Works and to Acquire and Hold Lands therefor and Agreements with and Powers to Owners of such Lands; Further Provisions with respect to Contagious Diseases and other Sanitary Matters and the Local Government of the District; Further Borrowing Powers and Application of Funds and Revenues; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Local Board for the district of Nelson, in the county of Lancaster (hereinafter called the Local Board), for an Act for all or some of the following purposes (that is to say):

1. To enable the Local Board to make, construct, and maintain the following waterworks, with all such embankments, sluices, dams, collecting and other weirs, gauges, tunnels, catchwater drains, conduits, pipes, byewashes, filters, roads, approaches, and other works, apparatus, and conveniences connected therewith respectively as may be necessary (that is to say):

1. A reservoir (hereinafter called Reservoir No. 1) in Ogden Clough to be formed by a dam or embankment, 120 yards or thereabouts in length, to be placed across the said Clough, at a point thereon 91 chains or thereabouts measured up the Ogden Water from Barley Green Bridge, and extending 17 chains or

- thereabouts in a westerly direction from such embankment.
2. A reservoir (hereinafter called Reservoir No. 2) in Ogden Clough to be formed by a dam or embankment, 140 yards or thereabouts in length, to be placed across the said Clough, at a point thereon 67 chains or thereabouts measured up the Ogden Water from Barley Green Bridge, and extending 18 chains or thereabouts in a westerly direction from such embankment.
 3. A reservoir (hereinafter called Reservoir No. 3) in Ogden Clough to be formed by a dam or embankment, 200 yards or thereabouts in length, to be placed across the said Clough at a point thereon 27 chains or thereabouts measured up the Ogden Water from Barley Green Bridge, and extending 35 chains or thereabouts in a westerly direction from such embankment.
 4. A conduit commencing in the Ogden Water at a point 18 chains or thereabouts measured in a westerly direction from the embankment forming Reservoir No. 1, and terminating in the Ogden Water at a point 4 chains or thereabouts below such embankment.
 5. A conduit commencing in the Ogden Water at a point 20 chains or thereabouts measured in a westerly direction from the embankment forming Reservoir No. 2, and terminating in the Ogden Water 3 chains or thereabouts below such embankment.
 6. A conduit commencing in the Ogden Water at a point 3 chains or thereabouts below the embankment forming Reservoir No. 2, and terminating in the Ogden Water 5 chains or thereabouts below the embankment forming Reservoir No. 3.
 7. A road commencing on the northerly side of the Ogden Water, in Ogden Clough, at a point 4 chains or thereabouts measured in a south-westerly direction from Barley Green Bridge, and terminating on the northerly side of the Ogden Water, at a point 88 chains or thereabouts measured up the Ogden Water from the said bridge.
 8. A line of pipes commencing in Reservoir No. 1, near its lower end, and terminating by a junction with the line of pipes next hereinafter described, near the upper end of Reservoir No. 3.
 9. A line of pipes commencing in Reservoir No. 2, near its lower end, and terminating by a junction with the line of pipes next hereinafter described, near its commencement.
 10. A line of pipes commencing in Reservoir No. 3, near its lower end, and terminating in Reservoir No. 4, next hereinafter described.
 11. A reservoir (hereinafter called Reservoir No. 4) to be situate in a field on the southerly side of Pasture-lane, belonging to the trustees of Thomas Barrowclough, and in the occupation of Thomas Thompson, to be formed by a dam or embankment on three sides thereof, commencing at a point 6 chains, or thereabouts, measured in an easterly direction from the intersection of Pasture-lane and the boundary line between the several townships of Roughlee Booth and Barrowford Booth, thence for a distance of 75 yards or thereabouts in a south-easterly direction, thence for a distance of 75 yards or thereabouts in a south-westerly direction, and thence for a distance of 90 yards or thereabouts in a westerly direction.
 12. A line of pipes commencing in Reservoir No. 4, and terminating in the roadway in front of the Nelson Inn, in Nelson.
 13. A reservoir (hereinafter called Reservoir No. 5) on the Black Moss Water, to be formed by a dam or embankment, 260 yards or thereabouts in length, to be placed across the Black Moss Water at a point thereon 3 chains or thereabouts above the junction of the Water Gate with the Black Moss Water, and extending 21 chains or thereabouts in a north-easterly direction from such embankment.
 14. A reservoir (hereinafter called Reservoir No. 6) on the Black Moss Water, to be formed by a dam or embankment, 320 yards or thereabouts in length, to be placed across the Black Moss Water at a point 24 chains or thereabouts below the junction of the Water Gate with the Black Moss Water, and extending up to the said junction.
 15. A road, commencing in the public road leading from Barley to Chatburn, at a point 18 chains or thereabouts measured in a north-westerly direction along the said road from Barley Green Bridge, and terminating at a point near Foot House Gate, 2 chains or thereabouts in a southerly direction from the junction of the Water Gate with the Black Moss Water.
- All which said intended works will be situate within the several townships of Barley-with-Wheatley Booth, Barrowford Booth, Goldshaw Booth, and Great and Little Marsden, in the parish of Whalley, in the said county of Lancaster.
2. To incorporate with the intended Act the provisions of the Railways Clauses Consolidation Act, 1845, relating to temporary occupation of lands.
 3. To authorize the Local Board to make such deviations in the lines and levels of the intended works as shall be prescribed or authorized by the intended Act.
 4. To enable the Local Board to purchase or take on lease by compulsion or agreement lands, houses, and property or easements therein within the said parish and townships for the purposes of the intended Act, including certain hereditaments at Barley Green, comprising the premises known as Barley Green Mill, and the buildings, water rights, easements, and premises thereto belonging, and to divert, take, and use by compulsion or otherwise and appropriate for the purposes of their undertaking and for the further supply of water within their limits of supply, and for providing water for compensation as hereinafter mentioned, the waters of the said brooks or streams called the Ogden Water, the Water Gate, and the Black Moss Water, and of the several tributaries of the said brooks or streams, and all other brooks, streams, waters, and springs which now directly or derivatively flow or proceed into or supply the said brooks or streams, or any of them, or which will or may be intercepted or abstracted by means of the intended works, and which waters flow directly or derivatively into the River Ribble, and to stop up, alter, and divert, either temporarily or permanently, and to construct works under and upon railways, highways, roads, bridges, watercourses, lands, and works of every description, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property or waters to be purchased or taken as aforesaid, or which would in any way obstruct or interfere with the carrying of the undertaking into effect, and to confer, vary, or extinguish other rights and privileges.
 5. To provide that the proposed new works shall, for all purposes whatsoever, including the

levying, demanding, and recovering of rates, rents, and charges, unless otherwise provided by the intended Act, form part of the Waterworks undertaking of the Local Board.

6. To make provision for compensation to the several owners, lessees, and occupiers of mills and works, and all parties and persons entitled to or interested in the supply of water of or from the said brooks or streams called the Ogden Water, the Water Gate, and the Black Moss Water, and of the brooks and streams uniting therewith respectively, and for that purpose to authorize the Local Board to supply from the intended reservoirs, or some of them, such quantities of water, in such manner, and at such times and places, as may be provided for by or under the powers of the intended Act, and to provide for the acceptance of such compensation in water as the compensation for the taking and appropriation of the waters of such brooks or streams by the Local Board.

7. To empower the Local Board to acquire by compulsion or agreement, and to hold certain lands formerly forming part of the farm known as Linedred, in the township of Great and Little Marsden aforesaid, and now occupied and held by them for sewage purposes, and lying on the north-east side of the stream called Pendle Water, and containing one acre two roods and ten perches, or thereabouts, and also certain other lands forming part of the said farm and lying on the northerly side of the said first-mentioned lands, and on the easterly side of Pendle Water aforesaid, and containing nine acres one rood and seventeen perches, or thereabouts, or any rights or easements in the said lands, or any of them, and to authorise the Local Board to use the said lands, or any part thereof, for and to place thereon works for the reception, treatment, and disposal of sewage, and to confer on the owners of, and other parties interested in, the said lands and easements power to sell and dispose of the same in consideration of an annual rent-charge to be charged on all the rates and revenue of the Local Board, or such other consideration as may be prescribed or authorised by the intended Act, and to enable the Local Board to provide, grant, and secure such consideration accordingly, and to empower the Local Board and any such owners or parties to enter into and carry into effect agreements with respect to the matters aforesaid, or any of them, and to confirm any such agreements which have been or may be made prior to the passing of the intended Act.

8. To make further and better provision for detecting and preventing the spread of contagious and infectious diseases, and for requiring notice to be given of such diseases, and to empower the Local Board to provide hospitals or temporary accommodation, and nurses and medical treatment. To compel cowkeepers, and persons engaged in washing or mangling clothes, and others to furnish a list of their customers in certain cases, and to provide for the inspection of dairies, &c., beyond the district of the Local Board. To provide for the cleansing and disinfection of any house or any articles therein, or of any person liable to communicate contagion or infection, and to prohibit the retention of dead bodies, and to provide for the removal and interment of persons who have died of infectious disease, and to provide for the recovery of any expenses incurred by the Local Board in the matters aforesaid, and to prevent the use of public conveyances for the removal of the bodies of such persons, and to make further provision, and to confer upon the Local Board further powers for the improve-

ment, good government, and regulation of their district.

9. To enable the Local Board to apply to the purposes of the intended Act, or any of them, any funds, moneys, rates, or rents belonging to them, or which they now are or may, under the powers of the intended Act, be empowered to raise, by rates or otherwise, or which may come into their possession in the exercise of the powers from time to time conferred upon them, and for the like purposes, and for other purposes of the Waterworks undertaking and Gas undertaking, and for widening and improving streets and bridges, and for private street improvements, and such other purposes as may be authorized by the intended Act, to empower the Local Board to alter existing rates, and to levy and recover new or increased rates, and to raise additional funds by borrowing on mortgage or bond, or by the creation of annuities on the credit of the works, rates, or rents to be authorized by or to arise under the intended Act, or on the credit of any property of the Local Board, or of any rates or rents which they now are or may be authorized to levy or receive.

10. And by the intended Act it is proposed, if need be, to alter, amend, extend, enlarge, or repeal the powers and provisions of the Nelson Water and Gas Act, 1866; the Nelson Local Board Act, 1879; and the Nelson Improvement Act, 1886; and any other Act or Acts relating to the Local Board, and of the Provisional Orders relating to the Local Board confirmed by the Local Government Supplemental Act, 1871 (No. 2), the Local Government Supplemental Act, 1871 (No. 4), and the Local Government Board's Provisional Orders Confirmation Act, 1873 (No. 5).

11. And notice is hereby given, that on or before the 30th day of November instant plans and sections of the said intended works and plans of the lands proposed to be taken for the purposes of the intended Act, with a book of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same day a copy of the said plans, sections, and book of reference will, together with a copy of this notice, published as aforesaid, be deposited with the parish clerk of the parish of Whalley at his residence, and that on or before the 21st day of December next printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1887.

W. H. Hartley, Colne, Solicitor;
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Mersey Railway.

(Extension of time for Purchase of Lands and Completion of certain Railways; Provision for Constituting certain Railways Separate Undertakings; Arrangement of Capital and Creation of Additional Capital; Power to Manchester, Sheffield, and Lincolnshire Railway Company to Subscribe to Company's Undertaking; Amendment of Statutory Agreement and Acts.)

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

1. To extend the periods limited by the Mersey Railway Act, 1885, for the compulsory purchase of lands, and for the completion of the railways and works by that Act authorised except the

railway and portion of railway abandoned by the Mersey Railway Act, 1887.

2. To provide that the capital necessary for the construction of Railways Nos. 6 and 7, authorised by the Mersey Railway Act, 1885, and also the capital necessary for the construction of the Railways Nos. 3 and 4, authorised by the Mersey Railway Act, 1887, or any portions thereof, may be distinct from the general capital of the Company, and to constitute the said Railways Nos. 6 and 7, of 1885, and the said Railways Nos. 3 and 4, of 1887, respectively, or any portions thereof, into separate undertakings as to expenditure, profits, and revenue, and also to authorise the Company to agree with the proprietors of the said separate capitals as to the payments to be made to them, or the proportion of traffic or rent or dividend in lieu thereof, to be attributed to such separate undertakings out of the receipts arising from the traffic common to the general undertaking of the Company and to the said separate undertakings, and to provide also for the ultimate merging (if so agreed upon) of the said separate capitals and undertakings in the general capital and undertaking of the Company.

3. To enable the Company with such sanction of the holders of debenture stock in and proprietors of the Company as may be prescribed by the intended Act to raise additional capital by the creation and issue of perpetual or redeemable debenture stock, or guaranteed or preference or other shares or stock, with or without priority over all or some of the authorised debenture stock and preference shares or stock, and other shares and stock in the Company, and to issue such new debenture or guaranteed or preference stock or shares, on such terms as the Company think fit, and, subject to such sanction as aforesaid, to attach thereto such rights, priorities, and preferences as may be defined by the intended Act, and to make all necessary provisions in relation thereto.

4. To make provision for the right of voting to be exercised by the holders of debenture stock and guaranteed and preference stock or shares in the capital of the Company.

5. To provide for the cancellation of certain shares or stock in the existing or authorised capital of the Company, and to alter, define, regulate, appropriate, and apply their authorised share and loan capital.

6. To authorise the Manchester, Sheffield, and Lincolnshire Railway Company to contribute towards the Company's capital and undertaking, and to empower the said Manchester, Sheffield, and Lincolnshire Railway Company to raise additional capital and apply authorized capital for that purpose.

7. To amend sections 34 and 35 of the said Act of 1885, and to provide for the withdrawal of the deposit fund therein mentioned.

8. To authorise the modification, amendment, or repeal of all or some of the provisions of an Agreement dated the 5th day of August, 1887, made between the London and North Western Railway Company, and the Great Western Railway Company and the Company, a copy of which is set forth in the 3rd Schedule to the Mersey Railway Act, 1887, and to amend, or repeal so much of that Act as relates to the said Agreement, and to confirm and make binding on the before-mentioned Companies and the Company, any modified, or substituted Agreement, which may be made during the progress of the Bill for the intended Act.

9. The intended Act will vary or extinguish all rights and privileges which may interfere with its objects, and it will incorporate the necessary

provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and the Railways Clauses Act, 1868, with such modifications as may be deemed expedient, and it will amend, enlarge, or repeal some of the powers and provisions of the Mersey Railway Acts 1866, 1871, and 1887, and any other Act or Acts relating to or affecting the Mersey Railway Company.

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

Dated this 17th day of November, 1887.

Baxters and Co., 5 and 6, Victoria-street, Westminster. } Solicitors.
Gill, Archer, and Maples, 14, Cook-street, Liverpool. }
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1888.

Eastern and Midlands Railway.

(Further Powers.)

(Abandonment of Railway to Blakeney and Works there; Repeal of Enactment as to Blakeney Harbour; Release of Money Deposited; Confirming Construction of part of Cromer Line; Alteration between Holt and Sheringham; New Tramways, Railways, and other Works; Stopping Footpath at Cromer; General Powers as to Tramways; Use of Steam and Mechanical Power; Alteration of Roads and Road-Fences; Purchase of Lands; River Works at Yarmouth; Widening Line at Lynn; Sale of Surplus Land; Tolls and Charges; Additional Capital; Separate Undertakings and Capitals; Subscription to Sutton Bridge Dock; Incorporation and Amendment of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session thereof by the Eastern and Midlands Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes, viz. :—

To authorise and provide for the abandonment of the following portions of the authorised undertaking of the Company, viz. :—

Railways Nos. 5 and 6, authorised by the Lynn and Fakenham Railway (Extensions) Act, 1880 (Section 5).

Railways Nos. 2 and 3, authorised by the Lynn and Fakenham Railway Act, 1882 (Section 5).

The wharf, embankment, and breakwater at Blakeney, in the county of Norfolk, authorised by the Lynn and Fakenham Railway Act, 1882 (Section 21).

And to provide for the release of the money or securities deposited in relation to those works in the Chancery Division of the High Court of Justice.

To repeal or alter Sections 38 to 41 inclusive of the Lynn and Fakenham Railway Act, 1882, relative to the proposed purchase by the Company of the undertaking of the Blakeney Harbour Company and (so far as may be necessary) to confirm any Agreement made or which may be made between the Company and the Blakeney Harbour Company relative to the said proposed purchase and the abandonment thereof.

To authorise and confirm the construction of the railways of the Company between Holt and Cromer, or parts thereof, viz., Railway No. 4, authorised by the Lynn and Fakenham Railway (Extensions) Act, 1880, and Railways Nos. 3 and 4 authorised by the Lynn and Fakenham

Railway Act, 1881, and to authorise and provide for the release and return of the money or securities deposited in the Chancery Division of the High Court of Justice in relation thereto.

To enable the Company to make and maintain the tramways, railways, and works hereinafter described, or such part or parts thereof as the Bill shall define, with sidings, approaches, and works and conveniences connected therewith respectively (that is to say)—

To alter and raise the level of the railway of the Company between Holt and Sheringham (known as the Cromer Line), commencing in the parish of Sheringham, in the county of Norfolk, at a point on the said railway $25\frac{1}{2}$ chains or thereabouts north-east of the centre of the bridge carrying the said railway over the road from Weybourne to Cromer, measured along the rails in the direction of Cromer, and terminating in the parish of Weybourne, otherwise Waborne, at a point measured along the said railway 9 chains or thereabouts to the north-east of the centre of the said bridge.

A Tramway (No 1).—A tramway commencing in the said parish of Sheringham by a junction with the said railway, as altered, at a point 20 chains or thereabouts from the centre of the said bridge measuring along the said railway in the direction of Cromer and terminating in the parish of Blakeney in a field marked No. 35 on the 25-inch Ordnance Map of that parish at a point 17 yards or thereabouts from the most northerly part of the garden wall of the house known as the "Manor house" in the occupation of George Hudson,

which said intended tramway will be situated in the parishes or places following, *i.e.* Sheringham, Weybourne, otherwise Waborne, Kelling, Salthouse, Cley-next-the-Sea, Wiveton, and Blakeney, all in the county of Norfolk.

It is intended to lay the said tramway in the parishes of Salthouse and Cley-next-the-Sea, along the northern side of the public road leading from Salthouse to Weybourne on the east, and to Cley on the west, or along part thereof.

A Tramway (No. 2).—A tramway wholly in the parish of Blakeney, in the county of Norfolk, commencing by a junction with the said intended Tramway No. 1, at the termination thereof, hereinbefore described, and terminating in the open space between the Quay and Westgate-street, at a point 2 chains, or thereabouts, measured in a south-easterly direction, from the flagpole in the garden of the house known as the Red House, in the occupation of Augustus Hill, and $1\frac{1}{2}$ chains or thereabouts, from the easterly end of the office occupied by the said Augustus Hill, situate at the junction of Westgate-street with the Quay.

It is intended to use horse-power and steam, mechanical, or electrical power on the said tramways.

A Railway (No. 1), commencing in the parish of Repps-with-Bastwick, in the said county of Norfolk, by a junction with the Company's railway to Yarmouth, at a point 7 chains or thereabouts, measured in an easterly direction from the ruined tower of Bastwick Church, and terminating by a junction with the railway of the Company to Norwich, at a point 2 chains or thereabouts from the north-westerly corner of the signal-box known as the Norwich

South Box, measured along the said railway in the direction of Lynn, which said railway will be situate in the parishes and places following, or some of them, that is to say:—

Repps-with-Bastwick, Thirne, otherwise Thurne, Upton, otherwise Upton-with-Fishley, South Walsham St. Lawrence, South Walsham St. Mary, Ranworth, Panxworth, Hemblington, Blofield, Little Plumstead, Great Plumstead, Thorpe, Sprowston, Catton, and Hellesdon, all in the county of Norfolk, and Catton, Hellesdon, hamlet of Hellesdon, Heigham, otherwise North Heigham, St. Clement, and St. Martin-at-Oak, in the county of the city of Norwich.

A Railway (No. 2) wholly in the parish of Repps-with-Bastwick, commencing by a junction with the Company's railway to Yarmouth at a point 2 chains, or thereabouts, measured in a southerly direction from the centre of the bridge which carries the Company's said railway to Yarmouth, over the river Thurne, and terminating by a junction with the said intended Railway No. 1, on the eastern side of the field numbered 43 on the 25-inch Ordnance Map of the said parish, 6 chains or thereabouts from the south of the shed or barn in the occupation of Charles Steward, and $5\frac{1}{2}$ chains or thereabouts from the north-west corner of the fish house in the occupation of William Monsey, measured in a northerly direction.

A widening of the railway of the Company in the parish of South Lynn, in the said county of Norfolk, on both sides of the bridge which carries the Saddlebow-road over the said railway, commencing at a point 5 chains or thereabouts from the centre of the said bridge, measured along the said railway in a westerly direction towards Sutton Bridge, and terminating about 5 chains from the centre of the same bridge, measured along the said railway in an easterly direction.

A railway (No. 3), commencing in the parish of North Walsham, in the said county of Norfolk, by a junction with the Company's railway to Yarmouth, at the bridge which carries the said railway over the road leading into the town of North Walsham, known as the Norwich-road, and terminating in the parish of Mundesley, on the north-eastern side of a field adjoining the road from Trimmingham to Mundesley, which field is numbered 92 on the 25-inch Ordnance map of the said parish, at or near a point 5 chains, or thereabouts, westward of the church at Mundesley,

which said intended railway will be made, or pass in or through the parishes and places following, *i.e.*, North Walsham, Bradfield, Swafield, Knapton, Paston, Bacton, Edingthorpe, Gimingham, and Mundesley, or some of them.

To stop up and extinguish all rights of way over the footpath crossing the property of the Company in the parish of Cromer, between Holt-road and Runton-road, and to authorise a diversion of the said footpath.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to enable the Company to stop up, alter, and divert roads, ways, and footpaths, to

deviate from the lines of the intended works to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To confer upon the Company the following powers, or some of them, with regard to the said proposed tramways:—

To run on the said tramways carriages adapted for use upon railways and to use steam, or mechanical, or electrical power for propelling carriages.

To use such part of the public roads and highways as may be required for laying the said tramways

To widen and alter, with the consent of the road authorities, any part of the highway or road, and to remove and alter the banks and fences along the same for the purpose of providing additional space for laying the tramways

To reserve to the Company the exclusive right to use on the proposed tramways carriages with flanges or wheels specially or particularly adapted to run on the rails thereof, and to prohibit the use of the proposed tramways by persons other than the Company.

To confer powers for regulating the passage of traffic along the public road or highway where the tramways will be laid, and for preventing obstruction to all or any of such traffic, and to enable the Company and the Board of Trade 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 nonobservance of such bye-laws and regulations.

To enable the Company and any road authority from time to time to enter into and carry into effect contracts or agreements with respect to the laying down, maintaining, renewing, and repairing the proposed tramways and the rails and works thereof, and the roadway in which the same will be laid, and as to the removal or alteration of the banks or fences on either side of the roadway.

To authorise the purchase of lands, houses, and other property compulsorily or by agreement, for the purposes of the intended works and other purposes, and to exercise other rights and privileges.

To enable the Company to purchase and take compulsorily the lands hereinafter described, viz.:—

(a) Lands in the parish of Great Yarmouth, in the county of Norfolk, on the bank of the River Bure, and between that river and the Yarmouth Union Line of the Company, and between the roads commonly known as Ormond-road and Garrison's-walk,

and to make, erect, and maintain in, on, or adjoining the said lands, and on the banks of the River Bure, at Yarmouth, wharves, warehouses, landing and shipping-places, staiths, cranes, and other conveniences for landing and shipping goods, and to provide wherries and barges, and to make and recover charges in respect of the use of such wharves, warehouses, and other conveniences.

(b) Lands in the parish of South Lynn, on the north and south sides of the Company's railway, between the River Ouse and the South Lynn station of the Company.

And to enable the Company to use the said lands for the widening and improvement of their railway, stations, and other purposes.

To authorise the purchase and taking of a piece of land reputed to be common or commonable land, known as Salthouse Green, in the parish of Salthouse, of which it is estimated that about 1½ acres will be within the limits of deviation, and about half-an-acre will be actually required for works.

To confer further powers on the Company for the sale and disposal of surplus land acquired by them for purposes of their undertaking.

To levy tolls, rates, fares, and charges for and in respect of the use of the intended tramways, railways, stations, and other works, and the conveyance and accommodation of traffic, and to confer, vary, or extinguish, exemptions from the payment of tolls, fares, rates, and charges.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes and for other purposes of their undertaking, to raise additional capital by shares, or by stock, and to attach to any such shares, or stock, such preferential dividend as may be defined, and to enable the Company to create and issue such additional capital to rank *pari passu* with, or subsequently or in priority to, the existing consolidated five per cent. preference stock of the Company, and to raise additional money by the issue of debenture stock, or borrowing.

To constitute the intended railways, or part of them, an undertaking separate and distinct from the rest of the undertaking of the Company, with a separate capital, and to make provision as to payments to be made or secured to the holders of the said separate capital out of the revenue arising from the traffic upon such separate undertaking, or common to such separate undertaking, and the rest of the undertaking of the Company, or part thereof, or out of the general revenues of the Company, or to secure and guarantee to the holders of such separate capital payment of interest thereon, or to provide for the division and apportionment of the Company's receipts between the holders of such separate capital and other classes of capital, and to authorise the Company, by resolution, to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital, and to constitute the payment of interest or dividend on such separate capital a charge on the gross earnings, and to make such other provisions with respect thereto as the Company may deem proper.

The Bill also may authorise and provide for an increase of the separate capital of the Company, known as the Cromer Extension Capital, and may authorise such capital to be applied for the purposes of the proposed extension to Mundesley (Railway No. 3, hereinbefore described), and it may provide that such extension and the separate undertaking known as the Cromer Undertaking shall form one undertaking, under the title of "The Coast Lines Undertaking," or such other title as may be defined in the Bill, and may make provision as to the application of the gross receipts arising on the said undertakings, and on any other part of the undertaking of the Company in payment of dividend on the separate capital applicable thereto.

To empower the Company to subscribe to the capital of the Sutton Bridge Dock Company, and to hold shares or stock therein, and to apply for that purpose moneys which may be raised under the intended Act.

The Bill will vary and extinguish all existing rights and privileges which would interfere

with its objects, and it may incorporate with itself any necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1869, the Railways Clauses Acts, 1845 and 1863, and the Tramways Act, 1870, and it will amend and enlarge, and if need be repeal, the powers and provisions of the Eastern and Midlands Railway (Amalgamation) Act, 1882, and any other Act or Acts relating to or affecting the Company or their undertakings.

Duplicate plans and sections showing the line or situation and levels of the works proposed to be authorised by the Bill, and plans of the lands which may be acquired under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and an ordnance map, with the lines of railway delineated thereon, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the clerks of the peace for the county of Norfolk and the county of the city of Norwich, at their respective offices at Norwich; and on or before the same day a copy of so much of the said plans sections, and book of reference as relates to each parish in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited in the case of each such parish with the Parish Clerk thereof, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 1st day of November, 1887.

F. O. Matthews and Browns, 151, Cannon-street, E.C., Solicitors.

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

Board of Trade.—Session 1888.

Torquay Harbour.

(Application for Provisional Order for Powers to Construct and Maintain Piers and Quays, and to execute other Works at or near Torquay, in the county of Devon; for Extending the Limits of the Existing Harbour; and for Amending Acts and Orders, 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, by the Local Board of Health for the District of Torquay (hereinafter referred to as the Local Board) 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:—

1. To confer on the Local Board the following or some of the following powers (that is to say):—

To authorise the Local Board from time to time to make and maintain in the parish of Tormoham, in the county of Devon, and in the bed and shore of the sea, the piers, quays, and works hereinafter described or any or either of them:—

(1.) A pier (hereinafter referred to as Pier No. 1) commencing at or near a point on the Torbay-road 1,000 feet from the west corner of the existing coal stores, and ex-

tending therefrom into the sea in a south-south-westerly direction for 850 feet or thereabouts;

(2.) A pier (hereinafter referred to as Pier No. 2) commencing at the termination on the sea side of Pier No. 1, and proceeding thence in a southerly direction for 150 feet or thereabouts measured on the inner side of the pier;

(3.) A pier (hereinafter referred to as Pier No. 3) commencing at the termination on the sea side of Pier No. 2, and proceeding thence in a south-south-easterly direction for 405 feet or thereabouts, leaving an entrance to the harbour between the head of the existing pier, commonly called or known as the "Promenade Pier," and the proposed Pier No. 3, of 350 feet or thereabouts;

(4.) A quay (hereinafter referred to as Quay No. 4) commencing at a point 310 feet from the west corner of the existing coal stores, and 250 feet from the south-west corner of the Torbay Hotel, and extending in a north-westerly direction 680 feet or thereabouts to the commencement of the said Pier No. 1;

(5.) A quay (hereinafter referred to as Quay No. 5) forming a continuation of the said Quay No. 4, in a south-easterly direction 220 feet, then in a south-south-westerly direction 180 feet, then in a south-easterly direction 160 feet, then in a north-easterly direction for 70 feet, forming a continuation of the existing Fish Quay.

(6.) A quay (hereinafter referred to as Quay No. 6) to be formed along the south-west side of the existing South Pier, commencing at a point 80 feet from the south-east end of the pier, and extending 200 feet in length, 16 feet in width.

All proper approaches, wharves, landing places, warehouses, and other works and conveniences for the use of passengers, and for landing, storing, lading, and embarking goods, merchandise, and fish, and storage and sale of the same, and other purposes. The dredging, scouring, cleansing, and removing, of any rocks, banks of sand or mud within or adjoining the said intended piers, harbour and other works or in the approaches thereto;

(7.) To inclose, reclaim, and convert to the purposes of their Undertaking, or for the widening or construction of roads or pleasure-grounds, or any other purpose, the whole or any part of the bed or foreshore of the harbour, and any other lands and foreshore that will be inclosed by the proposed quay walls or embankments, or that may be acquired by the Local Board by agreement or otherwise under the provisions of the Order.

2. To authorise the Local Board to purchase, take on lease, or otherwise acquire by agreement any lands, foreshore, buildings, easements, or hereditaments necessary for, or liable to interfere with, the construction of the said piers, quays, and works, or with the said harbour or roads or pleasure-grounds, or the approaches thereto respectively.

3. To authorise the Local Board to make, alter, and rescind bye-laws for the better regulation of the piers, quays, harbour, roads and pleasure-grounds, and of persons using or frequenting the same, and to appoint and remove harbour masters, pier masters, meters, weighers, and other officers and servants.

4. To extend the limits of the existing harbour of the Local Board, so that such harbour shall be within the limits following:—

(a.) An imaginary line from the centre of the

opening of the natural arch commonly called or known as London Bridge, in the parish of Tormoham, in the direction of the mouth of the stream at Hollacombe, in the parish of Paignton, for a distance of 2,400 feet or thereabouts;

(b.) An imaginary line drawn from the boundary in Torbay-road between the parishes of Tormoham and Cockington in a south-easterly direction for a distance of 3,850 feet or thereabouts until it meets the imaginary line (a);

(c.) The line of high-water mark of the highest spring tides from the termination of the imaginary line (a) at London Bridge, to the termination of the imaginary line (b), at the boundary in Torbay-road, between the parishes of Tormoham and Cockington;

which harbour will be situate within or abut upon all or some of the parishes and places of Tormoham and Cockington, in the county of Devon.

5. To authorise the Local Board to apply to and for all or any of the purposes of the intended Order, their funds, rates, and revenues; and to raise money by the creation and issue of Local Board stock, or otherwise, and to grant charges or annuities, or other annual sums, and to borrow further moneys on mortgages or debentures, or debenture stock, redeemable or irredeemable, and to charge all or any lands and property of the Local Board, and also the general district fund and general district rate of the Local Board, and the harbour, piers, quays and works, and the revenues thereof, or any or either of them, and all other the estates, rates, revenues, and property of the Local Board, or any of them, or any part or parts thereof respectively, with, and as security for, all or any part of such Local Board Stock, charges, annuities, or annual sums of money, or money to be borrowed on mortgage or debentures or debenture stock.

6. To revise or abolish the tolls, rates, and duties leviable under the Torquay Harbour Act, 1803 (43 George 3, cap. 88), the Pier and Harbour Orders Confirmation Act, 1864, the Pier and Harbour Orders Confirmation Act, 1868 (No. 2), and the Torquay Harbour and District Act, 1886, and to empower the Local Board to levy other tolls, rates, rents, duties, and charges in lieu of or in addition to the same; also to levy tolls, rates, rents, duties, and charges upon or in respect of the use of the intended harbour, or of the piers, quays, works, and conveniences authorised by the proposed Order. And from time to time to vary the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, rents, duties, and charges, and to let on lease, or otherwise, any such tolls, rates, rents, duties, and charges.

7. To confer on the Local Board any rights, powers, and privileges necessary or proper for enabling them to carry the said Order into execution; to vary or extinguish all rights, powers, and privileges inconsistent with or which would in any manner interfere with the execution of the said Order, and to confer other rights, powers, and privileges.

8. To incorporate with the said Order, the whole or any part of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Harbours, Docks and Piers Clauses Act, 1847; the General Pier and Harbour Act, 1861; and the General Pier and Harbour Act, 1861, Amendment Act; the Public Health Act, 1875; the Local Loans Act, 1875; and the Municipal Corporations Act, 1882; and all Acts amending the said Acts respectively, or any of them, and to amend, alter, or repeal the provisions, or some of the

provisions of the following Acts, viz., the Tormoham Improvement Act, 1835; the Tormoham Improvement Amendment Act, 1835; the Public Health Supplemental Act, 1850 (No. 3); the Torquay Waterworks Act, 1856; the Local Government Supplemental Act, 1860; the Local Government Supplemental Act, 1864 (No. 2); the Local Government Supplemental Act, 1865; the Local Government Supplemental Act, 1866 (No. 3); the Local Government Supplemental Act, 1868 (No. 4); the Local Government Board's Provisional Orders Confirmation (Bilborough, &c.) Act, 1876; the Local Government Board's Provisional Orders Confirmation (Altrincham, &c.) Act, 1877; the Local Government Board's Provisional Orders Confirmation (Ashton-under-Lyne, &c.) Act, 1879; the Local Government Board's Provisional Orders Confirmation (Alnwick Union, &c.) Act, 1880; the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1882; the Local Government Board's Provisional Orders Confirmation (No. 3) Act, 1883; the Torquay Harbour Act, 1803; the Pier and Harbour Orders Confirmation Act, 1864; the Pier and Harbour Orders Confirmation Act, 1868 (No. 2); the Torquay Harbour and District Act, 1886; and all other Acts whether public or local and personal relating to or in any way affecting the Local Board or the harbour.

And notice is hereby further given, that on or before the 30th day of November, 1887, plans and sections of the proposed piers, quays, harbour, and works and also a copy of this Notice as published in the London Gazette will be deposited at the office of the Clerk of the Peace for the county of Devon at his office at Exeter, in the said county, at the Custom House at Torquay, in the said county, and at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December, 1887, 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 Clerk of the said Local Board and his agents as undermentioned.

Dated this 19th day of November, 1887.

Briscoe Hooper, Clerk of the Local Board,
Torquay.

Batten, Proffitt, and Scott, 32, Great
George-street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1888.

London, Tilbury, and Southend Railway.

(Extension of Time for Railways between Romford and Grays, and for Wharf or Landing-place at Thames Haven; Railway at West Ham; Altering Bridges over River Lea and Bow Creek; Removal of Foot Bridge at East Ham; Subscriptions to Regent's Canal, City and Docks Railway Company; Agreements with that Company; Superannuation and Provident Funds; Provisions as to Use of Boats and Charges thereon; Additional Lands; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the next session thereof, 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:

To extend the time limited by the London, Tilbury, and Southend Railway Act, 1886, for the compulsory purchase of lands and houses required for the railways between Romford and Grays Thurrock, in the county of Essex, autho-

ized by the London, Tilbury, and Southend Railway Act, 1883, and therein described as Railways Nos. 2 and 3, and to extend the time limited by the said Acts for the completion of the said railways.

To extend the time limited by the London, Tilbury, and Southend Railway Act, 1886, for the compulsory purchase of lands required for the purposes of the wharf or landing-place at Thames Haven, in the parish of Fobbing, in the county of Essex, described in, and authorized by, Section 5 of the said Act, and to extend the time limited by the said Act for the completion of the said works.

To enable the Company to make and maintain, with all necessary stations, junctions, sidings, works, and conveniences connected therewith, a railway wholly in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's main line at a point 2 chains or thereabouts west of the bridge carrying the same over the North Woolwich Branch of the Great Eastern Railway, and terminating by a junction with the authorized Regent's Canal, City and Docks Railway (Railway No. 3), at a point alongside and on the south-west side of the Northern Main Outfall Sewer, 6 chains or thereabouts south-eastward of High-street, Stratford, where the said street crosses the said sewer.

To enable the Company to alter the bridges carrying their railway over the River Lea and Bow Creek, near the Company's Bromley station.

To amend or repeal the provisions of the London, Tilbury, and Southend Railway (Extension and Branches) Act, 1856, relative to the said bridges, and the crossing of the said river and Creek (Secs. 20 to 31 inclusive).

To enable the Company to remove the private foot-bridge over their railway in the parish of East Ham, in the county of Essex, immediately to the eastward of the bridge carrying the road known as Plasket-lane, in the said parish, across their railway.

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all such roads, streets, bridges, railways, tramways, canals, rivers and streams, pipes, sewers, drains, wires and posts, within the aforesaid parishes, as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with, for the purposes of the said intended railway and works.

To enable the Company to purchase lands, houses, and other property compulsorily or by agreement for the purposes of the intended works and for the general purposes of their undertaking, and to levy tolls, rates, and charges for use of the intended works.

To enable the Company to purchase and acquire, by compulsion or agreement, certain lands in the parish of West Ham, in the county of Essex, on the north side of their railway, between the Bromley and Plaistow stations, at the point where the Northern Main Outfall Sewer is carried over their said railway, or to enable the Company to make alterations in the banks, fences, or walls of the said sewer at the said point of crossing, and set back the same, and to construct additional sidings or lines of rail beneath the said sewer, on the northern side of their said railway.

To authorize the Company to subscribe and contribute funds towards the undertaking of the Regent's Canal, City and Docks Railway Company, and to take and hold shares in the capital or debenture stock of that Company, or to guarantee for the Regent's Canal, City and

Docks Railway Company the payment of interest or dividend on any shares or stock of that Company, and to join with any other Company or Companies in giving such guarantee, and to nominate or appoint one or more Directors of the Regent's Canal, City and Docks Railway Company in respect of such contribution or guarantee.

To enable the Company and the Regent's Canal, City and Docks Railway Company to enter into and carry into effect any agreement or agreements with reference thereto.

To empower the Company to establish and contribute towards the funds of any provident institution or society for the officers, servants, workmen, or apprentices in the service or employment of the Company, or any members of their respective families, and to establish a fund for superannuation allowances to such officers, servants, and workmen, and to contribute thereto, and to prescribe what contributions may or shall be made to such funds by the said officers, servants, and workmen, and to enable the Company to manage or participate in the management of such fund, and to authorize the making and enforcing from time to time of bye-laws, rules, and regulations for the management of any such fund, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom or otherwise in relation to the said funds.

To amend and define the powers of the Company as to use of their boats, and to extend those powers, and to define the charges to be made by the Company for conveyance of passengers, animals, and goods thereon.

To authorize 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and 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 may amend, so far as necessary for the purposes of the Bill, some of the powers and provisions of the following Acts, namely:—The 45 and 46 Vict., cap. 262, and any other Act relating to the Regent's Canal, City and Docks Railway Company; 15 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; 47 and 48 Vict., cap. 135; 48 and 49 Vict., cap. 86; 49 and 50 Vict., cap. 84; and any other Act relating to the Company. Duplicate plans and sections showing the line or situation and levels of the railway and works proposed to be authorized by the Bill, and plans of the lands proposed to be acquired under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, 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 Essex, at his office at Chelmsford; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands are intended to be taken, and a copy of this Notice, will be deposited with the parish clerk thereof, 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 17th day of November, 1887.

F. O. Mathews and Browne, 151, Cannon-street, E.C., Solicitors for the Bill;

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

In Parliament.—Session 1888.

Longton Corporation Water.

(Purchase by Corporation of Longton, Compulsorily or by Agreement, of part of Undertaking of Staffordshire Potteries Waterworks Company; Power to Corporation to Supply Water to the Borough of Longton to the Exclusion of the Company; Level, Pressure, and Conditions of Supply; Acquisition of Lands and Water by Agreement; Sale of Lands; Power to Make and Supply Water Fittings; Breaking up Roads; Water Rates, Rents, and Charges; Agreements with Local Authorities and Powers to fulfil same; Borrowing Money; Levying Rates; Incorporation of Acts; Repeal and Amendment of Acts.

APPPLICATION is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the borough of Longton, in the county of Stafford (hereinafter referred to as "the Corporation"), for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To authorise the Corporation to purchase, and to transfer to and vest in, or to provide for the transfer to and vesting in them, of the portions hereinafter referred to, of the undertaking of the Staffordshire Potteries Waterworks Company (hereinafter referred to as "the Company"), or such part or parts of the said portions, or either of them, as the Bill may define, or Parliament may prescribe, and to authorise and require the said Company to sell the said portion or portions, or the said part or parts thereof, respectively, to the Corporation for such price or consideration, and generally upon such terms and conditions as may be agreed on between the Corporation and the Company, or as, failing such agreement, shall be settled by arbitration, or as may be defined in or provided for by the Bill, or prescribed by Parliament, and to constitute the purchased premises and any extensions thereof made under the powers of the Waterworks Clauses Act, 1847, or the Bill, the water undertaking of the Corporation.

The portions hereinbefore referred to are the following, wholly situate in the county of Stafford, that is to say:—

(a.) The pumping station of the Company at the Meir, in the township of Caverswall, in the parish of Caverswall, together with the Weston Coyney reservoir in the township of Weston Coyney, in the said parish of Caverswall, and the Meir reservoir in the township of Normacot, in the parish of Stone, and all other the lands, easements, shafts, wells, adits, drifts, springs,

waters, reservoirs, tanks, engines, mains, pipes, machinery, approaches, conveniences, rights, powers, and privileges appurtenant thereto, or exercised and enjoyed therewith respectively.

(b.) The Normacot reservoir, in the said township of Normacot, and the springs and waters supplying the same with water, and all other the reservoirs, lands, buildings, tanks, springs, waters, mains, pipes, meters, plant, easements, property of every description, rights, powers, and privileges belonging to, or enjoyable, or exercisable by the Company, within the borough of Longton.

(c.) All other (if any) the lands, springs, waters, reservoirs, easements, mains, pipes, engines, and machinery necessary and used by the Company for the supply of water to the said borough.

2. To exclude the said borough from the area within which the Company is authorised to supply water, and to repeal or alter so much of the Staffordshire Potteries Waterworks Consolidation and Extension Act, 1853, the Staffordshire Potteries Waterworks Amendment Act, 1861, and the Staffordshire Potteries Waterworks Act, 1868, as authorises the Company to supply the said borough with water, or as relates to such supply, and to confer on the Corporation the powers of the Company with such variations as the Bill may define, and generally all such powers as are necessary or usual to enable them to carry on the portions of the said undertaking so purchased by them, and to supply water to the said borough for public and private purposes.

3. To prescribe the level and pressure at which and the terms and conditions on which the Corporation shall be bound to supply water.

4. To empower the Corporation from time to time to acquire by agreement, and hold lands, buildings, springs, streams, waters, and other hereditaments, or any estate, right, interest, or easement therein for the purposes of their water-undertaking, and to sell, let, and dispose of any lands, buildings, and hereditaments acquired by them under any of the provisions of the Bill, and to exempt the Corporation from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

5. To authorise the Corporation to manufacture, purchase, hire, sell and let, and fix water fittings, including in the word "fittings" meters, pipes, apparatus, appliances, articles, and things provided or used for the conveyance, reception, storage, distribution, or supplying of water, and to afford to such fittings the protection given by section 14 of the Waterworks Clauses Act, 1863, to meters.

6. To enact or to enable the Corporation from time to time to make and enforce provisions and regulations to prevent the fouling, waste, or misuse of their water, and to prescribe and regulate the uses to which the same may be put, and to impose penalties for the breach of any such provisions or regulations.

7. To enable the Corporation from time to time, within the limits and for all or any the purposes of the intended Act, to lay down, alter, maintain, and renew aqueducts, conduits, mains, pipes, and works in, through, across, under, or over, and to break up, stop up, divert, interfere with, and alter, temporarily or permanently, public and private streets, roads, highways, footways, bridges, railways, tramways, rivers, canals, streams, watercourses, sewers,

drains, gas and water pipes, telegraphic, telephonic, and other electrical apparatus.

8. To authorise the Corporation to make, demand, and recover rates, rents, and charges for and in relation to the supply by them of water and water fittings, and to alter the existing rates, rents, and charges for and in relation to such supply, and to alter existing and confer new and other exemptions from rates, rents, and charges.

9. To empower the Corporation and the Company from time to time to enter into and fulfil any contracts or agreements touching the matters aforesaid, and to confirm, and if thought fit, to alter and vary any such contract or agreement which may have been or which during the progress of the Bill may be entered into.

10. To enable the Corporation, and any company or sanitary or highway or other public authority, to enter into and fulfil agreements for and in relation to the supply by the Corporation of water in bulk or otherwise, for any purposes, public or private, and to confer upon such company, sanitary, highway or other public authorities, all such powers as to the levying of rates and charges within the several areas or districts under their control or jurisdiction, and of borrowing money as may be requisite for the purposes aforesaid, and to enable the Corporation to supply water for those respective purposes to any premises beyond the borough, and not within the limits of supply for those respective purposes of any other company or local authority.

11. To enable the Corporation to levy within the borough tolls, rates, and charges, general and special, for all or any the purposes of the Bill, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from existing or future tolls, rates, and charges.

12. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds, and any moneys they are already authorised to borrow, to the purposes of the Bill, and to consolidate their mortgage debts, and to borrow, and re-borrow further moneys by the issue of stock, or by mortgage, debentures, debenture stock, and annuities, or by any one or more of those modes, and to charge the moneys to be borrowed or re-borrowed, or owing by them, on all or any one or more of the following securities, namely, the borough fund, borough rate, district fund, and general district rate, and all other, the lands, hereditaments, tolls, rates, rents, revenue, and property for the time being of the Corporation, in any capacity, and the said portion or portions of the undertaking of the Company, when the same may be acquired, and to make provision, and, if thought fit, to alter the provisions now in force as to the sinking funds to be set apart for the payment of moneys now owing by the Corporation, or hereafter to be borrowed by them, for waterworks purposes.

13. To enable the Corporation to carry the intended Act into execution, with such of the powers and provisions modified or otherwise of the Public Health Act, 1875, and of the Municipal Corporations Acts, as may be thought expedient.

14. To confirm and, if thought fit, to vary any contract or agreement which may have been or which during the progress of the Bill may be entered into for or in relation to any of the purposes of the Bill.

15. The Bill will vary and extinguish all

rights and privileges which will interfere with any of its objects, and will confer other rights and privileges, and will vary and extend or repeal, alter, and consolidate such of the provisions as may be deemed expedient of the following local and personal Acts, that is to say:—The Staffordshire Potteries Waterworks Consolidation and Extension Act, 1853, the Staffordshire Potteries Waterworks Amendment Act, 1861, the Staffordshire Potteries Waterworks Act, 1868, and any other Act relating directly or indirectly to the Staffordshire Potteries Waterworks Company, and the Longton Improvement Act, 1883, the Longton Extension Act, 1884, the Longton Corporation Act, 1885, and any other Act relating directly or indirectly to the Corporation, and will or may incorporate in extenso or by reference, and with or without variations, such of the provisions as may be thought fit of the before-mentioned Acts relating to the Company and the Corporation respectively, and of the Waterworks Clauses Acts, 1847 and 1863, the Public Health Act, 1875, and the Municipal Corporations Act, 1884.

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

Dated this 18th day of November, 1887.

George H. Hawley, Town Clerk, Longton.
Dyson and Co., Parliamentary Agents, 24, Parliament-street, Westminster.

In Parliament.—Session 1888.

Metropolitan Board of Works.

(Fire Brigade Expenses.)

(Altering Limit of Rate for Fire Brigade Purposes; Altering Contributions from Fire Insurance Offices; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To alter and amend so much of the Metropolitan Fire Brigade Act, 1865, as relates to the contributions towards the expenses of carrying that Act into effect, which are to be paid by insurance companies insuring from fire property in the metropolis, and to fix the contributions to be made by such companies on a new basis, either by requiring them to contribute (in proportion to the gross amount insured by them respectively) a certain proportion of the expenses of the Board relating to the Fire Brigade, or by such other means as the Bill may define.

To repeal or alter the provision of Section 22 of the Metropolitan Board of Works (Loans) Act, 1869, which prohibits the Board from estimating as required for the general purposes of the Metropolitan Fire Brigade Act, 1865, any larger sum than would be produced by a rate of one halfpenny in the pound on the gross value of the property assessed to the Metropolitan Consolidated Rate, and to empower them to estimate as required for that purpose any sum not larger than would be produced by a rate of one penny in the pound.

To repeal, alter, and amend any provisions of the said Acts, or any Acts amending the same which relates to any of the matters aforesaid.

Dated this 9th day of November, 1887.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, S.W.

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

In Parliament.—Session 1888.

Blackburn Corporation Tramways.

(Construction of additional Tramways in Oswaldtwistle, Church, and Blackburn; Abandonment of portion of Tramway No. 7 authorised by the Blackburn Improvement Act, 1882; extension of Time for Construction of the Tramways authorised by that Act; New Street and Street Improvements; Compulsory Purchase of Lands and Houses; Mechanical and other Powers on Tramways; Tolls, Rates, and Duties; Agreements with Local Bodies; Leasing Powers; Application of Existing Funds; Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the Borough of Blackburn (hereinafter called "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To authorise the Corporation to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):—

(Where in the description in this notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and if needs be produced, would intersect each other, and where reference is made to a building or house, the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portions of the building mentioned. All measurements are taken along the centre line of proposed tramway.)

Tramway No. 10, commencing by a junction with the existing tramways belonging to the Corporation in Blackburn-road, Church, at a point 0·50 chain or thereabouts west of the intersection of Market-street, thence passing by a curve in a southerly direction along Market-street, Church, and in a southerly and westerly direction along Union-road, Oswaldtwistle, and terminating in that road at a point 0·25 chain or thereabouts east of the centre of Smithy Brook Bridge.

Tramway No. 10 will be a single line of tramway except at the following places, where it will be a double line, viz.:—

In Market-street, Church, and Union-road, Oswaldtwistle, from a point 0·20 chain or thereabouts south of the intersection of Sadler-street, for a distance of 3 chains to the south. In Union-road, Oswaldtwistle, from a point 0·25 chain or thereabouts south of the intersection of Queen-street, for a distance of 3 chains to the south, and also from a point 1·65 chains or thereabouts north-east of the intersection of Rhyddings-street, for a distance of 3 chains to the south-west; also from a point 0·60 chain or thereabouts south-west of the intersection of Cross-street, for a distance of 3 chains to the south-west; also from a point 1·50 chains or thereabouts east of the intersection of New-lane, for a distance of 3 chains to the west.

Tramway No. 10 will pass, or be made from, in, through, or into the townships of Church and Oswaldtwistle, in the parish of Whalley, in the county Palatine of Lancaster.

Tramway No. 10A (single line), commencing in Union-road, Oswaldtwistle, by a junction with Tramway No. 10 at a point 1·90 chains or thereabouts east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-westerly direction into Brookside-lane, and terminating therein at a point 1·55 chains or thereabouts south-west of the intersection of Union-road.

Tramway No. 10B (single line), commencing by a junction with Tramway No. 10 in Union-road, Oswaldtwistle, at a point 0·80 chain or thereabouts east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-easterly direction into Brookside-lane, and terminating therein by a junction with Tramway No. 10A, at a point 0·50 chain or thereabouts south-west of the intersection of Union-road.

Tramways Nos. 10A and 10B will be wholly situate in the township of Oswaldtwistle, in the parish of Whalley, in the county Palatine of Lancaster.

Tramway No. 11, commencing by a junction with the existing tramways belonging to the Corporation in Penny-street, Blackburn, at a point 0·40 chain, or thereabouts, north-east of the intersection of Larkhill-street, thence passing by a curve in a south-easterly direction along Larkhill-street, into and along Quarry-street and Banam, and terminating in Banam by a junction with the existing tramways of the Corporation at a point 0·80 chain, or thereabouts, east of the intersection of Syke-street.

Tramway No. 11 will be a single line of tramway, except at the following place, where it will be a double line, viz.:—

In Larkhill-street between the south-east side of Moor-street and a point 0·70 chain or thereabouts south-east of the intersection of Cleaver-street.

Tramway No. 12 (single line), commencing in St. Peter's-street, Blackburn, by a junction with Tramway No. 1 authorised by the Blackburn Improvement Act, 1882 (hereinafter called the Act of 1882), at a point distant 2·30 chains or thereabouts from the point of commencement of that tramway, and passing thence into and southwardly along Back-lane, and thence into and eastwardly along Mill-lane, and thence across Darwen-street, and into and along Jubilee-street, and terminating in that street by a junction with Tramway No. 5 authorised by the Act of 1882 at the point where Tramway No. 5A, authorised by that Act, forms a junction with the said Tramway No. 5.

Tramway No. 13, commencing in Ainsworth-street, Blackburn, by a junction with Tramway No. 9 authorised by the Act of 1882, at a point 0·50 chain or thereabouts south of the intersection of Richmond-terrace, thence passing in a northerly direction along Ainsworth-street, and along the proposed new street (No. 1) hereinafter described, into and along Regent-street, and terminating in that street by a junction with Tramway No. 8 authorised by the Act of 1882, at a point 1·80 chains or thereabouts east of the intersection of Butler-street.

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

In Ainsworth-street and the proposed new street, between a point 2·10 chains or thereabouts north, and a point 0·90 chain or thereabouts south, of the intersection of James-street.

Tramways Nos. 11, 12, and 13 will be made, and will be situate wholly in the township and

parish of Blackburn, in the county Palatine of Lancaster.

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 foot-path on the side or sides of the streets hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 10, in Market-street, Church, from the south side of the Blackburn-road, for a distance of 4.15 chains to the south, on both sides, also from a point 1 chain north of the centre of the Railway Hotel, for a distance of 0.43 chain to the south, on both sides, and also from a point 0.50 chain south of the intersection of Sadler-street, for a distance of 1.60 chains to the south, on both sides. In Union-road, Oswaldtwistle, on its east side from a point 2 chains south-east of the intersection of Clayton-street for a distance of 0.60 chain to the south, also from a point 0.40 chain south of the intersection of Queen-street, for a distance of 2.60 chains to the south-west, on both sides, also from a point 0.50 chain south-west of the intersection of Rhyddings-street, for a distance of 0.85 chain to the south-west, on both sides, also from a point 0.60 chain south-west of the intersection of Harvey-street for a distance of 0.60 chain to the south-west, on both sides, also from a point 0.25 chain south-west of the intersection of Shed-street, for a distance of 0.60 chain to the south-west, on both sides, also from a point 0.30 chain west of the intersection of Roegreave-road for a distance of 1.80 chains to the west, on both sides, and also from a point 1.20 chains east of the intersection of New-lane for a distance of 2.25 chains to the west, on both sides.

Tramway No. 11. In Larkhill-street, from a point 0.70 chain south-east of the intersection of Cleaver-street, for a distance of 3 chains to the north-west on both sides.

Tramway No. 12. In Back-lane and Mill-lane (except for a distance of 0.20 chain or thereabouts at the intersection of Back-lane with Mill-lane), on both sides, throughout.

Tramway No. 13. In Ainsworth-street, on its west side, throughout, and on its east side, from a point 1.60 chains north of the intersection of Richmond-terrace, for a distance of 0.70 chain to the north.

To authorise the construction of the proposed tramways on a gauge of 4 feet, and to authorise the use thereon and on the tramways authorised by the Act of 1882, and on any tramways over which the Corporation or their lessees may exercise running powers of engines, carriages, or cars of any width not exceeding 6 feet 3 inches.

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

The power intended to be employed for moving carriages or trucks on the proposed tramways is animal, steam, electrical, mechanical, or other power.

To empower the Corporation from time to time, and either temporarily or permanently to make, maintain, alter, and remove any crossings, passing-places, turnouts, sidings, junctions, physical or otherwise, with any proposed or existing tramways, or tramways over which the Corporation have running powers, and other works in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways and the tramways authorised by the Act of 1882, or for facilitating the pas-

sage of traffic along streets, or for providing access to any stables, sheds, works, or buildings.

To empower the Corporation and the Blackburn and Over Darwen Tramways Company, the Corporation of Accrington, the Local Board of Church, and the Local Board of Oswaldtwistle, the Blackburn Corporation Tramways Company, Limited, the Accrington Corporation Steam Tramways Company, or some one or more of them, or any other Corporation, Local Board, authority, Company, person, or persons being promoters, owners, or lessees of tramways within or beyond the borough of Blackburn, to enter into and carry into effect contracts, agreements, and arrangements with respect to the making of the new street and street improvements hereinafter-mentioned, the alteration of the width or levels of any streets, the construction, user, working, maintenance, and management of their respective tramway undertakings, as authorised or proposed to be authorised, or some part or parts thereof respectively, the procuring and supply of rolling and working stock, the appointment, removal, and payment of officers and servants; the interchange, transmission, collection, and delivery of traffic; the fixing, collection, division, and apportionment of rates, tolls, and charges upon their respective tramway undertakings, and all incidental matters, and relative to the leases and licenses granted or made, or to be granted or made by the Corporation to Richard Lawrence Cosh and Charles Courtney Cramp, the Blackburn Corporation Tramways Company, Limited, and any other Company, Corporation, person, or persons, to use the proposed tramways, or any part or parts thereof, and for the extension and prolongation of any term or terms of years for which any such lease or license can or may be granted by the Corporation.

To empower 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 a 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 enable the Corporation, their lessees, or licensees, to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of passengers or traffic thereon, to alter existing tolls, rates, and charges, and to confer exemptions from tolls, rates, and charges.

To provide that the proposed tramways shall form part of the tramways and tramway undertaking of the Corporation authorised by the Act of 1882, and to enable the Corporation to exercise and enjoy in respect thereof all and the like powers, rights, privileges, and authorities which they now may or are empowered to exercise and enjoy with respect to their authorised tramways and tramway undertaking.

To extend the time limited by the Blackburn Corporation Tramways Act, 1887, for the construction and completion of so much of the tramways authorised by the Act of 1882, as are not now constructed, and to confer further powers on the Corporation with reference thereto.

To authorise the abandonment and taking up of all or any part of Tramway No. 7 authorised

by the Act of 1882, as is south-east of a point 0·40 chain or thereabouts south-east of the intersection of Larkhill-street and Penny-street.

To enable the Corporation to make the following new street and street improvements, or some of them, or some part or parts thereof:—

- (1.) A new street wholly situate in the township and parish of Blackburn, in the county Palatine of Lancaster, commencing on the north side of James-street immediately opposite the north end of Ainsworth-street, and terminating by a junction with the south side of Regent-street at a point therein 3·40 chains or thereabouts, east of the east side of Victoria-street.
- (2.) A widening wholly situate in the township and parish of Blackburn, in the county Palatine of Lancaster, of the eastern side of Ainsworth-street, from James-street to a point 2·65 chains or thereabouts north of the north side of Union-street.
- (3.) A widening wholly situate in the township of Church, and parish of Whalley, in the county Palatine of Lancaster, of the western side of Market-street, Church, from the south side of the Blackburn-road to a point 4·10 chains or thereabouts, south of the south side of Blackburn-road.
- (4.) A widening of the western side of Union-road, Oswaldtwistle, opposite the Castle Inn, from a point 0·40 chain or thereabouts north to another point 0·40 chain or thereabouts south of the bend of the road at the dwelling-house No. 26.
- (5.) A widening of the north-western side of Union-road, Oswaldtwistle, and the bridge over the Tinker Brook from a point 2·20 chains or thereabouts south-west of the south-westerly corner of Spring-street for a distance of 1·40 chains, or thereabouts, to the south-west; also from the southern corner of Harvey-street to the southern corner of dwelling-house No. 224.
- (6.) A widening of the south-eastern side of Union-road, Oswaldtwistle, and the bridge over the Tinker Brook, from a point 0·85 chain or thereabouts south-west of the south-west side of Rhyddings-street, for a distance of 2·60 chains, or thereabouts, to the south-west.

The Street Improvements Nos. 4, 5, and 6 will be made and will be situate wholly in the township of Oswaldtwistle, and parish of Whalley, in the County Palatine of Lancaster.

To authorise the Corporation to alter or otherwise interfere with, temporarily or permanently, the levels of the streets or portions of streets with which the proposed new street and street improvements communicate, and to alter or otherwise interfere with, temporarily or permanently, the line and levels of, or to stop up, appropriate, and extinguish all rights of way over the whole or any part of any streets or places within or without the borough of Blackburn which it may be necessary or convenient to alter or otherwise interfere with.

To empower the Corporation to deviate laterally from the lines of the works for the new street and street improvements shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of those works shown upon the sections hereinafter mentioned.

To authorise the Corporation to purchase by compulsion or agreement, or to take easements over lands, houses, and other property, and to appropriate and use any lands from time to time belonging to the Corporation, to or for the pur-

poses of the before-mentioned works, and of the Bill, and for any purposes of the Corporation, and for continuing the improvement of streets and the erection of suitable buildings to the front of the streets, and also for sites for such buildings, and also for approaches to such streets and buildings whether already constructed or to be constructed, improved or widened, under the powers of the Bill or any power already possessed by the Corporation, and for the same purposes to demise, sell, or otherwise dispose thereof, for the erection thereon of suitable houses and buildings in conformity with, and in furtherance of, such improvements, and to erect offices, buildings, and conveniences on any such lands, and to authorise the sale by persons under disability of lands and easements to the Corporation, and to authorise, sanction, or confirm any sale, lease, or other disposition of any lands which may be or may have heretofore been made to the Corporation.

To empower the Corporation to purchase so much as they may require of any property without being subject to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845," and for that purpose to amend the provisions of that Act.

To authorise the Corporation to apply any rates, rents, duties, and charges levied by them, or under their control, and to apply any other moneys or property belonging to them or under their control, or which they have power to raise by borrowing or otherwise, to all or any purposes of the Bill, or of the Act of 1882, or any of them, whether effected or hereafter to be effected.

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

To incorporate with the Bill, with such modifications and alterations as the Bill may prescribe, all or some of the provisions of Parts II and III of the Tramways Act, 1870, and other provisions of that Act, so far as applicable, and the Lands Clauses Acts, and all other Acts amending or extending those Acts respectively, or any of them.

To alter, amend, apply, repeal, vary, or enlarge, so far as it may be necessary or expedient, the Tramways Act, 1870; the Act of 1882; the Accrington Corporation Tramways Act, 1882; the Blackburn Corporation Tramways Act, 1887; and the Accrington Corporation Steam Tramways (Haslingden and Rawtenstall) Act, 1887: or any or either of them, and all other Acts amending those Acts, or any of them respectively, and any other Acts or charters relating to the Corporation.

And notice is hereby further given, that duplicate plans and sections of the said several works, and of the lands, houses, and other property to be taken for the purposes thereof, and of the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County Palatine of Lancaster, at his office in Preston, 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 of the parishes in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken are situate, and also a copy of this notice, as pub-

lished in the London Gazette, will be deposited for public inspection with the clerk of each such parish, at his place of abode.

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

Dated this 11th day of November, 1887.

W. E. L. Gaine, Town Clerk, Blackburn,
Solicitor for the Bill.

Tahourdins and *Hargreaves*, 1, Victoria-
street, Westminster, Parliamentary
Agents.

In Parliament—Session 1888.

Frodsham Gas and Water.

(Dissolution of Frodsham Gas Company, Limited; Incorporation of New Company; Vesting in them of Undertaking of Dissolved Company; Regulation of Capital, &c., of New Company; Additional Capital; Separation of Gas and Water Undertakings; Power to Supply Gas and Water; Maintenance and Extension of Gas Works; Manufacture and Storage of Gas and Residual Products; Manufacture of Meters, &c.; Patent Rights; Construction of Water Works; Prevention of Waste of Gas and Water, &c.; Acquisition of Lands, Rates, and Charges; Price, &c., of Gas and Water; Breaking up of Streets; Agreements with Local Authorities, Bodies, and Persons; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following, among other purposes, that is to say:—

To dissolve the Frodsham Gas Company, Limited (hereinafter called "the Limited Company"), and to cancel or annul their Memorandum and Articles of Association, and certificate of incorporation, and provide for the winding up of the Limited Company, and the discharge of their liabilities.

To incorporate into a company (hereinafter called "the Company") the shareholders of the Limited Company, or some of them, with or without other persons, or corporations, under such name as may be prescribed by the Bill.

To apply, for the purposes of the Company and of the Bill, the capital and funds of the Limited Company, and to define, declare, and regulate the undertaking, capital, and borrowing powers of the Company, and the rights and privileges of the shareholders.

To make provision for the vesting and apportionment of the shares and capital of the Limited Company, or of any new shares or stock instead thereof, in and among the shareholders of the Company.

To authorise the Company to raise further capital, to borrow on mortgage or otherwise, and to create and issue debenture stock.

To make provision (if thought fit) for the separation of the gas and water undertakings of the Company, and of the capital employed therein, and the profits and revenue arising therefrom, and for the keeping of separate accounts in relation to such undertakings respectively.

To vest in the Company the undertaking, lands, buildings, mains, pipes, plant, moneys, rights, powers, privileges, liabilities, easements, agreements, and licenses of the limited Company, and to authorise the Company to execute the works and exercise all or any of the powers,

and to effect all or any of the objects herein-after mentioned.

To empower the Company to supply with gas and water for domestic, trading, public, sanitary, and other purposes, the whole or any part of all or some of the townships following, that is to say, Frodsham, Frodsham Lordship, Helsby, Alvanley, Newton-by-Frodsham, and Kingsley, in the parish of Frodsham, and Sutton, in the parish of Runcorn, all in the county palatine of Chester.

To authorise the Company to purchase, take on lease, or acquire by compulsion or agreement, and to hold and use for the purposes of their undertaking, all or some of the following lands, that is to say:—A piece of land in the said township and parish of Frodsham, belonging, or reputed to belong, to John Higson, and adjoining the present site of the Limited Company's gas works in Gas Works-road, and bounded on the south-east by the said present site of the Limited Company's gas works, on the south-west by land belonging, or reputed to belong, to John Ashton; on the north-east by an occupation road running from the Gas Works-road to the field numbered 116 on sheet xxiv. 15, of the $\frac{1}{2500}$ Ordnance Survey, 1873, for the parish of Frodsham, and on the north-west by other lands belonging, or reputed to belong, to the said John Higson, and to authorise the Company on those lands, or part or parts thereof, and on the lands hereinafter described as the sites of the Limited Company's existing gas works, to erect, construct, and make, and to maintain and continue, and from time to time to extend, enlarge, and improve gas works and works for the manufacture, distribution, storage, and supply of gas, and for the manufacture, conversion, utilisation, storage, and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture, and to empower the Company on, and from all such lands, to manufacture, store, and supply gas, and to manufacture, convert, utilise, distribute, and store such materials and residual products as aforesaid.

The sites of the Limited Company's existing gas works consists of the pieces of land hereinafter described (that is to say):—

- a. A piece of land belonging, or reputed to belong, to the Limited Company, in the said township and parish of Frodsham, bounded on the north-east by an occupation road running from the Gas Works-road to the field numbered 116 on sheet xxiv. 15, of the $\frac{1}{2500}$ Ordnance Survey 1873, for the said parish of Frodsham; on the north-west by land belonging, or reputed to belong, to John Higson; on the south-west partly by land belonging, or reputed to belong, to John Ashton, and partly by an occupation road running from the main street of Frodsham to the field numbered 167 on the said Ordnance Survey; and on the south-east partly by the bowling-green belonging to the Bear's Paw Hotel, and partly by gardens belonging, or reputed to belong, to Halstead Clough.
- b. A piece of land belonging, or reputed to belong, to the Limited Company, in the said township and parish of Frodsham, bounded on the north-west by Ship-street; on the south-west by Plumpton-lane; on the south-east by certain gardens belonging, or reputed to belong, to William Hayes Pickering, Mrs. Margaret Ashton, and John Robinson respectively; and on the

north-east by laud belonging, or reputed to belong, to William Hayes.

To authorise the Company to manufacture, purchase, sell, let on hire, or otherwise deal in meters, tubes, pipes, lamps, burners, fittings, and other apparatus, articles, and things used in the supply of gas and water, and to have, hold, use, enjoy, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, and generally to carry on the business usually carried on by gas and water companies. To empower the Company to manufacture, purchase, provide, sell, let on hire, and fix, stoves, ranges, fittings, engines, machinery, apparatus, and appliances for lighting, for motive power, for heating, cooking, ventilating, manufacturing, or any other purpose whatever, and to supply or work the same by means of gas. To give powers to the Company to acquire, hold, use, and exercise patent rights and licenses in relation to the manufacture, storage, and distribution, and utilization of gas and residual products, and in relation to the supply of water.

To authorise the Company to make and maintain the waterworks and other works and conveniences following, or some of them, that is to say:—

1. A well and bore hole and pumping station, with pumping engines, engines and boiler-house, chimney, and all other necessary works, buildings, and conveniences, situate near the town of Frodsham, in the township and parish of Frodsham, in the county palatine of Chester, in a field belonging to Henry Linaker, and in the occupation of Mary Forster, and numbered 206 on sheet No. xxiv. 16, of the $\frac{1}{25000}$ Ordnance Survey, dated 1873, for the parish of Frodsham.
2. An aqueduct or line of pipes (No. 1), to be situate in the townships of Frodsham and Frodsham Lordship, in the said parish of Frodsham, commencing at the said well and bore hole and pumping station above described, and terminating in the intended low service or Overton Reservoir hereinafter described at the north-east angle thereof.
3. A low-service rectangular reservoir, to be called the Overton Reservoir, and to be situated in the said townships of Frodsham and Frodsham Lordship and parish of Frodsham, at or near the south-east end of the field belonging to and in the occupation of Mrs. Martha Aston, and numbered on the said Ordnance Survey 334 in the township of Frodsham, and 216 in the township of Frodsham Lordship.
4. An approach road, to be situate in the said townships of Frodsham and Frodsham Lordship and parish of Frodsham, commencing by a junction with Townfield-lane, at a point about 319 yards, measured in a straight line eastwards of the entrance gate to the vicarage of Frodsham, and terminating at the south-west corner of the said field, No. 334, in the said township of Frodsham, and 216 in the said township of Frodsham Lordship.
5. An aqueduct or line of pipes (No. 2), to be situate wholly in the said township of Frodsham Lordship and parish of Frodsham, commencing by a junction with the said intended aqueduct or line of pipes (No. 1), at a point about 44 yards eastwards of the north-west corner of the said field No. 334, in the township of Frodsham,

and 216 in the township of Frodsham Lordship, and about 124 yards northwards of the south-west corner of that field, and terminating in an intended well or tank to be situate in the south-east corner of the said field.

6. An aqueduct or line of pipes (No. 3), to be situate in the said townships of Frodsham and Frodsham Lordship and parish of Frodsham, commencing at a pond in the north-west corner of a field, forming part of the glebe of the vicarage of Frodsham, in the occupation of John Pollard, and numbered 333 on the said Ordnance Survey, and terminating in the said intended Overton Reservoir, at the north-west angle thereof.
7. An aqueduct or line of pipes (No. 4), to be situate in the said townships of Frodsham and Frodsham Lordship and parish of Frodsham, commencing by a junction with the aqueduct, or line of pipes (No. 5) hereinafter described, at a point in the Main-street of the town of Frodsham, at the junction of Church-street with Main-street, and terminating in the said intended Overton Reservoir, at the south-east angle thereof.
8. An aqueduct or line of pipes (No. 5), to be situate in the townships of Helsby, Frodsham Lordship, and Frodsham, in the parish of Frodsham, and in the township of Sutton, in the parish of Runcorn, in the county palatine of Chester, commencing at a point on the highway leading from Chester to Warrington, about 390 yards south-westwards of the south-west corner of the station master's house, at the Helsby and Alvanley station, on the West Cheshire Railway, and terminating at a point on the same road, about 200 yards north-eastwards of the centre of the bridge carrying that road over the River Weaver, known as Frodsham Bridge.
9. A high-service reservoir, to be called the Beacon Reservoir, and to be situate wholly in the said township of Frodsham Lordship, at the southern end of the field or enclosure on Beacon Hill, belonging to Edward Abbott Wright, numbered 8 on sheet xxxii. 1, of the $\frac{1}{25000}$ Ordnance Survey, dated 1873, for the said parish of Frodsham.
10. An aqueduct or line of pipes (No. 6), to be situate in the townships of Frodsham and Frodsham Lordship, or one of them, in the said parish of Frodsham, commencing in the said intended Beacon Reservoir, on the north-east side thereof, and terminating in the said intended Overton Reservoir, at the south-east angle thereof.
11. An aqueduct or line of pipes (No. 7), to be situate in the townships of Alvanley, Helsby, and Frodsham Lordship, in the said parish of Frodsham, commencing at a point in the highway at or near the junction of the roads in the village of Alvanley, opposite Green Bank Farm House, and about 83 yards westwards of the north-west angle of the church of St. John the Baptist, in Alvanley, and terminating in the said intended Beacon Reservoir on the south-west side thereof.
12. An aqueduct or line of pipes (No. 8), to be situate in the said townships of Frodsham and Frodsham Lordship and parish of Frodsham, commencing in the said intended Beacon Reservoir on the south-west side thereof, and terminating by a junction

with the said intended aqueduct or line of pipes (No. 3), at a point in Townfield-lane about 44 yards north-eastwards of the north-west corner of the said field No. 334 in the said township of Frodsham, and 215 in the said township of Frodsham Lordship.

13. An aqueduct or line of pipes (No. 9), to be situate in the townships of Frodsham Lordship, Newton-by-Frodsham, and Kingsley, and the said parish of Frodsham, commencing by a junction with the said intended aqueduct or line of pipes (No. 7) at a point in the highway in the village of Overton, about 9 yards eastwards of the north east angle of the Ring-o'-Bells, public-house, and terminating at a point in the highway at or near the junction of the roads in the village of Kingsley, opposite the farm buildings of Kingsley Hall, and about 23 yards eastwards of the north-east angle of the Post Office.

14. An aqueduct or line of pipes (No. 10), to be situate in the said townships of Newton-by-Frodsham and Kingsley, and parish of Frodsham, commencing at a point in the highway, in the village of Newton, about 113 yards eastwards of the south-east angle of the old Manor House, and terminating by a junction with the said intended aqueduct or line of pipes (No. 9) at a point about 190 yards south-eastwards of the south-eastern angle of the Lowerhouse Farm House.

Together with all necessary and proper embankments, walls, fences, tanks, wells, dams, drains, sluices, cloughs, valves, hydrants, air-valves, cleansing pipes, culverts, engines, pipes, buildings, machinery, roads, and other works and conveniences for the collecting, storing, and distributing of water.

To enable the Company to divert into the said intended waterworks, and to collect, take, use, and appropriate for the purpose of their undertaking all such underground streams, springs, and waters as can be collected or obtained by the proposed works, or any of them, or as may be found in or under any of the lands belonging to, or to be acquired by, or vested in the Company under the powers of the Bill.

To enable the Company to make effectual provisions and regulations for the protection of the waterworks, and other works and property of the Company, and for preventing the waste, fouling, and misuse of gas and water, and for defining and regulating the supply of gas and water by them, whether by meter or otherwise, and the terms and conditions of such supply.

To authorise the Company to deviate laterally from the lines of the intended waterworks within the limits shown upon the plans hereinafter mentioned, or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by the Waterworks Clauses Act, 1847, and to deviate vertically to any extent from the levels of those waterworks as shown upon the sections hereinafter mentioned.

To empower the Company, by compulsion or agreement, to purchase, acquire, and to take on lease, lands, houses, springs, streams, wells, waters, waterworks, and other hereditaments within the parishes, townships, and places mentioned in this notice, or some of them, which may be required for the purposes of the intended gasworks and waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to take, compulsorily or by agreement, easements in or over any such lands, houses, or other

property and hereditaments, and to vary and extinguish all rights of way and other rights and privileges connected with any such lands, property, and hereditaments.

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.

To empower the Company to levy and recover rents, rates, and charges, differential and otherwise, for, or in respect of the supply of gas and water, and for the sale or hire of meters, fittings, stoves, ranges, engines, machinery, apparatus, and appliances—to alter existing rates, rents, duties, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, duties, and charges.

To make provision with respect to, and to regulate the price of water and gas to be charged by the Company, and the quality and pressure of gas to be supplied by them, and the amount of profit which may be divided among the shareholders of the Company in respect of their gas and water undertakings, or either of them.

To authorise the Company to lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any roads, highways, occupation roads, footpaths, public places, bridges, canals, navigations, towing paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in any of the parishes, townships, and places before mentioned, so far as may be necessary or convenient for the supply of gas and water, or for all or any of the purposes of the Bill.

To empower the Company from time to time to sell, exchange, let on lease, or otherwise to dispose of any lands or property at the time belonging to them, which they may not require for the purposes of their undertaking.

To enable the Company on the one hand, and any sanitary authority, local board, public body, company, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to, the supply by the Company to any sanitary authority, local board, public body, company, or persons, of gas and water, in bulk or otherwise, within and beyond the limits of supply of the Company for any public, sanitary, trading, or other purpose, or for, or with respect to, the transfer to and vesting in any such public body of any part of the Company's undertakings; and to authorise any such sanitary authority, local board, public body, company, or persons respectively, to apply their funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to the matters aforesaid, or to make other provisions in relation to any such matters.

To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying into effect the powers and objects of the Bill, or are usually conferred on gas and water companies.

To vary or extinguish all rights and privileges which would in any manner impede or

interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To incorporate with the Bill, with or without such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Waterworks Clauses Acts, 1847 and 1863, the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands and such other parts of such Act as may be provided by the Bill.

To alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of any Act which may relate to or be affected by the Bill.

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, and plans of the lands to be taken compulsorily under the powers 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 the lands, 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 palatine of Chester, at his office at Chester; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes from, in, through, or into which the said intended works will be made, or in which any lands or houses intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited for public inspection, with the parish clerk of each such parish at his residence.

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

Dated this 11th day of November, 1887.

Linaker and Linaker, Solicitors, Runcorn.
Grahames, Currey, and Spens, 30, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1887-8.

East Berks and West Oxford District Gas and Water.

(Application to Board of Trade for Powers to Construct Gasworks and Waterworks, and to Manufacture and Supply Gas, and to Supply Water within the several Parishes or Places situate in the Counties of Berks and Oxford respectively, hereinafter particularly specified; to Lay Mains and Pipes; Break up Roads, Streets, &c.; Levy Rates and Charges; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that the East Berks and West Oxford District Gas and Water Company Limited (hereinafter called "the Company") (as the promoters), intend to apply to the Board of Trade for a Provisional Order, under "The Gas and Water Works Facilities Act, 1870," for authority to construct and maintain gasworks and waterworks and to manufacture and supply gas and residual products arising or resulting from the manufacture of gas, and to supply water to the parishes or places of Cholsey, Moulsoford, Streatley, Basildon, Pangbourne, Tidmarsh, and Whitchurch, or some parts thereof respectively, all in the county of Berks; and Mongewell, North Stoke,

Ipsden, Checkendon, South Stoke, Goring, and Whitchurch, or some parts thereof respectively, all in the county of Oxford.

To authorise the Company upon part of the land hereinafter described to erect, construct, maintain, continue, repair, enlarge, renew, and use gasworks and works connected therewith, with all necessary buildings, gasholders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products, and at such works to manufacture, store, and sell gas, coke, culm, tar, oil, pitch, asphaltum, ammoniacal liquor, and other residual products arising or resulting from the manufacture of gas, or matters connected therewith, and to exercise all such powers, rights, and privileges, as are usually conferred on gas companies.

The land hereinbefore referred to is a field or piece or parcel of land situate in the parish of Goring, in the county of Oxford, and numbered 16 on the 25-inch ordnance map of the parish of Goring, belonging or reputed to belong to C. L. W. Gardiner, Esquire, and now in the occupation of John Pittman.

To empower the Company to make and maintain the following works necessary for the supply of water as aforesaid, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, filter beds, and other conveniences and appliances connected therewith respectively, that is to say:—

- (1) A well and pumping station with pumping engines, engine and boiler houses, tanks, and other works, buildings and conveniences, to be situate in and upon the said field, or piece, or parcel of land hereinbefore particularly described.
- (2) A service reservoir to be situate in and upon a field, known as the "Leg of Mutton Field," in the said parish of Goring, and county of Oxford, and numbered 124 on the aforesaid 25-inch ordnance map, belonging or reputed to belong to the said C. L. W. Gardiner, Esquire, and now in the occupation of Thomas Akers.
- (3) A conduit or line of pipes commencing at the said well and pumping-station firstly before described, thence passing on, to, along, and under the road, known as the "Icknield-way," in a north-easterly direction to the junction of the said Icknield-way with an occupation road about to be made and leading from the said Icknield-way to the said Leg of Mutton Field secondly before described, thence along and under the said occupation road to the said service reservoir secondly before described, all in the said parish of Goring, and county aforesaid.
- (4) A conduit or lines of pipes, No. 2, commencing at the service reservoir secondly before described, thence passing on, to, along, and under the said occupation road and Icknield-way to the junction of the said Icknield-way with a road leading from Stone Hall to Cleeve, thence along and under the said road leading to Cleeve to the junction of the said road with a road leading from North Stoke to Goring, thence along and under the said road leading to Goring to the junction of the said road with a road leading to Goring, thence over a certain bridge crossing the Great Western Railway and along and under the said road through Goring to the

Streatley and Goring Bridge crossing the River Thames, thence along and over the said bridge, all in the parish of Goring, in the county of Oxford, thence along and under a road leading to Westridge Green to the junction of the said road with a road leading from Reading to Wallingford, thence along and under the said road in a northerly direction, all in the parish of Streatley, thence along and under the said road in the parish of Moulsoford, thence along and under the said road and over the bridge crossing the Great Western Railway, thence along and under the said road to the junction of the said road with Papist-way, thence along and under the said Papist-way in a westerly direction to the junction of the said Papist-way with Honey-lane, thence along and under the said Honey-lane and terminating at a point opposite the southern corner of the Vicarage grounds, all in the parish of Cholsey, in the county of Berks.

(5) A conduit or line of pipes, No. 3, commencing at a point in line No. 2 fourthly before described, opposite the junction of the road leading from Stone Hall to Cleve with the road leading from Goring to North Stoke, thence proceeding in a northerly direction along and under the said road, all in the parish of Goring, thence along and under the said road to the junction of the said road with a road leading from Woodcote to South Stoke, thence along and under the said road to South Stoke to the junction with a road leading from the ferry to the church, thence along and under the said road to the church, and terminating at a point in the said road opposite the church, all in the parish of South Stoke, in the county of Oxford.

(6) A conduit or line of pipes, No. 4, commencing at a point in line No. 2 opposite the junction of the road leading from Streatley to Westridge Green with the road leading from Wallingford to Reading, thence in a south and south-easterly direction along and under the said road leading to Reading, all in the said parish of Streatley, thence along and under the said road through the parish of Basildon, thence along and under the said road to the junction of the said road with the road leading to Whitechurch Bridge, thence along and under the said road leading to Whitechurch Bridge, all in the parish of Pangbourne, in the county of Berks, thence over the said bridge and along and under the road leading in a northerly direction to Whitechurch Gate, and terminating at a point in the said road opposite the junction of the said road with a road leading to Collins End, all in the parish of Whitechurch, in the county of Oxford.

To authorise and empower the Company for the purposes of their undertaking to effect all or some of the following objects, namely:—

1. To deviate laterally from the lines of the intended works and vertically from the levels thereof.
2. To acquire by agreement and hold lands and hereditaments, and from time to time to sell and dispose thereof.
3. To lay down and maintain conduits, aqueducts, pipes, culverts, and other works, in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, or otherwise interfere with, temporarily

or permanently, public and private roads, highways, footpaths, towing paths, streets, pavements, squares, alleys, bridges, public and private passages and places, railways, sewers, drains, and watercourses, telegraph wires, and other apparatus in the aforesaid parishes and places respectively, and generally to enable the Company to carry on the business usually carried on by gas and water companies respectively.

4. To take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound, and thence distribute any water which may be obtainable by them from the works hereinbefore described, as well as the waters of any springs and streams, or any other waters on or near the site of the proposed reservoirs and works, or which may be from time to time in, on, or under any lands for the time being belonging to the Company.
5. To enter into and carry into effect contracts and agreements with any corporation, sanitary authority, local boards, public bodies, commissioners, and other authorities, and all persons whomsoever for the supply of gas and water, in bulk or otherwise, within or beyond such limits, upon such terms and conditions as they shall respectively agree upon, and the Order will confer all necessary powers in that behalf upon all such corporations, authorities, local boards, bodies, commissioners, and other persons as aforesaid, to apply for the purposes thereof any funds or moneys which they have raised, or have power to raise under any Act of Parliament or otherwise.
6. To manufacture, purchase, or hire gas and water meters and gas and water apparatus, and to sell or let the same, and to levy rates, rents, and charges therefor, and for the gas and water supplied by them; and to alter existing rates or rents, and to confer, vary, or extinguish exemptions from payment of rates and rents; to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Order.
7. To acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas, and the utilization of the residual products obtainable therefrom, or the production by any means of artificial light (except electricity).

The Order will contain special provision for the protection of the works, property, and gas and water supply of the Company, and for the prevention of the fouling, misuse, or waste of such water, and for imposing penalties in respect of all or any such matters.

The Order will incorporate with itself all or some of the provisions of the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, the Waterworks Clauses Act, 1847 and 1863, the provisions (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the promoters of the undertaking) of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as the same are amended by the Commonable Rights Compensation Act, 1882, and the Lands Clauses (Umpire) Act, 1883, and the Companies Clauses Acts, 1845, 1863, and 1869 respectively, and such other matters as may be deemed expedient.

The Order will also confer upon the Company

the other powers mentioned or referred to in the Gas and Water Works Facilities Act, 1870, and all other powers usually conferred upon gas and water companies.

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

And notice is hereby given, that on or before the 30th day of November instant, a map of the lands proposed to be used for the manufacture and storage of gas, and for the manufacture or conversion of residual products arising therefrom, and a plan of the proposed gasworks, and a plan and section of the proposed waterworks, together with a copy of this advertisement, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in the said county; with the Clerk of the Peace for the county of Oxford, at his office at Oxford, in the said last-named county, and also at the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Order, when made, may be obtained on application at the office of Mr. Edward Walmisley, of No. 25, Abingdon-street, Westminster, at the price of one shilling for each copy.

Any 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, at the office aforesaid, on or before the 15th day of January next ensuing, and a copy of such representation or objection must at the same time be also sent to the Company, or to the Parliamentary Agent acting on their behalf, as undermentioned, and in forwarding to the Board of Trade any such representation or objection, the objectors or their agents must state that a copy of the same has been forwarded to the Company, or their agent, as aforesaid.

Dated this 16th day of November, 1887.

Edward Walmisley, 25, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1883.

London and Saint Katharine Docks and East and West India Dock Companies.

(Amalgamation of the two Companies; Agreements between them as to working their Undertakings under one Management; Money Powers to the two Companies and the Amalgamated Company; Provisions as to Directors, Joint Committees; Meetings of Proprietors and Debenture Holders, &c., and Arbitration; Classification and Priorities of Shares, Stocks, Debentures, &c.; Lease or Sale of Surplus Property; Tolls and Charges and Alterations of and Exemptions from same; Further Powers as to Management, Control, and Regulations of Vessels or Persons loading, unloading, &c.; Amendment of Acts.)

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

To effect or authorise the Amalgamation by either of the modes referred to in Section 37 of the Railways Clauses Act, 1863, of the London and St. Katharine Docks Company and the East and West India Dock Company (in this notice referred to separately as the "London Company" and the "East and West India Company," and conjointly as "the two Companies"), and of their respective undertakings or some part or parts thereof respectively, including all docks, canals, piers, wharves, quays, bridges, railways, stations, and other works and conveniences, and the lands, buildings, and property of every description of or belonging to the two Companies respectively, and all or any rights, easements, powers, and privileges which the two Companies respectively have or enjoy, or are entitled to exercise either alone or in conjunction with any other Company or Companies, person or persons over or with respect to their own respective undertakings or the undertakings of other Companies (the word "Undertaking," where used in this notice with reference to either of the two Companies being used as including all or any such works, lands, buildings, property, rights, easements, powers, and privileges as aforesaid belonging to or vested in or enjoyable or exercisable by the Company with reference to whom the word is used), upon and subject to such terms and conditions as the two Companies may have agreed or may during the progress of or after the passing of the Bill agree, or as may be defined and declared or provided by or under the Bill, and to provide for the dissolution of the two Companies, or of one of them, and for vesting in the Amalgamated Company the undertaking, rights, property, and interests of the two Companies and for those or any of those purposes to confer all necessary powers upon and to make all necessary or convenient provisions with respect to each of the two Companies, or any person or persons holding any property upon trust for either of them, or being for the time being competent to sell and dispose of any of their respective property, and upon the Chancery Division of the High Court of Justice.

To authorise and empower the two Companies to enter into and carry into effect, vary, modify, or rescind contracts, agreements, or arrangements for the working, use, maintenance, and management of their respective undertakings, or some or any part or parts thereof respectively under one management, the fixing, collection, apportionment, and application of all or some of the tolls, rates, charges, receipts, and revenues of the two Companies respectively, the appointment, remuneration (including superannuation and other allowances), dismissal, and retirement of officers and servants, the erection and providing of works and conveniences, the supply of working plant and rolling stock, and all incidental matters.

To enable the Amalgamated Company or either of the two Companies, for any of the purposes of the amalgamated undertaking or of the Bill, to raise further monies by the creation and issue of ordinary or preference shares or stock, or by borrowing or debenture stock.

To provide for or authorise the amalgamation of the Boards of the two Companies, or of some members of those Boards respectively into one Board, and to define, prescribe, and regulate the duties, powers, and proceedings of the directors of the two Companies respectively, or of the amalgamated Board, and the qualification, election, appointment, retirement, rotation, removal,

and remuneration of any such directors, and to authorise or provide for the reduction or increase from time to time of the number of directors of the two Companies respectively or either of them, or of the members of the Amalgamated Board.

To authorise or provide for the appointment of, or to nominate by the Bill a joint committee or joint committees for all or any of the purposes of the Bill, and to prescribe or regulate the nomination, appointment, election, retirement, rotation, removal, and remuneration of members of any such committee or committees, and to define the powers, duties, and privileges of any such committee or committees or of the members, or any members thereof, or any sub-committee or sub-committees thereof, to vest in any such committee all or some of the powers (with or without modification) of the two Companies or either of them, and, if thought necessary or expedient, to incorporate or provide for the incorporation of any such committee or committees.

To make special provision (if necessary or expedient) with respect to the holding of meetings of the proprietors or mortgage or debenture or debenture stock holders of the two Companies, or either of them, for any of the purposes of the Bill, and to regulate and prescribe the scale of voting of such proprietors and mortgage or debenture or debenture stock holders as shall be entitled or be authorised by the Bill to vote thereat.

To authorise the raising by shares, stock, debenture stock, and borrowing and charging on the joint revenue of the two Companies or on the separate revenue of either of them or of the amalgamated Company, or partly by one and partly by the other, or any other of those modes, of money required for any purposes of the amalgamated Company or of the undertakings of the two Companies, or either of them, including the exercise, subject to such conditions as the Bill may prescribe, of the powers of each or either of the two Companies of raising money and of creating, issuing, and granting shares or stock, debenture stock, or mortgages.

To prescribe or provide for the ascertaining from time to time by agreement, arbitration, or otherwise of the proportions in which the expenses of working, maintaining, renewing, and improving the undertakings of the two Companies, or either of them, shall be apportioned between and borne by the two Companies or their respective undertakings or revenues, and in which the profits or net receipts from those undertakings shall be divided between the two Companies, and to prescribe or regulate the application of such profits.

To make special provision with respect to the priorities inter se of the principal of, and interest or dividends on debentures, debenture stock, and preference and ordinary shares and stocks of the two Companies, and the charging of the same upon, and their respective ranking against the undertaking and revenue of the amalgamated Company, or upon or against the revenues of the two Companies, or either of them, or the proportion of net receipts to which the said Companies may be respectively entitled under any agreement or arrangement, or the provisions of the Bill, whether the undertakings of the two Companies or any parts thereof respectively be amalgamated or be worked under one management, and with respect to the keeping, delivering, verifying, and auditing of the

accounts of the amalgamated Company, or of each or either of the two Companies.

To authorise the sale, lease, or other disposal of any part of the undertaking, works, lands, or property of either of the two Companies, the holding of which may be rendered unnecessary by the passing of the intended Act to such Companies or persons, and upon such terms and conditions, and in such manner as the Bill may prescribe or authorise, and to provide for the application of the purchase money or consideration arising from any such sale, lease, or disposition, and, if necessary, to exempt lands of either of the two Companies from the provisions of the Lands Clauses Consolidation Act, 1845, or of the special Acts hereinafter mentioned, relating to the two Companies respectively with respect to the sale of the superfluous lands.

To provide for the settlement of questions and differences between the two Companies or their representatives by the Board of Trade, or by a standing arbitrator, or otherwise by arbitration, or in such other manner as the Bill may prescribe.

To provide, define, and regulate the tolls, rates, and charges, on or in respect of vessels, lighters, and goods, and for the use of their railways, warehouses, and conveniences, and for services rendered, which the two Companies, or either of them, or the amalgamated Company may demand, take, levy, and recover, and so far as necessary, to vary, modify, or repeal any provisions in any of the Acts relating or referring to the two Companies or either of them, authorising any such rates or charges or conferring exemptions therefrom.

To make further provision and to confer further powers upon the two Companies, or one of them, or the amalgamated Company, with respect to the management, control, and regulation of vessels or persons resorting to, or being within, their respective docks, works, or property, and the loading, unloading, handling, warehousing, and dealing with goods in, from, at, or upon, any of the quays, wharves, warehouses, or property, of the two Companies, or either of them, or the amalgamated Company.

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

To repeal, vary, extend, or amend, so far as may be necessary or expedient for all or any of the purposes aforesaid, the provisions or some of the provisions of the several local and personal Acts of Parliament following, or some or one of them, that is to say:—27 and 28 Vict., cap. 178, and all or any other Acts relating to the London Company or their undertaking, and 1 and 2 Will. IV, cap. 52., 1 Vict., cap. 9, and all or any other Acts relating to the East and West India Company or their undertaking.

On or before the 21st day of December next printed copies of the Bill will be deposited in the Private Bill Office at the House of Commons.

Dated this 18th day of November, 1887.

Edward F. Turner, 101, Leadenhall-street,
London, E.C.

Freshfields and Williams, 5, Bank-buildings,
London, E.C.

Solicitors for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, S.W.

Sherwood and Co., 7, Great George-street,
Westminster, S.W.

Parliamentary Agents.

In Parliament.—Session 1888.

South-Eastern Railway (Various Powers).
(Widening of Railway and Construction of Railways at Rotherhithe; Compulsory Purchase of Lands therefor and for Additional Purposes; Confirmation of Purchase of Lands at St. James, Isle of Grain, Newington, Saint Leonard, Hythe, and Cheriton, in the County of Kent, and in the parish of Saint Olave, Southwark, in the county of Surrey; Diversion and Construction of Footpath at Beckenham; Extension of Time and Revival of Powers for Completion of Certain Railways, Railway Widening and Works, and Extension of Time for Purchase of Lands; Creation, &c., and Conversion or Consolidation of Certain Preference Stocks, and Powers Relating thereto; Powers to Company, Elham Valley Light Railway Company, and London, Chatham, and Dover Railway Company, and others, to make Agreements for Sale and Purchase of Certain Lands; Agreements by the Company and Owners, &c., of Lands and Bexley Local Board as to Certain Lands at Bexley, and Contribution of Moneys therefor; Release of Elham Valley Railway Deposit, and Revival of Powers and Extension of Time for the Completion of that Railway; Agreements with Corporation of Folkestone as to Purchase, &c., of Coal Dues at Folkestone; Revival of Powers for Purchase of Lands and Completion of Works of Rochester Extension Railway; Subscription, &c., to St. Leonards-on-Sea Pier Company, Limited; Amendment of South-Eastern Railway (Increase of Capital) Act, 1850, as to Reference of Differences between Company and London, Brighton, and South Coast Railway Company; Agreements and Further Powers to Company and Metropolitan Railway Company as to Mutual Running Powers, Working Traffic, and other Arrangements and Matters; Application of Funds; To Levy Tolls, &c.; Amendment of Acts and other Purposes.)

A PPLICATION is intended to be made to Parliament in the next Session, by the South Eastern Railway Company (hereinafter called "the Company") and the Elham Valley Light Railway Company (hereinafter called "the Elham Company"), or one of them, for leave to bring in a Bill for the following, among other purposes (that is to say):—

To empower the Company to make and maintain the railway widening and the railways hereinafter described, with all necessary and convenient stations, sidings, approaches, works, and conveniences connected therewith, and to execute the works and acquire the lands (in which term in this notice houses and buildings are included), and to exercise the powers following (that is to say):—

In the county of Surrey—

1. A widening wholly in the parish of St. Mary, Rotherhithe, of the London and Greenwich Railway, on the southern side thereof, such widening commencing by a junction with the said railway, at a point 309 yards or thereabouts, measured in a westerly direction along that railway from the western abutment of the bridge which carries that railway over the Rotherhithe New-road, and terminating by a junction with the said railway at a point 32 yards or thereabouts, measured in a westerly direction along the said railway from the western abutment of the said bridge over the Rotherhithe New-road.
2. A railway (No. 1) wholly in the parish of

No. 25761.

St. Mary, Rotherhithe, commencing by a junction with the London and Greenwich Railway, at a point 89 yards or thereabouts, measured along that railway in a westerly direction from the western abutment of the bridge which carries that railway over the Rotherhithe New-road, and terminating by a junction with the railway which connects the London and Greenwich Railway and the North Kent Railway of the Company with the Bricklayers' Arms Branch Railway of the Company, at or near the south-westernmost side of the bridge which carries the main line of the London Brighton and South Coast Railway over the said connecting railway.

3. A railway (No. 2) wholly in the said parish of St. Mary, Rotherhithe, commencing by a junction with the widening hereinbefore described, at a point on the London and Greenwich Railway, 84 yards or thereabouts, measured in a westerly direction along that railway from the western abutment of the bridge which carries such railway over the Rotherhithe New-road, and terminating by a junction with the intended railway (No. 1) hereinbefore described, at a point 6 yards or thereabouts, measured in an easterly direction along that intended railway, from the western side of the said bridge over the Rotherhithe New-road.

To authorise the Company to deviate laterally from the line of the railway, widening railways, and works proposed to be authorised by the Bill, 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 authorise the Company to purchase, by compulsion or otherwise, lands for the purposes of the intended railway, widening railways, footpath, and works, and other purposes of the Bill, and in addition thereto to purchase and acquire by compulsion or otherwise, and to hold for the purposes of enlarging and extending their stations and siding accommodation, and for roads and approaches, and for other purposes of their undertaking, the lands hereinafter described or referred to, or some of them (that is to say):—

In the county of Surrey—

- a. Lands (being a house and land known as No. 267, Old Kent-road, in the parish of St. George the Martyr, Southwark).
- b. Lands in the parish of St. Mary, Lambeth, situated between the River Thames and the Belvedere-road, and adjoining the Company's railway, belonging, or reputed to belong, to the Ecclesiastical Commissioners for England, and in the occupation of Messrs. Eastwood and Company, Limited.
- c. Lands situated in the parish of St. Mary, Lambeth, in the occupation of the Anglo-American Brush Electric Light Corporation, Limited, adjoining the Company's railway, and on the south side of Belvedere-road having a frontage of 21 feet or thereabouts to Belvedere-road aforesaid, and a depth of 208 feet or thereabouts.
- d. Lands in the parish of St. Mary, Lambeth, being Nos. 15, 16, and 17, Anne-street; 39 to 41, both inclusive, and 10 to 14, both inclusive, Agnes-street; 9 to 12, both inclusive, and 16 to 20, both inclusive, Frances-street; 5 to 9, both inclusive, Vine-street; 14 to 17, both inclusive, Cornwall-road;

51 and 52, Wootton-street, and house in rear thereof in Windmill-street; 50, Windmill-street; 1, Sea Lion-court; and 14, 15, and 16, Eaton-street.

(e) Lands in the parish of Christchurch, Southwark, being Nos. 10, 12, and 14, Colingwood-street.

(f) Lands in the parish of St. Olave, Southwark—

(a) Land in King's Head-yard, Tooley-street, with the building erected thereon in the occupation of John Evett.

(b) Land, 24 feet or thereabouts in width, by 100 feet or thereabouts in length, forming part of, and partly occupied by, four warehouses in Bermondsey-street, Nos. 229, 230, 231 and 232, in the occupation respectively of Messrs. Baker, White, and Morgan (229 and 232), and Messrs. W. H. and H. E. Le May (230 and 231).

To sanction and confirm the acquisition by the Company of the several lands next hereinafter described, acquired by agreement by them, or on their behalf, for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, 1845, or for other purposes connected with their undertaking, and to enable them to hold and use the same for the general purposes of the Company, viz. :—

(a) Land in the parish of St. James, Isle of Grain, in the county of Kent, lately belonging to the Wardens and Commonalty of the New Bridge of Rochester, and in the occupation of James Robert Dickens.

(b.) Lands in the parishes of Newington, Saint Leonard, Hythe, and Cheriton, in the county of Kent, lying between the Sandgate-road and the Marine-promenade.

(c.) Land and houses known as Nos. 1, 2, 3, 4, 5, and 7, King's Head-yard, Tooley-street, in the parish of St. Olave, Southwark, in the county of Surrey.

To authorise the Company to divert so much of the public footpath leading from Penge-road to Croydon-road, in the parish of Beckenham, in the county of Kent, as lies between the commencement of the said footpath at Penge-road at a point (a) situated on the existing footpath, 626 yards or thereabouts, measured along the said footpath from its commencement at Penge-road, and to substitute in lieu thereof a new footpath wholly in the said parish of Beckenham, commencing at a point on the southern side of Penge-road aforesaid, 25 yards or thereabouts eastward from the commencement of the existing footpath, and terminating at the said point (a) above described, and to extinguish all rights of way over the said portion of the footpath so to be diverted, and to vest the site and soil thereof in the Company.

To empower the Company to cross, divert, alter, and stop up, whether temporarily or permanently, all such public, carriage, and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, rivers, streams, bridges, railways, tramways, and subways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill, and to alter and interfere with telegraph and other wires and apparatus.

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with

the objects thereof, and to confer, vary, and extinguish other rights and privileges.

To authorise the Company to levy, demand, and recover tolls, rates, and duties for or in respect of the use of the said intended railways, widening of railway and works, and of their existing 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 provide that the said intended railways and widening of railway shall, for all purposes, be deemed to be integral parts of the South Eastern Railway.

To empower the Company to purchase and take so much of any property which may be described in the Bill as they may require for the purposes of the intended Act, without becoming subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take the whole of such property.

To extend the time for the completion of the pier and works at Port Victoria authorised by the South Eastern Railway Act, 1883.

To extend the time for the compulsory purchase of lands for and for the completion of the railways, railway widenings, deviation railway and works authorised by the South Eastern Railway (Various Powers) Act, 1885, and to extend the time for the compulsory purchase of lands for and for the completion of the Folkestone Pier and Harbour Works also authorised by that Act.

To extend the time for the compulsory purchase of certain lands, situate respectively in the parish of Beckenham and in the parish and township of Folkestone, in the county of Kent, and in the parish of St. Paul, Deptford, in the county of Surrey, authorised by the South Eastern Railway (Various Powers) Acts, 1885, section 14, sub-sections 2a, 2c, and 2d.

To further extend the time for the compulsory purchase of the additional lands situate in the parish of St. Nicholas, Rochester, and in the parish of Chatham, intra and extra, in the county of Kent, described in and authorised by section 12, sub-section 4 of the South Eastern Railway (Various Powers) Act, 1882.

To authorise the Company to create and issue a further amount of South Eastern Railway (Vested Companies) 4 per cent. Preference Stock, in substitution for the rent now payable by the Company under the lease held by them of the Elham Valley Railway, and to provide for the cessation of the said rent.

To authorise the Company to convert into, or consolidate with, the South Eastern Railway (Vested Companies) 4 per cent. Preference Stock, authorised by the South Eastern Railway (Various Powers) Act, 1882, section 58, the Company's 4 per cent. Woodside and South Croydon Preference Stock, and to provide for the surrender and cancellation of the certificates of the said last-mentioned stock.

To empower the Company and the Elham Company, or either of them, on the one hand, and the London, Chatham, and Dover Railway Company, and the owners, lessees, and occupiers respectively, of lands in the parishes of St. Mary, Bredin, St. Mildred, Thanington, and Holy Cross, in the county of Kent, required for the construction of a railway junction at or near Canterbury, between the London, Chatham, and Dover Railway, and the Elham Valley Railway, on the other hand, to enter into and carry into effect, alter, or rescind contracts and agreements, for the sale and

purchase by the Company, and the Elham Company, or either of them, of the lands required for the purpose aforesaid, and with reference thereto.

The empower the Company, or the Company and the London, Chatham, and Dover Railway Company jointly, to agree with the owners, lessees, and occupiers of land, in the parishes of East Langdon, Oxney, and St. Margaret-at-Cliffe, in the county of Kent, situated between the Martin Mill Station, on the Dover and Deal Railway, and St. Margaret's Bay, in the said parish of St. Margaret-at-Cliffe, for the sale and purchase of lands necessary for the construction of a tramway from the said station to the sea-shore at St. Margaret's Bay.

To authorise the Company to agree with the owners, lessees, and occupiers of land, in the parish of Bexley, in the county of Kent, adjoining the Bexley Station of the Company, and contiguous thereto, and the Bexley Local Board, with respect to the purchase, exchange, and conveyance of land required for the purposes of enlarging and improving the access and approaches to the said station, and as to the contribution of moneys by the Company, and the said local board, or either of them, for the purposes of such enlargement and improvement, and to confer upon the Company and the said Local Board all requisite powers and authorities for carrying out such enlargement and improvement, and contribution to the expense thereof.

To authorise and provide for the release and payment out to the Company and the Elham Company, or as the Bill may provide, of the money deposited in the High Court of Justice, Chancery Division, referred to in section 32 of the Elham Valley Light Railway Act, 1881, and now remaining in the custody of the Paymaster-General, or of a part thereof, in proportion to the mileage of the said railway which has been constructed and opened for traffic, together with any dividends or interest and accumulations of interest thereon, notwithstanding the portion of railway so constructed and opened for traffic may not have been so constructed and opened within the time limited by the said Act, and also to provide for the release and payment, out of the money deposited in the High Court of Justice, Chancery Division, and now remaining in the custody of the Paymaster-General, in respect of an application to Parliament in the Session of 1885 for powers to make certain deviations of the authorised Elham Valley Light Railway, and for the payment, out of such last-mentioned money, to the Company and the Elham Company, or as the Bill may provide, and to revive the powers and extend the time for the completion of the railway and works authorised by the said Elham Valley Light Railway Act, 1881, as amended by the South Eastern Railway (Various Powers) Act, 1884, and the Elham Valley Railway Act, 1885.

To revive the powers for the compulsory purchase of lands for and for the completion of the railway and works called the Rochester and Chatham Extension, authorised by the South Eastern Railway Act, 1881, section 12, subsection 2, and to extend the periods limited by that Act for the exercise of such powers respectively.

To authorise the Company to subscribe to the capital of, or advance money on loan, to the St. Leonards-on-Sea Pier Company, Limited, hereinafter called the Pier Company, upon such terms and conditions as to priority of dividend or

interest, or otherwise, as the Bill may prescribe or provide for, and to empower the Company to take and hold shares and stock in the capital of the Pier Company, and debenture stock and other securities to be created and issued by them.

To authorise the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Folkestone (hereinafter called "the Corporation"), on the other hand, to enter into and carry into effect, alter, and rescind agreements for the purchase or redemption by the Company of the right to levy dues by the Corporation upon coal brought within the limits of the borough of Folkestone, under the provisions of the Folkestone Improvement Act, 1855, or any subsequent Acts, or of some part or parts of such dues, upon such terms and conditions as have been or may be agreed upon, or as may be prescribed or provided for by the Bill, and to empower the Company to continue to levy and recover the said dues, or some part or parts thereof, or to extinguish the said dues, or some part or parts thereof, and to confer upon the Company and the Corporation all necessary powers incidental thereto.

To alter and amend section 12 of the South Eastern Railway (Increase of Capital) Act, 1850, by providing for the reference to the railway commissioners in substitution for the commissioners of railways named in the said Act or as may be provided by the Bill, of all or any of the matters in dispute between the Company and the London, Brighton, and South Coast Railway Company, in the said section of the said Act mentioned, and the adjudication thereon, and adjustment and determination thereof, by them or as may be provided by the Bill.

To amend and extend the provisions of section 11 of the South Eastern Railway Act, 1874, in such manner as the Bill may provide, and to empower the Company and the Metropolitan Railway Company to make and carry into effect, alter, and rescind agreements for the exercise by the contracting Companies of running powers over the whole or portions of the railways, or any of them, owned, leased, or worked by the other of them, and with respect to the ownership, use, and appropriation, alteration, and enlargement by and between the two Companies of all or any of their respective stations on the aforesaid railways, or portions of railways, or any part or parts thereof respectively, and the working and management of the said railways, and portions of railways, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways owned, leased, or worked by the contracting Companies, or either of them; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, and apportionment of the tolls, rates, and incomes arising from the respective railways and works of the contracting Companies, or either of them, or any part or parts thereof, and the employment of officers and servants; the alteration and enlargement of the stations on the railways of the Companies respectively, or on any railway or railways owned, leased, or worked by them, or either of them; the construction of any new station or stations for the use of the contracting Companies, or either of them, and to enable the Company and the Metropolitan Railway Company, or either of them, to contribute towards the cost of such alterations and new stations, and of maintaining any such

joint stations, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid already made or which may hereafter be made, and to confirm and give effect to, alter, and rescind any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Company to apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or which may hereafter belong to them, or which they are authorised to raise under any previous Act or Acts.

To empower the Company to create and issue debenture stock in respect of the amount they are by the South Eastern Railway Act, 1876, section 31, authorised to borrow on mortgage, and if necessary to amend the South Eastern Railway Act, 1876.

The Bill will vary and extinguish all existing rights and privileges which might interfere with its objects, and it will incorporate with itself and amend the provisions or certain of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Railway Clauses Consolidation Act, 1845, the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and Part I. relating to the construction of a railway, Part II. relating to extension of time, and Part III. relating to working agreements of the Railway Clauses Act, 1863, and it will also amend, extend, vary, and, if need be, repeal and enlarge some of the powers and provisions of (in addition to the Acts hereinbefore specified and named) the several local and personal Acts following, namely, the 6 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company, the Act 9 and 10 Vict., cap. 283, and any other Act relating to the London, Brighton, and South Coast Railway Company, the 16 and 17 Vict., cap. 132, and any other Act relating to the London, Chatham, and Dover Railway, the Dover and Deal Railway Act, 1874, and any other Acts relating to the Dover and Deal Railway, the Elham Valley Light Railway Act, 1881, and all other Acts relating to the Elham Valley Light Railway Company, the Folkestone Improvement Act, 1855, and any other Acts or Provisional Orders relating to the borough of Folkestone, the Metropolitan Railway Act, 1854, and any other Act relating to the Metropolitan Railway Company.

And notice is hereby given, that maps, plans, and sections of the railways, widening of railway, diversion of and new footpath, and works proposed to be authorised by the Bill, and of the railway and works, the powers for the construction of which and of acquiring the lands therefor, are proposed to be revived by the Bill, showing the lines and levels thereof respectively, and plans also of the lands intended to be taken compulsorily or the powers for purchasing which are to be revived and extended under the powers of the Bill, with a book of reference to such plans respectively, together with in each case a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection as follows (that is to say), as regards the lands and works in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone, as regards the lands and works in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington-causeway, in that county.

And that on or before the said 30th day of November a copy of so much of the said plans,

sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works or any part thereof are or is intended to be made or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—as relates to the parish of St. Mary, Rotherhithe, with the vestry clerk of that parish, at his office at the public baths, Deptford Lower-road, Rotherhithe; as relates to the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington Green, in that parish; as relates to the parish of Christchurch, Southwark, with the clerk of the District Board of Works for the district of St. Saviour's, Southwark, at his office No. 3, Emerson-street, Bankside; as relates to the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office No. 81, Borough-road, Southwark; as relates to the parish of St. Olave, Southwark, with the clerk to the District Board of Works for the St. Olave District, No. 86, Queen Elizabeth-street, Southwark; and as relates to the several other parishes mentioned in this notice, with the parish clerk of each such parish at his residence; and as regards any extra-parochial place, with the 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 17th day of November, 1887.

W. R. Stevens, 6, St. Thomas's-street, S.E., Solicitor for the Bill.

R. W. Cooper, 4, Westminster-Chambers, Victoria-street, S.W.;

C. E. Mortimer, 22, Abingdon-street S.W.;

Parliamentary Agents.

In Parliament—Session 1888.

Oxford, Aylesbury, and Metropolitan Junction Railway.

(Abandonment of authorised Railway; Release of Deposit; Construction of Steam Tramway from Oxford to Brill; Electrical or Mechanical Power; General Powers, Crossing Roads, &c.; Agreements as to Wotton Tramway; Reduction of Capital; Amendment or Repeal of Act.)

APLICATION will be made to Parliament in the ensuing Session by the Oxford, Aylesbury, and Metropolitan Junction Railway Company, in this Notice called "the Company," for leave to bring in a Bill for the following, or some of the following, purposes, viz.:—

To authorise and provide for the abandonment of the railway authorised by the Oxford, Aylesbury, and Metropolitan Junction Railway Act, 1883, and for the release of the money or securities deposited pursuant to the Standing Orders of Parliament in relation thereto.

To enable the Company to make and maintain, with all proper stations, sidings, approaches, works, and conveniences connected therewith, a tramway in substitution for the said railway, or part thereof, commencing in the parish of St. Clement, in the city and county of Oxford, on the east side of George-street, opposite the intersection of George-street with New-street, and terminating by a junction with the Wotton tramway at the termination thereof in the parish of Brill, in

the county of Bucks, passing through or into the following parishes and places, or some of them, viz., St. Clement, King's Mill, Marston, Headington Forest-hill, Forest-hill with Shot-over, Stanton St. John, Piddington, and Beckley, all in the county of Oxford, Oakley, Boarstall, and Brill, in the county of Buckingham.

To enable the Company to use or work on the said tramway, carriages or trucks, adapted for use upon railways moved by steam, electrical, or mechanical power, or by animal power.

To enable the Company to cross, alter, or divert, whether temporarily or permanently, roads, footpaths, streams, sewers, and other works, and to alter or remove any wires, posts, tubes, or apparatus, mains and pipes, as may be necessary or convenient in constructing or maintaining the said intended tramway and works, and to divert or stop up and appropriate the soil of any streets, roads, and footpaths within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same, and to authorise deviations laterally and vertically from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the intended Act.

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 tramway and works, and of the intended Act, and to empower the Company notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion a part of any house, building, or manufactory, without being required or compelled to purchase the whole thereof, and to enable the Company to acquire easements or rights of constructing and maintaining the intended tramway and sidings connected therewith, instead of taking the lands on which they will be made, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so taken or used.

To confer on the Company, for the purpose of constructing the said tramway, all the powers usually conferred upon companies for the construction of railways, and especially the powers contained in section 16 and other provisions of the Railways Clauses Consolidation Act, 1845, and to levy tolls and charges for the use of the tramway and works.

To authorise the Company to purchase and take a piece of land in the parish of Marston, in the county of Oxford, known as Peasmore Piece or Peasmoor Common, which is, or is reputed to be, common or commonable land, and of which it is estimated that not exceeding two acres will be within the limits of deviation shown upon the deposited plans, and not exceeding one quarter of an acre will be actually required for the works.

To confer on the Company, and make applicable to the said tramway, all or some of the powers and provisions which the Company possess with reference to the railway authorised by the said Act.

To enable the Company to enter into, and carry into effect any agreement with the owner of the Wotton tramway, as to the use and working of the same or as to the purchase of such tramway, and the works connected therewith.

To enable the Company to apply to the purposes of the intended tramway and works the capital which they are authorised to raise under

their said Act by shares or borrowing, and to alter and reduce the amount of such capital.

Or the Bill may provide for the dissolution of the Company and the winding up of its affairs.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it may incorporate with itself any provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863, and it will amend and enlarge, and if need be repeal, the powers and provisions of the following Act—the 46 and 47 Vic., cap. 210, and any other Act relating to the Company.

Duplicate plans and sections showing the line and levels of the works proposed to be authorised by the Bill, and the lands, houses, and other property, which may be acquired under the powers of the Bill, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and property, and an ordnance map with the line of tramway delineated thereon, 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 Oxford, at his office at Oxford, in that county, and with the clerk of the peace for the county of Bucks, at his office at Aylesbury, in that county, 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 said works are intended to be made, and a copy of this notice, will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 10th day of November, 1887.

Fowler and Co., Victoria-mansions, Westminster, Solicitors.

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

In Parliament.—Session 1888.

Metropolitan Board of Works (Various Powers). (Bridges and Street Improvements; Additions and Improvements to Parks in the Metropolis; New Park or Recreation Ground at Lewisham; Foot-bridge over Railway; Contributions by Vestries and District Boards of Works; Charges of Maintaining, &c., Westminster Bridge; Extending Powers as to New Street from Holborn Town Hall to Islington; Compulsory Purchase of Land—Sundry general and incidental Powers.)

NOTICE is hereby given that the Metropolitan Board of Works (who are in this Notice referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them, viz. :—

To authorise and provide for the making and maintenance of the works hereinafter described, with all proper and sufficient incidental and subsidiary works and conveniences. And to confer on the Board the further powers, and to make the provisions hereinafter mentioned.

Culvert-road Bridge (Battersea).

To enable the Board to remove the existing footbridge over the West London Extension

and London, Chatham, and Dover Railways, lying between Culvert-road and Eversleigh-road, in the parish of St. Mary, Battersea, in the county of Surrey, and to construct instead thereof, a new bridge over the said railways, approached by inclines on either side, commencing in Culvert-road, alongside and on the north side of the West London Extension Railway, and terminating in the said road or the continuation thereof, leading into Eversleigh-road, alongside and on the south side of the London, Chatham, and Dover Railway.

To enable and require the Wandsworth District Board of Works or the Vestry of the said parish of Saint Mary, Battersea, to contribute towards the costs and expenses incurred by the Board in and about the erection of the said bridge and approaches, including all the costs of, and incidental thereto, and to provide for vesting the same in the said District Board or Vestry, and for the maintenance thereof by them.

Bridge over Latchmere-road (Battersea).

To enable the Board to improve and widen the span of the bridge, which carries the West London Extension Railway over Latchmere-road, in the said parish of Saint Mary, Battersea, about 40 yards northward of the end of Knowsley-road, and to widen and lower the roadway beneath and on both sides of the said bridge.

To enable the Board, the Wandsworth District Board of Works, the Vestry of the parish of St. Mary, Battersea, and the West London Extension Railway Company, and the railway companies interested in the West London Extension Railway, to enter into and carry into effect any agreement with reference to the method of constructing the said works, and the contribution of funds for the purpose thereof and to confirm any such agreement.

And to enable and require the Wandsworth District Board or the Vestry of the said parish of St. Mary, Battersea, to contribute towards the costs and expenses of and incidental to the said proposed works and to provide for vesting the said road as altered in the said District Board or Vestry and for the maintenance thereof by them.

Widening of Church-street (Fulham).

To enable the Board to widen Church-street, in the parish of Fulham, in the county of Middlesex—

On the south side, commencing at the western end of Church-street, where it joins High-street, and terminating opposite the end of King's-road.

On the north side, commencing at the western side of the School-house buildings, and terminating opposite the end of King's-road.

And to enable and require the Vestry of the parish of Fulham to contribute towards the costs and expenses of and incidental to the proposed works, and to provide for the maintenance of the said road by the said vestry.

Bridge over Limehouse Cut.

To enable the Board to construct a new bridge across the Limehouse Cut, in the parish of St. Leonard, Bromley, in the county of Middlesex, with approach roads on either side thereof, commencing at the junction of Morris-road and Barchester-street, and terminating at the end of Violet-street, on the north side of the running ground.

To enable and require the Board of Works for the Poplar district to contribute towards the costs and expenses of and incidental to the

proposed works, and to provide for vesting the same in the said District Board, and the maintenance thereof by them.

Kennington-park.

To empower the Board to purchase or acquire a piece of land, partly in the parish of St. Mary, Lambeth, and partly in the parish of St. Mary, Newington, in the county of Surrey, lying on the northern side of Kennington-park, and between the said park and South-place, and to vest the same in the Board, and to provide for the addition thereof to Kennington-park.

To extend to the said piece of ground all the powers of regulation, control, and management, including the powers for the making of bye-laws, and their enforcement by penalties or otherwise, which the Board now have with regard to Kennington-park.

Dulwich-park.

To transfer to and vest in the Board a piece of land in the parish of Camberwell, in the county of Surrey, lying between Dulwich-park and Dulwich Common road, and shown on the plans deposited as hereinafter mentioned, for the purpose of enabling the Board to form an approach to Dulwich-park from the Dulwich Common road, as required by section 37 of the Metropolitan Board of Works, Various Powers, Act, 1886, and also another piece of land in the same parish between the said park and Court-lane, also shown on the said plans, for the purpose of enabling the Board to form an approach to Dulwich-park from Court-lane, as required by the said section; and to provide for adding the said pieces of land to Dulwich-park, and for extending to the said pieces of land all the powers of regulation, control, and management, including the powers for the making of bye-laws and their enforcement, by penalties or otherwise, which the Board now have with regard to Dulwich-park.

Lewisham Recreation Ground.

To enable the Board to purchase or acquire certain lands in the parish of Lewisham, in the county of Kent, situate on or near the River Ravensbourne, between Ladywell-road on the north, and Catford-hill on the south, which are shown on the plans deposited as hereinafter mentioned, and to enable the Board to lay out, enclose, plant, drain, maintain, and preserve the same, or parts thereof, as an open space, park, or recreation ground.

To enable the Board to construct and maintain a foot-bridge across the Mid-Kent Railway, for the purpose of affording communication between those parts of the said lands which are on either side of the said railway, such foot-bridge to be situate 35 chains or thereabouts, measured along the said railway in a northerly direction from the northern end of the platform at the Catford Bridge Station, and to enable the Board to make and enforce, by penalties and otherwise, bye-laws as to the regulation, control, and management of the said lands, and to enable and require the Lewisham District Board of Works to contribute towards the costs and expenses of, and incidental to, the purchase of the said land.

Westminster Bridge.

To make provision as to the manner in which charges of, and incident to, the maintenance and repair of Westminster Bridge and the approaches thereto shall be defrayed, and as to the rates upon which moneys required for those purposes are to be charged

Extension of Time.

(New Street from Holborn Town Hall to Islington.)

To extend the time limited by the Metropolitan Board of Works (Various Powers) Act, 1885, for the compulsory purchase of land for the purposes of the new street authorised thereby, and described therein as follows, and to extend the period limited by the said Act for the completion thereof, viz. :—

A new street, partly in the parish of Saint Andrew, Holborn, and partly in the parish of Saint James and Saint John, Clerkenwell, in the county of Middlesex, commencing in the parish of Saint Andrew, Holborn, opposite to the north-western angle of the Holborn Town Hall, at the junction of Clerkenwell-road and Grays-inn-road, constructed in part on viaduct and terminating in the parish of Saint James and Saint John, Clerkenwell, in Saint John-street-road, about 30 yards to the north-west of the junction of Myddleton-place therewith.

Miscellaneous.

To make provisions for ascertaining the amount of any contributions to be paid by any Vestry or District Board of Works under the provisions of the intended Act, and for empowering them to pay the same out of money raised by rates or otherwise, and for enabling the Board to recover and enforce payment of such contributions, and to enable the Board to lend money to such Vestries and District Boards for the purpose of such contributions.

To enable the Board to purchase by compulsion or agreement all such lands, houses, and other property as may be required for the purposes of the Bill, and as will be included within the limits to be defined upon the deposited plans, and any easements over and affecting the same.

To enable the Board to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Board from the liability imposed by the 22nd section of the Lands Clauses Consolidation Act, 1845, and if deemed expedient, from the provisions of the said Act with respect to the sale of superfluous lands.

To enable the Board and their officers to enter, survey, and value at any time lands and buildings shown on the deposited plans.

To enable the Board to sell, convey, lease, exchange and otherwise dispose of any lands, houses and property, or any easement, right, or privilege in, under, through or over the same which may be acquired or vested in them under the powers and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials.

To prohibit the breaking up or interference with any of the new works hereinbefore mentioned or the approaches thereto for laying down any gas, water, or other main or pipe or other work, except with the consent of the Board and subject to such terms and conditions as to payment and otherwise as the Board may determine.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Board, and to vary the provisions of the Lands Clauses Consolidation Act 1845, relating thereto.

To authorise the Board to delegate to a committee or committees any of the powers to be conferred upon them by the intended Act.

To incorporate with the Bill, so far as may be deemed necessary, and with such exceptions, variations, and modifications as the Board may think fit, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Railways Clauses Consolidation Act, 1845, and to make applicable to the provisions of the intended Act the provisions of the last-mentioned Act with respect to the temporary occupation of land, and especially to alter and vary (if thought expedient) the provisions of the Lands Clauses Consolidation Act, 1845, relating to the settlement of questions of disputed compensation, and to vary and extinguish all rights, easements, and privileges which would or might impede or interfere with the execution of any of the objects of the Bill, and to confer, vary, or extinguish other rights, easements, and privileges.

To enable the Board, in connection with the proposed works, to make junctions with streets and alterations of streets, to stop up, divert, alter, and appropriate streets, courts, passages, and places, sewers, steps, areas, drains, tubes, wires, and pipes.

To confer on the Board powers to erect, or authorise the erection of hoardings and other works in streets during the execution of any of the intended works.

To provide for the maintenance, repair, and lighting of any streets and bridges made or altered under the powers of the intended Act, and to charge the same upon the rates leviable within the parishes and districts within which they are respectively situate.

To make provision as to the costs and expenses of and incidental to the intended works, and to enable the Board to defray the same as part of their expenses in carrying into execution the purposes of the Metropolis Management Act, 1855, and the Acts amending the same.

The Bill will or may amend and enlarge the powers and provisions of the Metropolis Management Act, 1855, and the Acts amending the same, and any other local Acts relating to the Board.

Duplicate plans and sections describing the line, situation, and levels of the proposed works and plans showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes hereinafter mentioned, together with a copy of this notice, will be deposited as follows :—

So far as relates to the parish of St. Mary, Battersea, with the clerk of the Board of Works for the Wandsworth District, at his office at Battersea Rise, in the parish of St. Mary, Battersea;

So far as relates to the parish of Camberwell with the vestry clerk of that parish, at his office at the Vestry Hall, Peckham-road, Camberwell, S.E.;

So far as relates to the parish of Fulham, with the vestry clerk of that parish, at his office at the Vestry Hall, Walham Green, S.W.;

So far as relates to the parish of St. Leonard, Bromley, with the clerk to the Board of Works for the Poplar District, at his office at the Town Hall, 117, High-street, Poplar, E.;

So far as relates to the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.;

So far as relates to the parish of St. Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road, S.E.; and

So far as relates to the parish of Lewisham, with the clerk to the Board of Works for the Lewisham District, at his office at the Town Hall, Rushey Green, Catford, S.E.

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

Dated this 9th day of November, 1887.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, London, S.W.

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

In Parliament—Session 1888.

Harrow-road and Paddington Tramways.

(New Tramways in the Parishes of Willesden, Hampstead, and Paddington, all in the County of Middlesex; Abandonment of part of Authorised Tramway; Powers as to Lands; Agreements with Vestries, District Boards, and others; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Harrow-road and Paddington Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

A tramway, No. 1, commencing in Cambridge-road by a junction with tramway No. 2, authorised by the Harrow-road and Paddington Tramways Act, 1886 (hereinafter called "the Act of 1886"), at a point 1 chain or thereabouts south of Carlton-road, and passing thence into and in an easterly direction along Carlton-road, and in a northerly direction along, and terminating in Kilburn Park-road, at or near the east end thereof.

A tramway, No. 2, commencing by a junction with Tramway No. 1 at its termination as hereinbefore described, and passing thence in a north-westerly direction along and terminating in the Edgware-road, at a point midway between Christchurch-road and Exeter-road.

Tramways Nos. 1 and 2 will pass from, through, or into, or be situate in, the several parishes of Willesden, Paddington, and St. John, Hampstead, all in the county of Middlesex.

A tramway, No. 3A, commencing in the Harrow-road by a junction with Tramway No. 3, authorised by the Act of 1886, at a point $1\frac{1}{2}$ chains or thereabouts east of its commencement, and nearly opposite the Royal Oak Hotel, and passing thence in a westerly and northerly direction along and

terminating in the Harrow-road, at a point about 3 chains north of St. Alban's-road.

A tramway, No. 3B, wholly in the Harrow-road, commencing by a junction with Tramway No. 3A at its termination as hereinbefore described, and passing thence in a north-westerly direction, and terminating opposite the entrance to Stonebridge-park.

Tramways Nos. 3A and 3B will be situate wholly in the parish of Willesden, in the county of Middlesex.

A Tramway, No. 4A, commencing in the Harrow-road by a junction with Tramway No. 4, authorised by the Act of 1886, at its termination at or near the end of Amberley-road, and passing thence in an easterly direction along Harrow-road to and terminating in that road at a point about 1 chain west of Warwick-road.

A Tramway, No. 4B, commencing by a junction with Tramway No. 4A at its termination as hereinbefore described, and passing thence in a southerly and easterly direction along and terminating in the Harrow-road at a point 2 chains or thereabouts east of Church-place.

A Tramway, No. 4C, commencing by a junction with Tramway No. 4A at its termination as hereinbefore described, and passing thence into and along Howley-place, Park-place-villas, St. Mary's-terrace, and St. Mary's-square, into and terminating in the Harrow-road at a point 2 chains, or thereabouts, east of Church-place.

A tramway, No. 4D, wholly in the Harrow-road, commencing by junctions with Tramways Nos. 4B and 4C, at their terminations as hereinbefore described, and terminating at a point $1\frac{1}{2}$ chains, or thereabouts, west of the Edgware-road.

Tramways Nos. 4A, 4B, 4C, and 4D will be situate wholly in the parish of Paddington, in the county of Middlesex.

Tramways Nos. 3A and 3B are proposed to be so laid in the Harrow-road that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the street hereinafter mentioned and the nearest rail of the tramway at the following places, that is to say:—

Tramway No. 3A.—On both sides between points respectively $\frac{1}{2}$ chain and $1\frac{1}{2}$ chains south-east of Tavistock-road, and on the south-west side between Tavistock-road and a point $1\frac{1}{2}$ chains north-west of that road, and on both sides between points respectively 1 chain south-east and 8 chains north-west of Crownhill-road.

Tramway No. 3B.—On both sides, between Park-road and a point 2 chains west of that road.

To authorise the Company to abandon so much of Tramway No. 2, authorised by the Act of 1886, in Cambridge-road and Cambridge-gardens as lies between its authorised commencement and the commencement of the intended Tramway No. 1, as hereinbefore described.

The tramways will be constructed on the gauge of 4 feet $8\frac{1}{2}$ inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use on railways.

The power intended to be employed for carriages or trucks on the said tramways is animal power.

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 places 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, 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 purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, and to hold, sell, and let 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 a 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 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 existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several vestries, district boards of works, local boards, 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 authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new ordinary or preference shares and by borrowing, 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 the Act of 1886 or may be by the intended Act authorised to raise.

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 or 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 Harrow-road and Paddington Tramways Act, 1886, and any other Act or Acts relating to the Company or their undertaking.

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 Middlesex, at his office at the Sessions House, Clerkenwell, and that a copy of so much of the said 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 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 same day, be deposited for public inspection as follows, that is to say, as regards the parish of Willesden, with the parish clerk of that parish, at his residence, as regards the parish of St. John, Hampstead, with the vestry clerk of that parish, at his office at the Vestry Hall, Haverstock-hill, and as regards the parish of Paddington, with the vestry clerk of that parish, at the Vestry Hall, in the Harrow-road.

And notice is hereby further 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 18th day of November, 1887.

Hugh C. Godfray, 60, Finsbury-pavement,
E.C., Solicitor for the Bill.

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

In Parliament.—Session 1888.

Great Western Railway.

Railways in the Counties of Gloucester, Somerset, and Glamorgan; Widening of Railway in the County of Devon; Sanctioning Railway at Barnstaple as Constructed; Widening and Lengthening of Bridges; Roads, Footpaths, and Rights of way in the Counties of Berks, Dorset, Somerset, Gloucester, Devon, Monmouth, and Glamorgan, and Additional Lands in the Counties of Berks, Gloucester, Somerset, Glamorgan, and Monmouth; Confirmation of Purchase of Lands by Company and London and North Western Railway Company; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands on the Railways of the Company, and of the Company and the London and North Western Railway Company; Revival of Powers and Extension of Time for the Purchase of Lands for, and for Construction of Railway No. 2, authorised by the Great Western Railway (No. 2) Act, 1882; Vesting Undertakings of the Worcester, Bromyard, and Leominster, and Leominster and Bromyard Railway Companies in the Company, and authorising Agreements with

those Companies; Confirming Agreements between the Company and the Oldbury and Rhondda and Swansea Bay Railway Companies respectively; Power to the Oldbury Railway Company to raise Additional Capital; Power to the Company to Subscribe to the Capital and Debenture Debt of the Staines and West Drayton and Whitland and Cardigan Railway Companies; to authorise the Company to Distrain for, or to detain goods Landed at the Plymouth Great Western Dock, or any other Docks, Wharves, or Shipping Places of the Company; also to Grant Bonds for Customs' Duties; to Issue Certificates for Articles warehoused in the Warehouses or other Buildings of the Company, and Warrants for their Delivery; Power to Company to agree with Local Authorities for Sale of Water from Pumping Stations and other Works at or near the Severn Tunnel; Provisions for Incorporation of Medical and Sanitary Society for Benefit of Company's Servants; also as to Transfer to Company of Powers conferred upon the Kingsbridge and Salcombe Railway Company by the Kingsbridge and Salcombe Railway Act, 1882; Repeal of certain Provisions of the Great Western Railway Act, 1876, of the Great Western Railway Act, 1885, of the Briton Ferry Dock and Railway Act, 1851, and of the Briton Ferry Dock and Railway Act, 1857; also of the Duffryn, Llynvi, and Porthcawl Railway Act, 1825; Abandonment of Railways Nos. 1 and 3 authorised by the Great Western Railway (No. 2) Act, 1882; Provision as to Cancelling Bond given to Treasury in respect of the Kington and Eardisley Railway Act, 1864; Power to Company and London and North Western Railway Company to apply Corporate Funds; Capital; 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 enable the Great Western Railway Company (hereinafter called "the Company"), to make and maintain the railways, widenings, roads, and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, viz.:—

1. A railway (No. 1) commencing in the parish of St. George, in the county of Gloucester, by a junction with the sidings or relief lines now in course of construction by the Company, southward of the bridge carrying the Company's main line of railway from London to Bristol over the River Avon, and adjacent thereto, at a point opposite the western extremity of the said bridge, and about 14 yards southward of the centre line of the said main line of railway, and terminating in the parish of St. Philip and St. Jacob Without, in the city and county of the city of Bristol, by a junction with the intended Railway No. 3, hereinafter described, at a point about 10 chains from the commencement thereof, and about 9 chains eastward of the eastern end of the southern building of the Avonbank Brick and Tile Works, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.:—St. George, in the county of Gloucester, and St. Philip and St. Jacob Without, in the city and county of the city of Bristol.

2. A railway (No. 2), commencing in the parish of St. Philip and St. Jacob Without, in the city and county of the city of Bristol, by a junction with the intended Railway No. 3, hereinafter described, about 17 yards southward of the termination of Railway No. 1, and terminating in the parish of Bedminster, in the city and county of the city of Bristol, by a junction with the Company's Bristol and Exeter Railway, at a point about 11 chains south-westward of the bridge carrying the Bath and Wells Road over the said railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.:—St. Philip and St. Jacob Without, St. Mary's Redcliffe, and Bedminster, all in the city and county of the city of Bristol.

3. A railway (No. 3), being a deviation of the Company's Bristol and North Somerset Railway, commencing in the parish of St. George, in the county of Gloucester, at a point on the said railway about 6 chains, measured in a south-easterly direction from the junction thereof with the Company's main line from London to Bristol, and terminating in the parish of St. Philip and St. Jacob Without, in the city and county of the city of Bristol, by a junction with the said Bristol and North Somerset Railway, at a point thereon about $1\frac{1}{2}$ chains north-westward of the north-western end of the bridge carrying the said railway over the River Avon, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.:—St. George, in the county of Gloucester, and St. Philip and St. Jacob Without, in the city and county of the city of Bristol.

4. A railway (No. 4), commencing in the parish of St. Mary-the-Virgin, Cardiff, by a junction with the branch railway of the Company, known as the Penarth South Curve, at a point thereon about $4\frac{1}{2}$ chains westward of the west end of the bridge or viaduct carrying the South Wales Railway of the Company over the River Taff, at Cardiff, and terminating in the parish of Llandough-juxta-Cardiff by a junction with the railway now in course of construction, authorised by the Barry Dock and Railways Act, 1885, at a point thereon marked and measured on the plan of the said railway deposited with the Clerk of the Peace for the county of Glamorgan in November, 1884, 3 miles 1 furlong $6\frac{1}{2}$ chains from the commencement thereof, and about 8 chains, measured in a straight line south-eastwards of "The Merry Harriers" public-house, situate on the road between Llandough and Dinas Powis, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.: St. Mary-the-Virgin, Cardiff, Llandaff, Canton, Grange-town, Leckwith, Llandough-juxta-Cardiff, Penarth, Dinas Powis, St. Andrews Major, and Cogan, all in the county of Glamorgan.

5. A widening (a) of the Company's South Devon Railway to be wholly situate in the parish of Dawlish, in the county of Devon, commencing at or near the signalling cabin at the western end of the Parson Tunnel, and terminating at or near the Colonnade on the western side of Dawlish Railway Station.

6. A widening (b) of the Company's South Devon Railway, commencing in the parish of Plympton St. Mary, at or near the signalling cabin of the Hemerdon junction, and terminating in the parish of Rattery, at or near the signalling cabin of the Rattery junction, which intended

widening will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.: Plympton St. Mary, Cornwood, Ermington, Harford, Ugborough, South Brent, Dartington, and Rattery, all in the county of Devon.

To sanction and authorise the construction and maintenance of the railway at Barnstaple, constructed by the Company according to the line and levels thereof as so constructed, and as shown upon the plans and sections to be deposited as hereinafter mentioned, which railway commences in the parish of Barnstaple, in the county of Devon, by a junction with the Devon and Somerset Railway, about 18 chains south-eastward of the termination of that railway at Barnstaple, and terminates in the parish of Bishop's Tawton by a junction with the Railway No. 1, authorised by the Great Western Railway Act, 1885, about 12 chains north-eastward of the bridge carrying the public road from Landkey to Barnstaple over that railway, which railway, firstly above described, passes from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say—Barnstaple and Bishop's Tawton, all in the county of Devon.

To enable the Company to widen on the northern side thereof the following bridges, in the city and county of the city of Bristol.

(a) The bridges in the parish of St. Philip and St. Jacob Without, which carry the railway of the Company over Avon-street, Barton-road, or Cooke's-lane, and Kilbon-street, Bristol.

(b) The bridge in the parishes of Temple and St. Philip, and St. Jacob Without, which carries the railway of the Company over the Floating Harbour, Bristol, at or near the north-eastern end of the Bristol Joint Station.

To enable the Company to lengthen on the southern side thereof, for a distance of about 15 yards, the bridge which carries Windsor-road, in the parishes of St. Mary-the-Virgin, Cardiff, and Roath, in the county of Glamorgan, over the railway of the Company, and, if necessary, to alter and extend the approaches thereto on the said south side, and to alter or vary the rate of inclination of the said approaches.

To enable the Company to lengthen on the east side thereof, for a distance of about 15 yards, the bridge which carries the footway leading from Tyndall-street to Windsor-road, Cardiff, in the parish of Saint Mary-the-Virgin, Cardiff, in the county of Glamorgan, over the railway of the Company, and to alter and extend the approach to the said bridge on the east side thereof, and to alter or vary the rate of inclination of the same.

To enable the Company to stop up and discontinue the portions of roads and footpaths, and to make the new roads, footpaths, and other works hereinafter described, that is to say:—

So much of the public footpath in the parish of Clewer, in the county of Berks, as lies between a point about $4\frac{1}{2}$ chains, measured in a north-westerly direction from the western end of Bridgewater-terrace, and the point where the said footpath crosses the public road which passes under the railway of the Company, near to the north-western end of their Windsor Station, and in lieu thereof to make and maintain a new footpath wholly in the said parish of Clewer, between the said first mentioned

point and the said road opposite to Bridgewater-terrace.

So much of the public footpath in the parish of St. Mary's, Reading, in the county of Berks, which leads from Reading to Southcot, and passes over the Company's railway about 2 chains southward of the post thereon indicating $37\frac{3}{4}$ miles from London as lies between the commencement and termination of the new footpath hereinafter described, and in lieu thereof to make and maintain a new footpath to be carried under the said railway, and to be situate wholly in the said parish of St. Mary's, Reading, to commence by a junction with the said first-mentioned public footpath at or near the eastern end of the footbridge carrying the said footpath over the railway, and to terminate by a junction with the existing footpath at or near the western side of the bridge, carrying the railway over an occupation road about 14 chains measured in a south-westerly direction from the said post.

So much as lies between the boundaries of Company's property of the road in the parish of Shrivvenham, in the county of Berks, which crosses the Company's railway on the level three-fourths of a chain or thereabouts westward of the post on the said railway indicating $71\frac{1}{2}$ miles from London, and in lieu thereof to make and maintain a new road wholly in the said parish, to commence by a junction with the existing road about 3 chains northward of the said railway, and to terminate by a junction with the said existing road about 5 chains southward of such railway.

So much of the road in the parish of Fordington, in the county of Dorset, which runs parallel with the eastern side of the station yard of the Company, as extends from the Weymouth-road to a point on the Maumbury-road, about $7\frac{1}{2}$ chains northward of the junction of the road so to be stopped up with the Weymouth-road, and in lieu thereof to make and maintain a new road wholly in the said parish, commencing by a junction with the Weymouth-road, about $2\frac{1}{2}$ chains north-eastward of the eastern side of the bridge carrying that road over the Company's railway, and terminating by a junction with the Maumbury-road, about 3 chains northward of the northern side of the southern entrance to the said station yard.

So much as lies within the boundaries of the Company's property of the public footpath in the parish of Bathwick, in the city of Bath, in the county of Somerset, which crosses the Company's railway on the level about 4 chains westward of the post thereon indicating $105\frac{3}{4}$ miles from London, and in lieu thereof to make and maintain a new footpath over the said railway, at or near the site of the said level crossing, such footpath to commence by a junction with the existing footpath about 1 chain westward of the centre of the railway at the said level crossing, and to terminate by a junction with such footpath about 4 chains eastward of the same point, and to be situate wholly in the said parish of Bathwick.

So much of the road called School-lane, in the parish of Cheltenham, in the county of Gloucester, as extends for a distance of about 1 chain, measured in a northerly direction from the barrier across the said road, and which adjoins the approach to the arrival platform of the Company's station at Cheltenham.

So much as lies between the boundaries of the Company's property of the footpaths in the parish of Taunton St. James, in the county of

Somerset, one of which crosses the Company's railway on the level at or near the post on the said railway indicating 163 miles from London, and the other extends from the said footpath, and runs parallel with the said railway for a distance of about 7 chains, measured along the said railway, in a south-easterly direction, and in lieu thereof to make and maintain a new footpath, wholly in the said parish, to commence by a junction with the existing footpath about $1\frac{1}{2}$ chains northward of the said railway, and about 7 chains south-eastward of the said post, and to terminate by a junction with the Kingston-road, about $3\frac{1}{2}$ chains north-eastward of such railway.

So much as lies between the boundaries of the Company's property of the footpath in the parish of Plympton St. Mary, in the county of Devon, which crosses the Company's railway on the level about 26 chains north-eastward of the bridge which carries the said railway over the public carriage road from Sparkwell to Ivy Bridge, about a quarter of a mile westward of Venton Farm, and, in lieu thereof, to grant to, or confer upon the public a right of way over the road which extends from the southern end of the said bridge to or near to Venton Farm.

So much as lies between the boundaries of the Company's property of the public footpath in the parish of Bassaleg, in the county of Monmouth, which crosses the railway of the Company on the level about $10\frac{1}{2}$ chains eastward of the east end of the platforms, at Tydu Station on the Company's Monmouthshire (Western Valleys) Railway, and in lieu thereof to divert the said path along the public highway to a point half a chain, or thereabouts, north of the bridge carrying the said highway over the railway at Tydu Station, and thence by an existing public footpath in a north-easterly direction to join the public footpath, so intended to be stopped up, at or near a house called "Wern," situate about 14 chains, measuring in a north-easterly direction, from the booking office at the said Tydu station.

So much as lies between the boundaries of the Company's property of the public footpath in the parish of Mynyddislwyn, in the county of Monmouth, which crosses the railway of the Company on the level at or near the north end of the platforms of the Company's High Level Station at Crumlin, and in lieu thereof to deviate the same along the public road underneath the bridge carrying the Company's Taff Vale Extension Railway over the said road at a point about 8 chains northwards of the said station, and to construct a new footpath, to be wholly situate in the said parish, commencing at the said bridge, and terminating by a junction with the existing public footpath at a point 4 chains, or thereabouts, southward of the booking office at the said Crumlin High Level Station.

So much as lies between the boundaries of the Company's property of the road in the parishes of Newcastle and St. Bride's Minor, in the county of Glamorgan, which crosses the Company's railway on the level at Felinfach, about $7\frac{1}{2}$ chains south of the south end of the platform on the Porthcawl Branch at Tondy Station, and in lieu thereof to make and maintain a new road, to commence in the parish of St. Bride's Minor by a junction with the existing road about 1 chain eastward of the said railway at the said level crossing, and to terminate in the parish of Newcastle by a junction with the existing road about 1 chain southward of the bridge carrying the Company's Porthcawl Branch Railway

over the public highway leading from Tondy to Aberkenfig and Bridgend.

So much as lies within the boundaries of the Company's property of the road in the parish of Briton Ferry, in the county of Glamorgan, called or known by the name of Regent-street, which crosses the railways of the Company and the South Wales Mineral Railway Company on the level at Briton Ferry, and in lieu thereof to make and maintain a new road, wholly in the said parish of Briton Ferry, commencing at Regent-street aforesaid, at a point about 1 chain westward of the South Wales Mineral Railway, and passing under the said railway and the Company's South Wales Railway, and terminating in Regent-street about 1 chain eastward of the said last-mentioned railway, and forming junctions with the roadway of Railway-terrace, at a distance of about 10 yards on each side of the centre line of the said road, measured in a northerly and southerly direction, and for the purposes of such new road to raise and alter the levels and works of so much of the said South Wales Railway as lies between a point about 7 chains southward, and another point about 6 chains northward of the said level crossing, and so much of the levels and works of the South Wales Mineral Railway as lies between a point about 7 chains southward, and another point about 5 chains northward of the said level crossing, and which alterations of levels and works will be wholly situate in the parish of Briton Ferry, in the county of Glamorgan.

Also to authorise the Company to make and maintain a bridge for foot passengers over their said South Wales Railway, and the sidings adjoining thereto, at the north-east corner of the Company's dock, in the said parish of Briton Ferry, at a point immediately adjoining the north side of Church-street, Briton Ferry, where the said street crosses the said South Wales Railway and the sidings adjoining thereto, on the level.

So much as lies between the boundaries of the Company's property of the road in the parish of Loughor, in the county of Glamorgan, which crosses the Company's railway on the level at or near the north-eastern boundary of the Elba Steel Works, Gowerton, and, in lieu thereof, to widen, alter, and improve the road and bridge known as the Trawle Bridge, in the said parish, which passes underneath the railway on the eastern side of the said level crossing, such widening, altering, and improving to commence by a junction with the existing road at a distance of about 2 chains from the southern side of the centre line of the said railway, and to terminate by a junction with the said existing road at a distance of about $1\frac{1}{2}$ chains from the northern side of the centre line of such railway.

To enable the Company to purchase by agreement or compulsion lands (which expression in this notice includes houses, buildings, mines, and minerals) for the purposes of the railways, widenings, roads, and works to be authorised by the intended Act, or described therein, and for the general purposes of their undertaking, and also to purchase by agreement or compulsion for any of the purposes of the intended Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, the lands following, that is to say:—

Certain lands in the parishes of Clewer and New Windsor, in the county of Berks, on the northern side of the Company's railway, and adjoining thereto, and extending from the

northern side of the approach road leading to the Company's passenger station at Windsor, for a distance of about 30 chains, measured along the railway in a north-westerly direction, and part of which lands lie between the said railway and the road or street called Bridge-water-terrace, also certain other lands in the said parish of Clewer, on the southern side of the Company's railway and adjoining thereto, and extending from a point about $2\frac{1}{2}$ chains north-westward of the Company's goods shed for a distance of about 2 chains, measured along the said railway in a north-westerly direction.

Certain lands in the parish of Pangbourne, in the county of Berks, on the southern side of the Company's railway and adjoining thereto, and extending from a point about 2 chains eastward of the post on the said railway, indicating $4\frac{1}{4}$ miles from Paddington, for a distance of about 6 chains, measured along the said railway in an easterly direction.

Certain lands in the parish of St. Philip and St. Jacob Without, in the city and county of the city of Bristol, on the northern side of the Company's main line of railway and adjacent thereto, and extending from the eastern side of Avon-street, for a distance of about 6 chains, measured in an easterly direction along the said railway.

Certain lands in the parish of Wotton St. Mary, in the city and county of the city of Gloucester, on the north-eastern side of the Company's railway and adjacent thereto, and extending from a point about 3 chains south-eastward of Northgate-street for a distance of about 4 chains, measured in a south-easterly direction along the said railway.

Certain lands in the parish of Cheltenham, in the county of Gloucester, on the south-eastern side of the Company's railway and adjacent thereto, extending from St. George's-road for a distance of about 3 chains, measured in a north-easterly direction along the said railway, and certain other lands in the said parish of Cheltenham, in the said county of Gloucester, on the north-eastern side of the Company's railway yard at the termination thereof, and extending from School-lane for a distance of about 1 chain, measured in a north-westerly direction along the said railway yard.

Certain lands in the parish of Taunton St. James, in the county of Somerset, on the south-western side of the Company's railway and adjacent thereto, commencing at a point about 20 chains from the centre of Taunton Station, measured along that railway in a south-easterly direction, and extending for a distance of about 16 chains from the last-mentioned point, measured in the same direction.

Certain lands in the parishes of St. Mary-the-Virgin, Cardiff, and Roath, in the county of Glamorgan, lying on the south-eastern side of the Company's Bute Docks Branch Railway and adjacent thereto, commencing at a point about 5 chains, measuring in a north-easterly direction from the bridge carrying the Windsor-road over the Company's South Wales Railway and the said branch railway, and extending for a distance of about 12 chains in a south-westerly direction along the said branch railway from the said bridge.

Certain lands in the parish of St. Woollos, in the county of Monmouth, on the eastern side of the Company's Monmouthshire (Eastern Valleys) Railway and adjacent to their Mill-street Goods Station, and consisting of three cottages and outbuildings, situate about 28 yards to the northward of the northern end of the

platforms at Mill-street Goods Station aforesaid.

Certain lands in the parishes of Llanhilleth and Mynyddislwyn, in the county of Monmouth, on the south-western side of the Company's Western Valleys Railway, and adjacent thereto, commencing at or near Llanhilleth Junction, and extending for a distance of about 60 chains, measured in a north-westerly direction along the said railway from the said junction.

To confirm the purchase by the Company and the London and North Western Railway Company (hereinafter referred to as the "North Western Company") of certain lands at or near Onibury, in the parish of Onibury, in the county of Salop, and certain other lands in the parish of Leominster, in the county of Hereford, acquired by agreement by them, or on their behalf, for the extraordinary purposes mentioned in the Railway Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, 1845, or for other purposes connected with their joint undertakings, and to empower the said Companies to hold and use the said lands, and also to purchase by agreement, and to hold other lands for such extraordinary purposes, and to make further provision with reference to the matters aforesaid.

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the intended Act, or some of them, the provisions contained in section 92 of the Lands Clauses Consolidation Act, 1845, so as to relieve the Company from liability to take the whole of any house or other building or manufactories if they take any part thereof.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act.

To authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers, within or adjoining the aforesaid lands, houses, and buildings, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, houses, and buildings.

To make provision for the repair of all or any of the new roads, streets, footpaths, and highways to be constructed under the authority of the intended Act, or some part or parts thereof, by the same persons and by the same means as other roads, streets, footpaths, or highways, in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act; and to authorise the Company and the trustees, county, local, or highway boards, corporations or other bodies or persons having the charge, management or control of such roads, streets, footpaths, or highways, to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them, or incident thereto, or as to the construction or contribution towards the costs of any such roads, streets, footpaths, or highways, or other matters relating thereto; and, if so agreed, to delegate to such trustees, county local or highway boards, corporations, bodies, or persons, the power of constructing all or any of such roads, streets, footpaths, or highways, or some part or parts thereof, or of widening or

improving any road or roads to be widened or improved under the provisions of the said intended Act.

To vest in and appropriate, for the purposes of the Company, the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the property of the Company.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, the portions of railway to be widened, and the railway at Barnstaple before described, and also for the use of the other works, conveniences, and accommodation connected with all of the said railways, and to alter existing tolls, rates, dues, and charges, and to grant exemptions from tolls rates, dues, and charges.

To extend the time for the sale by the Company, of all or any lands acquired or held by them which are not, or eventually may not be, required for the purposes of their undertaking: and to confer further powers on the Company in relation to the said lands; to enable the Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent, and upon such terms and conditions, as the Company may think proper; and, so far as is necessary, to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act, or the Acts relating to the Company.

To extend the time for the sale by the Company and the North Western Company of all or any lands acquired or held by them which are not, or eventually may not, be required for the purposes of their joint undertakings, and to confer further powers on the Company and the North Western Company in relation to the said lands; to enable the Company and the North Western Company to sell or dispose of the lands which may have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent, and upon such terms and conditions, as the Company and the North Western Company may think proper, and, so far as necessary, to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company and the North Western Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company and the North Western Company.

To revive the powers granted by the Great Western Railway (No. 2) Act, 1882, and the Great Western Railway Act, 1885, for the purchase of lands for the construction of the Railway No. 2, authorised by the said Great Western Railway (No. 2) Act, 1882, and the works connected therewith, and to extend the time limited for the construction of the said railway and works, and to confer further powers on the Company in relation thereto.

To provide for the vesting or to vest the undertakings of the Worcester, Bromyard, and Leominster, and Leominster and Bromyard Railway Companies respectively (which Companies are hereinafter referred to as "the vested Companies"), in and amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for, or prescribed by the intended Act; to empower the Company to create and issue shares or stock for that purpose, either with or without a preference or priority in payment of dividend; to dissolve or provide for the dissolution of the vested Companies, and to provide for the exercise and fulfilment by the Company, in their own name and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the vested Companies, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise, and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the vested Companies, whether before or after the same shall have been paid up in full.

To empower the Company, and any of the Companies hereinbefore mentioned, to make and enter into, and carry into effect, contracts or agreements with respect to all or any of the matters aforesaid.

To confirm and give effect to an agreement between the Oldbury Railway Company and the Company, dated the 10th day of August, 1886, for the working, maintenance, and user of the Oldbury Railway by the Company, and for other purposes.

Also an agreement between the Rhondda and Swansea Bay Railway Company and the Company, dated the 13th day of August, 1885, for the interchange and conveyance of traffic, and for other purposes.

To authorise the Oldbury Railway Company to raise for the purpose of discharging their debts and liabilities, and for the general purposes of their undertaking, and for the purposes connected therewith (which undertaking is worked, managed, and maintained by the Company), additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or by either of such means, and to make provision as to the ranking of such shares or stock, and debenture stock or debentures.

To authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Staines and West Drayton, and Whitland and Cardigan Railway Companies; and to authorise the Company to appropriate such portion of their capital as may be necessary therefor, and to enter into, and carry into effect, agreements with the said Companies with reference thereto.

To authorise the Company, or any person or persons appointed by them, if default be made in the payment of any dues payable to the Company under the Great Western Railway Act, 1880, or any of the Acts relating to the Plymouth Great Western Docks, or any Act or Acts relating to any other dock or docks, wharves, or shipping places of the Company, in respect of any goods, articles, or things, to distrain any such goods, articles, or things, or if the same shall be removed without the limits of the Company's docks, wharves, or other

premises, to distrain on other goods, articles, or things within the limits of the said docks, wharves, or other premises of the Company, belonging to the person liable to pay such dues, and to sell any such distress, and out of the profits of such sale to pay the dues due to the Company, or to empower the Company to detain such goods, articles, or things, and to recover the dues due thereon by action in any Court of competent jurisdiction.

To authorise the Company to grant a bond or bonds for customs' duties, and to make landing and warehousing entries, to issue certificates for articles warehoused and warrants for their delivery, transferable by endorsement or otherwise, for or in respect of any goods, merchandise, articles, or things landed or shipped at their docks, wharves, or shipping places, or any of them, or deposited in any free or bonded warehouses, depôt, buildings, transit and other sheds, and conveniences belonging to or leased or occupied by the Company.

To empower the Company on the one hand, and any corporation, local board of health, urban or rural sanitary authority, or any other local authority, and the commissioners of any levels or sewers, and any other companies, bodies, or persons, jointly or severally, on the other hand, to enter into and carry into effect contracts and agreements for the supply of water, in bulk or otherwise, from any pumping station, springs, reservoir, shafts, pipes, or other work connected or communicating with the Severn Tunnel, and to vary, suspend, or rescind any contracts or arrangements, and to enter into and carry into effect other contracts and arrangements in lieu thereof, or in addition thereto, and to enable any such corporation, board, authority, commissioners, company, bodies, or persons aforesaid, to supply the water so obtained in such manner, for such purposes, and on such terms as they may think fit, and to confer all necessary powers in behalf of the objects aforesaid upon all such authorities, boards, commissioners, companies, bodies, and persons, and to enable them to apply, for the purposes of any such contract or arrangement, any funds or moneys which they have raised, or may raise under any Act of Parliament or otherwise, and if thought fit, to confirm any such contract or arrangement which has been or may be entered into.

To authorise the incorporation of a society composed of the Company's servants at Swindon, or some of them, to make provision for relief in accidents and in sickness, and for the promotion of the health of the members and their families, by providing and supplying medicines, medical attendance, surgical appliances, and baths, and by such other means as may be necessary or desirable, and to authorise the members of the society to make bye-laws, rules, and regulations for the government of the society, and from time to time to alter or amend any bye-laws, rules, or regulations which may be in existence, and to provide for the appointment of trustees in whom the lands and property of the society may be vested, and for the acquisition and holding of lands and other property.

To empower the Company and the Kingsbridge and Salcombe Railway Company (hereinafter called "the Kingsbridge Company"), to make, enter into, and carry into effect agreements and arrangements with respect to the transfer or vesting, and all or some of the other objects hereinafter referred to, and if so agreed to provide for the transfer to or vesting

in the Company of all the powers, rights, and privileges now vested in the Kingsbridge Company, with respect to the railways and works authorised by the Kingsbridge and Salcombe Railway Act, 1882 (hereinafter referred to as "the Kingsbridge Act, 1882"), and all lands and other property, real or personal, belonging to the Kingsbridge Company, with reference to the railways and works so intended to be transferred or vested, and the benefit of all acts done and contracts entered into by or with the Kingsbridge Company, or on their behalf with reference thereto, and also all duties, debts, and liabilities (so far as such debts and liabilities are not paid, discharged, released, or arranged for) of the Kingsbridge Company with reference thereto, so that the Company may be enabled to act in all respects with reference to the Kingsbridge Company's railways and works, and the construction thereof, and the works connected therewith, authorised by the Kingsbridge Act of 1882, and the purchase of lands for the purposes thereof, and the levying of tolls and charges in respect thereof, as fully and effectually to all intents and purposes as if the powers contained in the said Act with reference to the Kingsbridge Company's railways and works had been conferred upon the Company, and to confer upon the Company such further and other powers as may be necessary for the construction, maintenance, and use of the said railway.

To repeal sub-section 5 of section 11 of the Great Western Railway Act, 1876, and sub-sections (L) and (M) of section 24 of the Great Western Railway Act, 1885, also section 39 of the Briton Ferry Dock and Railway Act, 1851, and section 26 of the Briton Ferry Dock and Railway Act, 1857.

To repeal section 89 of the Duffryn, Llynvi, and Porthcawl Railway Act, 1825.

To authorise the abandonment of the Railways Nos. 1 and 3, described in and authorised by the Great Western Railway (No. 2) Act, 1882.

To make provision as to the authorising and requiring the Solicitor to the Lords Commissioners of Her Majesty's Treasury to deliver up, in order to the cancelling thereof, the bond executed by the Kington and Eardisley Railway Company and Mr. Richard Green Price (afterwards Sir Richard Green Price, Bart., since deceased), and which bond was executed under the provisions of section 17 of the Kington and Eardisley Railway Act, 1864, and, so far as may be necessary for the purpose aforesaid, to amend the said Act.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purpose 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 the creation and issue of debenture stock, and by borrowing, or either of such means.

To enable the North Western Company to apply their corporate funds to the purposes of the intended Act in which they are interested, or some of them.

To alter, amend, and extend, or repeal, all or some of the powers and provisions of the several Acts hereinbefore mentioned in this notice, and also of the several Acts (Local and Personal) following, or some of them, that is to say:—Acts relating to the Company and their undertaking, viz., 5 and 6 Will. IV, cap. 107; 18 and 19

Vic., cap. 98; 43 and 44 Vic., cap. 141; 45 and 46 Vic., cap. 148; 46 and 47 Vic., cap. 193, and any other Act or Acts relating to the Company.

Act relating to the London and North Western Railway Company and their undertaking, viz. (Local and Personal), Act 9 and 10 Vic., cap. 204, and any other Act or Acts relating to that Company.

Act relating to the Worcester, Bromyard, and Leominster Railway Company and their undertaking viz. (Local and Personal). Act 24 and 25 Vic., cap. 213, and any other Act or Acts relating to that Company.

Act relating to the Leominster and Bromyard Railway Company and their undertaking, viz. (Local and Personal), Act 37 and 38 Vic., cap. 173, and any other Act or Acts relating to that Company.

Act relating to the Oldbury Railway Company and their undertaking, viz. (Local and Personal), Act 36 and 37 Vic., cap. 154, and any other Act or Acts relating to that Company.

Act relating to the Rhondda and Swansea Bay Railway Company and their undertaking, viz. (Local and Personal), Act 45 and 46 Vic., cap. 201, and any other Act or Acts relating to that Company.

Act relating to the Staines and West Drayton Railway Company and their undertaking, viz. (Local and Personal), Act 36 and 37 Vic., cap. 128, and any other Act or Acts relating to that Company.

Act relating to the Whitland and Cardigan Railway Company and their undertaking, viz. (Local and Personal), Act 32 and 33 Vic., cap. 91, and any other Act or Acts relating to that Company.

Acts relating to the Plymouth Great Western Docks, viz. (Local and Personal), Acts 9 and 10 Vic., cap. 383; 37 and 38 Vic., cap. 16; and 43 and 44 Vic., cap. 141, and any other Act or Acts relating to that undertaking.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, as follows (that is to say): As regards the lands and works in the county of Gloucester, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; as regards the lands and works in the county of Somerset, with the Clerk of the Peace for the county of Somerset, at his office at Frome; as regards the lands and works in the county of Glamorgan, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; as regards the lands and works in the county of Devon, with the Clerk of the Peace for the county of Devon, at his office at Exeter; as regards the lands and works in the county of Berks, with the Clerk of the Peace for the county of Berks, at his office at Abingdon; as regards the lands and works in the county of Dorset, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne; as regards the lands and works in the county of Monmouth, with the Clerk of the Peace for the county of Monmouth, at his office at Usk.

And that a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, together with a copy of this notice, published as aforesaid, will be deposited on or before the same day with the parish clerk of such parish, at

his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

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

Dated this 9th day of November, 1887.

E. R. Nelson, Solicitor, 20, Abingdon-street, Westminster.

In Parliament.—Session 1888.

Cambridge, Colchester and Colnemouth Railway.

(Incorporation of Company; Power to make a Railway between Cambridge and the Colne Valley Railway at Haverhill, and between the Colne Valley Railway at Earl's Colne and East Mersea, with other Works; Power to Dredge; Power to provide Steam Ferry; Running Powers to Company over Portions of Railways of other Companies, and to other Companies over Railways of Company; Working and other Arrangements; Compulsory Facilities; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to authorise and empower the Company to make and maintain the railways and works following, with all necessary approaches, sidings, stations, quays, wharves, staiths, shipping places, works and conveniences connected therewith (that is to say):—

Railway No. 1 commencing in the parish of Trumpington, in the county of Cambridge, by a junction with the Bedford and Cambridge Section of the London and North Western Railway at a point 140 yards or thereabouts measured in a north-easterly direction from the bridge carrying the public road leading from Trumpington to the parish of Great Shelford over the said railway, and terminating in the parish of Haverhill, in the county of Essex, by a junction with the railway of the Colne Valley and Halstead Railway Company (otherwise and hereinafter called the Colne Valley Company) at a point 230 yards or thereabouts from the termination of that railway.

Railway No. 2 wholly in the parish of Trumpington, in the county of Cambridge, commencing by a junction with the Bedford and Cambridge section of the London and North Western Railway at a point 140 yards or thereabouts measured in a southerly direction from the bridge carrying the public road known as Mill-road over the said railway, and terminating by a junction with the said intended Railway No. 1 on the west side of the Cambridge line of the Great Eastern Railway at a point in the field numbered 107 on the Ordnance map (scale $\frac{1}{2500}$), 30 yards or thereabouts measured in a southerly direction from the gate leading from the said field on to the said railway.

Railway No. 3 commencing in the parish of Earl's Colne, in the county of Essex, by a junction with the railway of the Colne Valley Company at a point 470 yards or thereabouts east of the level crossing on that railway at Ford Gate Station, and terminating in the parish of East Mersea, in the county of Essex, at the northern end of the Saltings No. 147 on the said Ordnance

map at a point on the south side of the footpath leading to the beach from the road to Ivy House about 620 yards measured along the said footpath in an easterly direction from its junction with the said road.

A quay or wall to be situate on the foreshore in the parish of East Mersea, in the county of Essex, commencing at high water-mark at or near the termination of the intended Railway No. 3 as hereinbefore described, and extending thence for a distance of 270 yards or thereabouts in a north-easterly direction, and thence for a distance of 350 yards or thereabouts in a north-westerly direction, and thence for a distance of 320 yards or thereabouts in a westerly direction, and there terminating.

The said intended railways and works will be made or pass from, through, or into the parishes townships and other places following, or some of them, that is to say: Trumpington, Great Shelford, Cherry Hinton, Fulbourne, Balsham, West Wratting, and West Wickham, in the county of Cambridge; Withersfield, in the county of Suffolk; Haverhill, in the counties of Suffolk and Essex; Earl's Colne, Colne Engaine, Great Tey, Chappel, Aldham, Fordham, Copford, Stanway, Lexden, St. Mary-at-the-Walls, St. Runwald detached, St. Botolph, Holy Trinity, St. Giles, Beerchurch, Laver de la Haye, Peldon, Aberton, West Mersea and East Mersea, in the county of Essex.

2. To empower the Company to dredge, deepen, scour, and improve the channel alongside the intended quay, for the purpose of affording access thereto.

3. To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements, for the purposes of the intended railways and works in the parishes, townships, and places aforesaid, or any of them, and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and to confer, vary, and extinguish other rights and privileges.

4. To empower the Company to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

5. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes, townships, and other places as it may be necessary to cross, divert, alter, or stop up, for the purposes of the intended Act.

6. To empower the Company to establish and maintain a ferry and all necessary and proper conveniences connected therewith between East Mersea and Brightlingsea, and to provide and work the same by means of steam or other boats or vessels.

7. To empower the Company to demand and recover tolls, rates, or charges for or in respect of the use of the intended railways, ferry, and works, and for the conveyance of the traffic thereon.

8. To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined or authorised by the intended Act, the following

railways, or portions of railways (that is to say):—

(a.) The railway of the Colne Valley Company.

(b.) So much of the London and North Western Railway as lies between the junction therewith of Railway No. 2 and the Cambridge Station of the London and North Western Railway Company and the Great Eastern Railway Company, including the said station.

Together, with the stations, booking offices, warehouses, landing-places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith, and with the said railway and portion of railway respectively.

9. To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railways or portions of railways and stations and other conveniences so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates and charges which the aforesaid Companies or either of them are now authorised to demand and take in respect thereof.

10. To vary or extinguish the rates, tolls, dues, and charges now leviable by the Colchester Navigation and Improvement Commissioners or any other authority or body under the powers of the Acts local and personal 51 Geo. 3, cap. 43, and 10 and 11 Vic., cap. 281, in respect of the navigation of the River Colne or any part thereof below Colchester, and to authorise and confirm or give effect to agreements between the Company and the said Commissioners or other authority or body with reference to the matters aforesaid.

11. To enable the Company and the London and North Western Railway Company and the Colne Valley Company (hereinafter called "the two Companies"), or any or either of them, to enter into and carry into effect agreements for or with respect to the working, use, management and maintenance of the intended railways and works, or any part thereof, or of the railways and works of the two Companies, or any or either of them, and with respect to the supply of rolling or working stock, and of officers and servants, for the conduct and conveyance of traffic on such railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been, or may be, entered into between the Company and the said two Companies, or any or either of them, in reference to the matters aforesaid, or any of them.

12. To require the two Companies, or one of them, to receive, book through, forward, accommodate, and deliver on and from the Undertakings respectively owned and worked by them and at the stations, warehouses, and booking offices thereof all traffic of whatever description coming from or destined for the Undertaking of the Company, upon such terms and conditions as may be agreed upon, or as failing agreement shall be settled by arbitration or in such manner as may be provided, by the intended Act.

13. To authorise the Company to raise their capital by instalments and to borrow by instalments in respect of such capital, and to provide that such instalments of capital shall, for all or

some of the purposes of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, 1845, be deemed to be the capital of the Company, and so far as may be necessary to amend those Acts.

14. To alter, amend, vary, extend, enlarge or repeal all or any of the provisions of the several Acts hereinbefore mentioned and of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act, that is to say: 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company, and 19 and 20 Vic., cap. 61, and all other Acts relating to the Colne Valley Company.

15. And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans and an Ordnance map showing the general course and direction of the intended railways, together with a copy of this Notice as published in the London Gazette will, on or before the 30th day of November, 1887, be deposited for public inspection with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge, with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situate, with a copy of this Notice, will be deposited for public inspection, as regards parishes with the Parish Clerk of each parish at his residence, and as regards any extra-parochial or other place with the Parish Clerk of the adjoining parish at his residence.

16. And notice is also hereby given, that on or before the 21st day of December, 1887, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1887.

Jones and Son, Colchester, Solicitors for the Bill.

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

In Parliament.—Session 1888.

Tottenham Local Board.

(Division of District.)

(Severance of District of Local Board of Health of Tottenham, in the County of Middlesex, and formation of a New Local Government District and Constitution of a Local Board of Health therefor; Alteration in the Representation of District of existing Local Board of Health; Provisions for Division into Wards of the New District; Provisions for apportioning and vesting Sewers and other Property of Tottenham Local Board in the New Local Board; Provisions as to Use of Sewers, Sewage Outfall, and Works of Tottenham Local Board for purposes of Sewage of New District, and requiring Tottenham Local Board to grant Easements and Facilities therefor; Transfer to and Vesting in New Local Board of Wood Green Common and certain Commons, Commonable and Waste Lands, and of certain Moneys now vested in the Vestry or Vicar and Churchwardens of the Parish of Tottenham and other Persons; Cesser of Powers of Tottenham Local Board under

Metropolitan Commons Supplemental Act, 1882, respecting Commons and Waste Lands in the New District, and Transfer of such Powers to and exercise thereof by the New Local Board; to extinguish Rights of Way and other Rights over Commons, Waste and other Lands; Provisions and Restrictions as to laying out, &c., New and other Streets, and as to the Erection, Alteration, Size and other details of Buildings, Sewers, and other Works and Things; as to Projections and Obstructions in Streets; Regulations and Bye-laws relating thereto; Appointment of Surveyors, Inspectors, &c.; Application of the Metropolitan Buildings Act, 1855, and Acts amending same, to New District; Provisions as to Recovery of Private Improvement and other Expenses and Charges, and to charge Fees, &c.; Powers to make Bye-laws, &c., Amendment of Tottenham and Edmonton Gas Act, 1882; Provisions as to Water Supply in New District by Tottenham Local Board; Levying and Alteration of and Exemption from Rates, Tolls, and Charges; Borrowing Money; Incorporation, Repeal, and Amendments of Act, &c., and other Powers.)

A PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To sever and take away from the district of the Local Board of Health for the District of Tottenham, in the county of Middlesex (being the Urban Sanitary Authority of that district, and hereinafter in this notice referred to as "The Tottenham Local Board"), and to take out of the jurisdiction of the Tottenham Local Board, of whose district it now forms part, that portion of the parish of Tottenham, in the county of Middlesex, which now forms part of the said district, and lies west and northerly of the following boundary line, and is hereinafter called the detached area (that is to say):—A line commencing at a point in the boundary between the parishes of Tottenham and Edmonton, in the county of Middlesex, situate 40 chains or thereabouts from the eastern side of the northerly end of Wolves'-lane, measured along the said parish boundary in an easterly direction, thence drawn in a straight line in a southerly direction to the centre of Lordship-lane at a point distant 15 chains or thereabouts from the eastern side of Gladstone-avenue at its junction with Lordship-lane, thence continued along the centre of Lordship-lane in a westerly direction for a distance of 5 chains or thereabouts to a point opposite or nearly opposite the north-west corner of the roadway running from Lordship-lane to the farm called Grainger's Farm or Carr's Farm, thence continued along the north-westerly side of the said roadway in a south-westerly direction to and along the north-west side of Westbury-avenue to its junction with Green-lanes, thence in a straight line across Green-lanes and the land adjoining the westerly side of Green-lanes to the boundary between the parishes of Tottenham and Hornsey, near the westerly side of Green-lanes, thence in a northerly direction along the last-mentioned parish boundary to Brampton-road at its junction with Green-lanes.

2. To constitute the detached area a new Urban Sanitary or Local Board District, within the meaning and for the purposes of "The Public Health Act, 1875," and of the intended Act.

3. To constitute and appoint or to provide for the constitution and election of a separate and

distinct local board for the detached area by the name of "The Local Board of Health for the District of Wood Green" (hereinafter called the New Local Board), and to determine the number of the members thereof and the time of their going out of office, and, if thought fit, to divide the detached area into wards, to fix their boundaries, and the number and rotation of the representatives of each ward, and other matters and things in relation thereto.

4. To confer on the new local board all such jurisdiction, powers, rights, privileges, authorities, duties, obligations, and immunities which attach by law to, or are usually conferred upon, a Local Board of Health or Urban Sanitary Authority, together with such other jurisdiction, powers, rights, privileges, authorities, duties, obligations, and immunities as the Bill may provide, and to provide that from and after the constitution or election of the new local board or such other time as the Bill may provide all jurisdiction, powers, rights, and authority of the Tottenham Local Board and of their officers in the detached area shall cease.

5. To transfer to and vest in or to provide for transferring to and vesting in the new local board the sewers, drains, manholes, flushing chambers, pent stocks and other works and conveniences connected therewith within the detached area, and to authorise and provide for the user by the new local board upon such terms and conditions and subject to such payment (if any) as may be specified in, provided for by, or determinable under the intended Bill of all or any of the sewers and drains of the Tottenham Local Board now used, or necessary or convenient, or which may hereafter be used or be necessary or convenient for the drainage of the detached area, and the conveying away of the sewage thereof to, and the user of the existing sewage outfall and sewage works of the Tottenham Local Board, and, if need be, to require the Tottenham Local Board to grant and afford to the new local board such easements and facilities as may be necessary or convenient for all or any of those purposes, and to authorise the Tottenham Local Board to deal with and dispose of the sewage of the detached area as may be provided by the Bill.

6. The Bill will or may provide for the apportionment of the said sewage outfall and works, or for the maintenance, management, and user by the new local board, jointly with the Tottenham Local Board, of the said sewage outfall and works, and if thought fit, to constitute a joint sewerage or drainage board or joint committee of the Tottenham Local Board and the new local board (hereinafter called the two local boards) for all or any of the purposes aforesaid.

7. To provide that, notwithstanding the severance of the detached area from the District of the Tottenham Local Board, the Tottenham Local Board shall, or may on the request in writing of the new local board, be authorised and empowered, and if need be required, to lay down and maintain, take up and remove, mains and pipes for the supply of, and to supply water, and to exercise all other powers of the Water Works Clauses Act, 1847, and of the Public Health Act, 1875, and any other Act or Acts for and relating to the supply of water in the detached area.

8. To apportion or to provide for the apportionment between the two local boards of the debts, obligations, liabilities, estates, current rates and property of the Tottenham Local Board, and to provide for the payment and discharge of such debts, obligations and liabilities,

when so apportioned, or of any part or parts thereof.

9. To constitute that portion of the present district of the Tottenham Local Board (hereinafter referred to as "the Reduced District"), which will remain after the severance therefrom of the detached area the district of the Tottenham Local Board, and if thought expedient, to provide for the reduction of the number of the members constituting such local board, and the time of their going out of office, and if thought expedient, to divide the reduced district into two or more wards, and to fix the boundaries of such wards, and the number and rotation of the representatives thereof, and to reduce and alter the existing wards, or to make provision for all, any, or either of the before-mentioned matters.

10. To make provision for, and to confer powers on, the new local board, for regulating existing and new streets and buildings, and for or with respect to all or any of the following matters and things (that is to say)—The laying out, formation, and width of streets and roads, and for prescribing the direction, width, level and construction thereof, whether public or private; and the entrances thereto, the crossings thereof, and their communications with other streets and roads; the regulation and mode of construction, and the materials to be used in the construction of buildings to be erected along existing and new streets and roads, and of buildings abutting thereon, and the alteration or rebuilding of existing buildings, and the inspection and inhabitation thereof, and to appoint and provide for the remuneration of surveyors, inspectors, or other persons for the purposes aforesaid, or any of them, or for any other purpose comprised in this notice; the prevention of building on open spaces, and the fencing of gardens and other open or dangerous places, regulating coal shoots, public urinals and conveniences, and requiring their alteration, removal, or provision; requiring specifications, notices, plans, and sections of new streets and buildings and of the alteration or extension thereof respectively, to be deposited with the new local board, and providing for their approval or otherwise, and authorising fees to be taken therefor.

11. To provide for the construction of roofs, chimneys, flues, fire-places, ovens, and furnaces, and the ventilation and drainage of houses and buildings, and the height and dimensions thereof, and of rooms, the means of ingress and egress to and from certain buildings, the number and size of windows of houses and buildings, and the mode of construction and ventilation of back yards and drains, and the alteration, modification, or improvement with reference to any of those matters and things of any existing houses and buildings; also to make provisions as to lock-up shops and rooms over privies, &c., and the taking down, setting forward, or setting back of any houses or buildings for improving the line of any street or place.

12. To provide for the prevention, removal, and alteration of obstructions, projections, and dangerous openings in, upon, or under any street or public place, and the cleansing and filling up of beck, ditches, streams, and watercourses.

13. To make provision as to the prevention and removal of deposits of building or other materials, or any rubbish in any street or public place, and as to private street works, and as to the levelling, paving, flagging, channelling, sewerage, draining, and repairing of streets and footways, public and private, and whether repair-

able by the inhabitants at large or not, and the charging and recovery of the expenses thereof on and from the owners of adjoining lands, houses, and other property, whether having limited interests therein or not, and the making, levying, and recovery of private improvement and other rates and expenses, and commission and interest thereon, and for other expenses of the new local board in connection therewith, and to authorise arrangements with reference to the matters aforesaid, and to enable the new local board to open private sewers and drains, to ascertain causes of nuisances, and to recover expenses thereof.

14. To provide that the Metropolitan Building Act, 1885, and any Act or Acts amending the same or any part or parts thereof respectively shall, with or without alteration or amendment or other adaptation thereof respectively, as may be provided by the intended Bill, apply and extend to the new district, and to the houses, buildings, and other matters and things therein, to which the same are or is applicable; and to authorise the new local board, and their surveyor, inspector, and other officers to exercise and put in force all or any of the duties, powers, authorities, and privileges of those Acts respectively, including the levying, taking, imposition, and recovery of fees, charges, expenses, penalties, and other sums of money. And also to empower the new local board from time to time to make, alter, and rescind bye-laws for all or any of the purposes specified in the Metropolitan Management Act, 1855 (Section 202); and to make, alter, and rescind bye-laws, rules, and regulations for, or relating to, all or any of the purposes of the intended Act or of the Public Health Act, 1875, or any Act amending the same, or of any other Act which may be incorporated in the intended Bill.

15. To transfer to and vest in, or to provide for the transfer to and vesting in the new local board of the common called Wood Green Common, and certain plots or strips of waste or common land, some of which are known as Green-lanes, but many of which have no distinguishing names, all of which are respectively situate in that part of the parish of Tottenham comprised in the detached area, and are comprised in or referred to in the scheme certified by the Inclosure Commissioners for England and Wales with respect to Tottenham Commons, confirmed by the Metropolitan Commons Supplemental Act, 1882, and to provide that the jurisdiction and the several powers, rights, privileges, duties, and obligations conferred by the said scheme and Act on the Tottenham Local Board with respect to the said commons and strips of waste or common land hereinbefore and therein mentioned and referred to shall, from and after the passing of the intended Act, cease to be exercisable by or attach to that local board, and shall devolve upon, and be exercisable by, and attach and belong to the new local board; and that the said commons, strips of waste or common land, within the detached area shall thenceforth be regulated, managed, and controlled by the new local board only.

16. To provide that the several funds which have from time to time accrued or been derived from the sale of common waste and Lammas lands in the said parish of Tottenham, and the interest and dividends which have been accrued thereon or been added thereto, and which funds respectively are now vested in the vicar and churchwardens for the time being of the said parish of Tottenham, and in certain other persons or in the vestry of the said parish,

shall be divided or apportioned in such manner and by such means, and be paid over or be payable to the new local board, the Tottenham Local Board and the vestry or vicar and churchwardens of the said parish of Tottenham, or some or one of them as the Bill may prescribe or provide, or otherwise to provide or direct that a fair and equitable proportion or amount of the said funds respectively shall belong and be paid to the new local board for the use and benefit of the detached area, and if need be to provide for and authorise the investment, application and expenditure or other disposal of all or any of the said funds respectively when so apportioned and paid, and of the interest, dividends, and produce thereof respectively.

17. To extinguish all rights of way, rights of pasture, rights of common, and all commonable rights in and over the said Wood Green-common, and in and over the said plots or strips of land hereinbefore referred to, and all copyhold or customary rights over or in relation thereto, and to enable the Lord of the Manor in which the said lands are situate and the freeholders within the manor of Tottenham, in the county of Middlesex, and all other commoners or persons having any estate, right, or interest in the said common or commonable lands, whether under any disability or otherwise, to convey their estate, right, or interest therein to the new local board.

18. To authorise the new local board to levy and recover within the detached area, general, district, and other rates, tolls, fees, expenses, penalties, and charges, and to alter existing rates, tolls, and charges leviable within the reduced district, and to confer, vary, and extinguish exemptions from the payment of rates, tolls, fees, expenses, and charges.

19. To alter and if need be to reduce the borrowing powers of the Tottenham Local Board, and to authorise the new local board for all or any of the purposes of the intended Act to raise money by mortgage, debentures, debenture stock, and annuities, or any or either of those modes, to be secured or charged on the rates, tolls, charges, and property for the time being leviable or recoverable by or belonging to them.

20. To provide that all costs, charges, and expenses (other than those of the Tottenham Local Board) of and incidental to inquiries and proceedings by and before the Local Government Board and their inspectors or inspector in any way connected with or arising out of the intended severance of the district of the Tottenham Local Board, shall be deemed costs incidental to the preparing for the said intended Act, and be payable by the new local board accordingly.

21. To alter and amend the Tottenham and Edmonton Gas Act, 1882, by providing that the detached area and the new local board shall respectively be a district and a local authority within the meaning and for the purposes of that Act, and especially for the purposes of sections 28 and 29 of that Act, which Act shall be read and have effect accordingly.

22. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and it will confer other rights and privileges, and will enable the various objects to be carried into effect under and according to the provisions of the Public Health Act, 1875, and of any Act or Acts amending the same, with or without modification.

23. The Bill will amend, repeal, or alter the Order of the Queen in Council, dated the 30th day of June, 1850, the Provisional Order of the Local Government Board relating to Tottenham,

dated the 22nd of May, 1871, and confirmed by the Local Government Supplemental Act, 1871, (No. 4), and all other Provisional Orders relating to the District or Local Board of Tottenham which it may be necessary or expedient to amend, repeal, or alter for the purposes of the intended Act, and the Metropolitan Commons Supplemental Act, 1882. The Bill will incorporate with itself in extenso or by reference, and make applicable to its objects and purposes, with or without modification, alteration, or amendment, all or some of the powers and provisions of the Towns Improvement Clauses Act, 1847, the Public Health Act, 1875, and the Local Loans Act, 1875.

24. And notice is hereby given, that on or before the 30th day of November instant a map showing as well the present boundaries of the district of the Tottenham Local Board or Urban Sanitary District of Tottenham as the boundaries of the said district as proposed to be altered or reduced, and of the proposed new district, will be deposited for public inspection with the Clerk of the Tottenham Local Board or Urban Sanitary District at his office at Tottenham, in the county of Middlesex.

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

Dated this 9th day of November, 1887.

G. H. Hoyle, Parliament Mansions, Westminster, Solicitor.

E. W. Cooper, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

Board of Trade—Session 1888.

Great Berkhamstead Gas.

(Application to the Board of Trade by the Great Berkhamstead Gas Light and Coke Company Limited, for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for Powers to Maintain and Continue Gas Works; to Manufacture and Supply Gas within the Parish of Berkhamstead St. Peter, and part of the Parish of Berkhamstead St. Mary otherwise Northchurch, in the County of Hertford; and Part of the Parish of Chesham, in the County of Buckingham; Extension of Mains; Opening of Streets and Roads; Rates and Charges; Patent Rights, &c.; Increase of Capital; Agreements with Local Authorities, &c.)

NOTICE is hereby given, that the Great Berkhamstead Gas Light and Coke Company Limited (hereinafter called "the Company") intend to apply to the Board of Trade, pursuant to the Gas and Water Works Facilities 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 empower the Company to maintain and continue, and from time to time, alter, enlarge, and renew their present gas works and works connected therewith, for the manufacture, distribution, and storing of gas and of coke, and other residual products arising in the manufacture of gas, and matters producible therefrom, upon certain lands situate at the corner of Mill-street and the Wilderness, and abutting upon Mill-street, in the parish of Berkhamstead St. Peter, belonging to the Company; and to store gas on the Company's other premises, situate between

the Wilderness and Water-lane, in the said parish, used for the storage of gas, and also to store gas on a piece of land held on lease by the Company, situate in Mill-street opposite the present gas works.

To empower the Company for the general purposes of their undertaking to acquire by agreement and hold other lands.

To empower the Company to make and store gas in and upon the said lands, and to supply and sell gas within all or any part of the parishes of Berkhamstead St. Peter and Berkhamstead St. Mary otherwise Northchurch (except that portion of the last-mentioned parish comprised within the limits of the supply of the Hemel Hempstead and District Gas Act, 1878), in the county of Hertford, and so much of the parish of Chesham, in the county of Buckingham, as is situate within a radius of two miles of Berkhamstead parish church.

To enable the Company to manufacture, purchase, or hire, and sell or let on hire and contract for work in connection with gas engines, gas stoves, meters, fittings, and apparatus of every description in which gas is used as a motive, lighting, or heating power, or which are in any way connected with gas works, or the storage, use, or supply of gas, and whether for public or private purposes, and to take payment and remuneration in respect thereof.

To authorise the Company, so far as may be necessary to enable them to furnish a supply of gas within their limits, to open and break up the soil and pavement of the several streets, roads, highways, lanes, bridges, and other public and private passages and places within the said parishes, and remove, divert, or alter any sewers, drains, and pipes in, over, or under the same, and to lay down, extend, repair, and maintain any mains, service pipes, valves, syphons, and other works connected with or incidental to the supply of gas.

To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom, or the production of artificial light.

To authorise the Company on the one hand, and any company, local board, or urban or rural sanitary authority within the said parishes to make and carry into effect contracts and agreements for a supply of gas, in bulk or otherwise, for lighting and for supplying all fittings and other things, and for performing all acts incidental to lighting any public streets, places, or buildings; and the Order will preserve and confirm existing leases, contracts, and agreements between the Company and any other body or persons.

To levy and recover rates, rents, and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, stoves, engines, and other apparatus, articles, and things supplied by the Company.

To enable the Company to convert their existing share capital into stock, in such manner as may be defined by the Order.

To authorise the Company to raise additional capital by ordinary or preference shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock.

The intended Order will incorporate and apply to the mains, pipes, and works of the Company, and to any extension thereof, the provisions of the Gas Works Clauses Acts, 1847 and 1871, and vary or extinguish all rights and privileges which might interfere with any of the objects

of the Order, and confer other rights and privileges.

And notice is hereby further given, that on or before the 30th November instant, a map showing the lands occupied by the existing gas works, and used for the manufacture and storage of gas and residual products, and a copy of this notice will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and also for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury.

On or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the before-mentioned office of the Board of Trade, and on and after that date copies will be supplied at the price of one shilling each to all persons applying for the same, at the office of the Solicitors of the Company (Messieurs Bullock and Penny) at Great Berkhamstead, or at the office of William Bell, 27, Great George-street, Westminster.

Every company, corporation, or person desirous of making any representation to the Board of Trade; or of bringing before them any objection respecting the proposed 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 undersigned William Bell, Agent to the Promoters and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been forwarded to the Promoters' said agent.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Albans; and with the Clerk of the Peace for the county of Buckingham at his office at Aylesbury; and copies will also be supplied at the price of one shilling each to all persons applying for the same at the office of the undersigned, Bullock and Penny or William Bell.

Dated this 14th day of November, 1887.

Bullock and Penny, Great Berkhamstead, Solicitors.

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

In Parliament.—Session 1888.

Newport (Monmouthshire) Corporation Water.

(Transfer to Corporation of Undertaking, and Powers, &c., of Newport Waterworks Company; Dissolution of Company; Powers of Corporation as to Supply of Water, to Construct New Works, and Divert Water; Compulsory Purchase of Lands, &c.; Provisions for Protection of Water, &c.; Application of Funds; Powers to Borrow, Create Stock, Annuities, &c.; Amendment of Acts, &c., &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 objects, or some of the objects, following, that is to say:—

1. To transfer to, and vest in, or provide for the transfer to, and the vesting in the Mayor, Aldermen, and Burgesses of the borough of Newport, in the county of Monmouth (hereinafter

called "the Corporation,") of the undertaking, works, lands, property, powers, rights, and privileges of the Newport Waterworks Company (hereinafter called "the Company,") for such consideration and upon such terms and conditions, and subject to such provisions as to the debts, liabilities, and obligations of the Company as are contained in an agreement made between the Company and the Corporation, bearing date the 30th day of June, 1887, subject to any alterations which may be mutually agreed upon between the said parties, and if thought fit to sanction and confirm the said agreement, subject to any such alterations, and to confer on the Company and the Corporation all powers, and to make all provisions necessary or expedient for fulfilling the terms agreed upon as aforesaid, and for effecting the said transfer and vesting, and upon such transfer and vesting to authorise the Corporation to hold, work, and use the said undertaking, and to have, exercise, and enjoy, perform and fulfil all the rights, powers, privileges, and authorities of the Company, whether with reference to the construction, renewal, and extension of works, the supply of water, the purchase and sale of lands, and other property, the levying of rates, rents, and charges, or otherwise howsoever, and if thought fit to confer further powers upon the Corporation with respect to any of the above matters.

2. To empower the Corporation to make and maintain the following waterworks, all in the parish of Henllys, in the county of Monmouth:—

An aqueduct, conduit, or line of pipes No. 1, to commence at the northern side of the Pant-yr-eos Reservoir of the Newport Waterworks Company, at a point $3\frac{1}{2}$ chains or thereabouts westward of the northernmost end of the embankment of the said reservoir, and to terminate in the Ty-trapa branch of the Henllys Brook, at a point 1 chain or thereabouts to the westward of the north-easternmost corner of the field numbered 89 on the ordnance map (1-2500th scale) of the parish of Henllys, together with a weir or dam extending across the said Ty-trapa branch of the Henllys Brook in a northerly direction from the point of termination of the said intended aqueduct, conduit, or line of pipes No. 1.

An aqueduct, conduit, or line of pipes No. 2, to commence by a junction with the aqueduct, conduit, or line of pipes No. 1, above described, near the termination thereof at a point $\frac{1}{2}$ chain or thereabouts westward of the north-easternmost corner of the field numbered 89 on the ordnance map (1-2500th scale) of the parish of Henllys, and to terminate in the Blaen-y-cwm branch of the Henllys Brook, at a point 1 chain or thereabouts to the eastward of the eastern fence of the property known as Coed-y-Trench Wood, and which is numbered 92 on the said ordnance map, together with a weir or dam extending across the said Blaen-y-Cwm branch of the Henllys Brook in a northerly direction from the point of termination hereinbefore described of the intended aqueduct, conduit, or line of pipes No. 2.

3. To empower the Corporation—

(a) To make and maintain all such cuts, channels, adits, catchwaters, culverts, drains, sluices, bywashes, gauges, tanks, works, and conveniences, as may be necessary or

convenient in connection with the before-mentioned works, or any of them.

- (b) To deviate laterally from the lines or vertically from the levels of the aforesaid works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the Bill.
- (c) To cross, open, or break up, alter, divert, or stop up, or otherwise interfere with, either temporarily or permanently, any roads, lanes, highways, footpaths, bridges, rivers, streams watercourses, sewers, drains, pipes, and other apparatus or works.
- (d) To purchase and acquire compulsorily, or by agreement, and to hold lands, houses, buildings, rights of water, and other hereditaments, within the said parish, or estates, interests, easements, rights, or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease, any such lands, houses, and property, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any estate, easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, or take as aforesaid.
- (e) To divert, collect, impound, take, and use in their existing or proposed works, or any enlargement thereof, all such streams, springs, and waters as will or may be intercepted by such works, or as may be found on, in, or under any of the lands for the time being belonging to the Corporation, or over or in respect of which they have or may acquire easements, and especially the Henllys Brooks, which flow into the Malpas Brook, and thence into the River Usk.

4. To incorporate with the Bill, and to apply to the works hereinbefore described, or any of them, and to the Corporation in respect thereof, the provisions, or some of the provisions, of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

5. To empower the Corporation to purchase and acquire, by compulsion or agreement, and to hold, sell, demise, exchange, or dispose of certain lands and buildings in the aforesaid parish of Henllys, known as Henllys Mill.

6. To make special provision for the protection of the waterworks property and water supply of the Corporation, and for the prevention of waste, fouling, misuse, or undue consumption or contamination of the water. For the testing, inspection, and repair of meters and fittings, and for the approval thereof, and of all work done in connection therewith by the Corporation, and to provide, where necessary, for the substitution for existing fittings of fittings to be approved by the Corporation, and to empower the Corporation to make, vary, and rescind by-laws, rules, or regulations with respect to any such matters, and to prescribe and recover penalties for the breach of the same, or of any of the provisions of the intended Bill.

7. To authorise the Corporation to apply to the purposes of the Bill, or any of them, any funds, moneys, rates, rents, or revenues now belonging to them, or which they are now or may hereafter be authorised to raise, and for all or any of the purposes of the Bill, and for other the purposes of their waterworks undertaking,

to borrow, on mortgage or bonds, or to create and issue annuities and annuity certificates or debenture stock charged on the security of any such funds, moneys, rates, rents, or revenues, and of any undertaking or property of the Corporation, and, if thought fit, to charge any such funds, moneys, rates, rents, revenue, undertaking, or property with any debts or liabilities which may be taken over by them under the Bill, and to declare the ranking and priority of any such charges.

8. To confer all necessary powers upon the Corporation with respect to the distribution and dealing with any annuities or certificates, debenture stock, or other securities so to be issued or granted by them, and the redemption and conversion thereof, and to enable trustees and others to take and hold any mortgages, annuities, certificates, or debenture stock of the Corporation.

9. To provide for the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

10. And the Bill will, or may, vary and extinguish all powers, rights, authorities and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill, and will confer other powers, rights, authorities, and privileges.

11. 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 Newport and Pillgwenly Waterworks Act, 1854, the Newport and Pillgwenly Waterworks Extension Act, 1872, the Newport and Pillgwenly Water Order, 1881, the Newport and Pillgwenly Water Order, 1883, the Newport Waterworks Act, 1887, and of any other Act or Acts and Provisional Orders relating to or affecting the Company or their undertaking, 7 George 4, cap. 6, and 18 and 19 Vic., cap. 41, and 39 and 40 Vic., cap. 227, and any other Act or Acts, and any Provisional Order or Orders relating to or affecting the Corporation or the borough of Newport, in the county of Monmouth.

And notice is hereby also given, that plans and sections showing the lines, situation, and levels of the works proposed to be authorised by the Bill, and the lands, houses, and other property which may be taken compulsorily by or under the powers of the Bill, together with books of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection, with the clerk of the peace for the county of Monmouth, at his office at Usk, and with the parish clerk of the said parish of Henllys, at his residence.

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, 15th November, 1887.

A. A. Newman, Town Clerk, Newport,
Mon.;

Edward Lawrence, Bank Chambers, Newport,
Mon.;

Solicitors for the Bill.

Rees and Frere, 13, Great George-street,
Westminster;

Dyson and Co., 24, Parliament-street,
Westminster, S.W.;

Parliamentary Agents.

In Parliament—Session 1888.

Bristol Port, Railway, and Pier.

(New Railways in City and County of Bristol; Stopping up of Streets, &c.; Underpinning of Houses, &c.; Power to take parts only of Houses, &c.; Tolls; Special Provisions as to Capital and Borrowing Powers and Capitalisation Extinguishment, &c., of Arrcars of Debenture Interest and Debts of Company; Constitution of Separate Undertakings; Provisions for Alteration, Rearrangement, &c., of Rails, Sidings, &c. of Clifton Extension Railway of Great Western and Midland Railway Companies; Agreements with, Powers of Subscription, Guarantee, &c., to and other Provisions affecting the Railway Companies and the Corporation of Bristol and the Bristol United Gaslight Company; Transfer of Powers; Payment of Interest out of Capital; Lease or Sale of Company's Undertaking, &c., to the Great Western and Midland Railway Companies and Corporation of Bristol; Application of Funds and further Capital Powers to the Company and other Companies and Bodies; Change of Company's Name; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Bristol Port, Railway, and Pier 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:—

To authorise the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

Railway No. 1, commencing in the parish of Clifton by a junction with the Company's existing railway at a point 5 chains or thereabouts measured in a north-westerly direction from the Station-building of the Company's Clifton Station, and terminating in the parish of St. Augustine in the open space abutting on the Butts at or near the south-east corner of the Engineer Volunteer Drill Hall.

Railway No. 2, wholly situate in the parish of St. Augustine, commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating at a point about 1 chain north-eastward from the south-east corner of Anchor-lane.

Railway No. 3, commencing in the parish of St. Augustine by a junction with the intended Railway No. 2 at its termination as above described (crossing the Floating Harbour by a swing or opening bridge), and terminating in the parish of St. Nicholas in the Welsh Back, opposite or nearly opposite Little King-street.

Railway No. 4, wholly situate in the parish of St. Augustine, commencing by a junction with the intended Railway No. 2 at its termination as above described, and terminating in the timber-yard between Sea Banks and the Floating Harbour, at or near the western end of the said timber-yard, opposite or nearly opposite the eastern boundary wall of the Bristol United Gaslight Company's Works.

Railway No. 5, wholly situate in the parish of St. Augustine, commencing by a junction

with the intended Railway No. 1 at a point about 30 yards north-eastward from the south-east corner of College-street, and terminating in the gas works of the Bristol United Gaslight Company at a point about 4 chains south-westward from the commencement, as above described, of the intended Railway No. 5.

The intended railways will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Clifton, St. Augustine, St. Stephen, and St. Nicholas, all in the city and county of Bristol.

To authorise the Company to cross, open, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, College-street, Lower College-street, Lower Lamb-street, Partition-street, Thatched House-lane, College-crescent, Park-square, and the road leading from Lower College Green to Anchor-lane, and all or any other roads, streets, passages, alleys, courts, squares, highways, footpaths, or places, railways, tramways, rivers, canals, tunnels, bridges, wharves, quays, landing-places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphic, telephonic, pneumatic, and electric tubes, pipes, wires, and apparatus, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and places, or any of them, and to vest in the Company the site and soil of any streets, roads, highways, or thoroughfares to be stopped up under the powers of the Bill, and to authorise the Company to appropriate and use for the purposes of the intended works or of the Bill, the subsoil and under surface of any lands, streets, roads, highways, or thoroughfares under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

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

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, and other property for the purposes of the intended railways and works and of the Bill, and easements or rights in, over, or affecting lands, houses, and other property, and notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment, to purchase and take, by compulsion or agreement, any lands, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such land, house, building, manufactory or premises; and to take and acquire easements for carrying the intended railways and works

under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and other works and conveniences, and to confer, vary or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To classify, define, and regulate the capital and borrowing powers of the Company, and if thought fit to reduce or make provisions for the reduction of the nominal amount of the existing ordinary shares of the Company, and to enable the Company, for the purposes of the proposed railways and works, and for all or any of the purposes of the Bill, and for the general purposes of the Company, to apply their corporate funds and revenues, and to raise further money by borrowing and by debenture stock, and by the creation and issue of new shares and stock in the Company, and if the Company think fit to attach to all or any such new shares and stock a preference or priority of interest or dividends, and other special privileges.

To authorise the Company to issue and allot to the holders of all or any of their existing shares, new shares or stocks to be created under the authority of the Bill, and to authorise, and if need be require, all or any holders of such existing shares to accept and hold such new shares and stocks in exchange and substitution for all or some part or parts of their existing holdings, and the Bill will or may provide for the surrender and cancellation of all or some of such existing shares.

To authorise and make provision for the capitalisation of all or some of the arrears of interest on the several debentures, judgment, and other debts of the Company, and to enable the Company to create and issue one or more debenture or other stocks, and to allot and to authorise or require the acceptance by the holders of the debentures and by the judgment and other creditors of the Company of stock so to be created in substitution for all or any of the existing debentures of the Company, and in satisfaction of all or any of the arrears of interest thereon, and other the debts and liabilities of the Company, and to attach to all or any stock so to be created a preference or priority over other debenture and other stocks, debentures, and shares of the Company, and other special privileges.

To constitute, or to empower the Company to constitute, the railways and works to be authorised by the Bill, or some of them, or some part or parts thereof respectively, either alone or with some part or parts of the existing railways and works, a separate undertaking or separate undertakings of the Company, with separate and distinct capital, proprietary, and borrowing powers.

To allocate to any such separate undertaking all or such portion of the capital to be raised under the Bill as may be deemed expedient, and to define, regulate, and prescribe the relative rights, powers, privileges, and priorities of holders of shares, or stock, or debentures in or affecting any such separate undertaking, and in or affecting the general undertaking of the

Company, or any class or classes of such share, stock, or debenture holders, and to define and declare the proportions in which the gross and net receipts, and the working and other expenses of the Company shall be divided between and borne by the several undertakings of the Company, and to provide for the apportionment between such undertakings of any particular expenses of the Company, and of the creditors, or any classes of creditors of the Company, and to prescribe and regulate the rights of voting at general or extraordinary meetings of the Company of holders of shares or stock, or of any class or classes of such holders of shares or stock in, and to make such further or other provision as may be necessary with reference to the constitution of any separate undertaking or undertakings of the Company.

To declare (if thought expedient) that the separate capital of any separate undertaking of the Company shall, as regards all matters, claims, and proceedings (including the purchase of land and the performance of any contract or agreement entered into or to be entered into by the Company) be deemed to be the capital of the Company solely applicable to or for the purposes of such matters, claims, and proceedings.

To authorise and require the Midland Railway Company and the Great Western Railway Company (in this notice referred to as "the two Railway Companies") to alter the position or levels of, and to extend and to re-arrange all or some of the rails, sidings, crossings, signals and works of or connected with the Clifton Extension Railway as defined by the Great Western and Midland Railway Companies (Clifton and Bristol) Act, 1871 (hereinafter referred to as "the Clifton Extension Act, 1871"), so as to admit of the free and uninterrupted or more convenient passage and interchange of traffic between the existing railways and works of the Company and the railways and works to be authorised by the Bill inter se, and between such railways and works respectively and the Clifton Extension Railway aforesaid, and to provide for the settlement by arbitration or otherwise of the mode in and the terms and conditions upon which any such alteration and extension or rearrangement shall be carried out.

To empower the Company on the one hand and the two railway companies and the Mayor, Aldermen, and Burgesses of the City of Bristol (in this notice called "the Corporation") or any or either of them on the other hand, to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements with respect to all or any of the following matters:—

The point or points at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railways of the Company with the railways or any of the railways of the contracting parties or any of them shall be made.

The alteration, removal, reconstruction, taking up, relaying and rearranging of any existing and the erection and formation of new stations, platforms, rails, sidings, junctions, tramways, cross over roads, signals, buildings, offices, works and conveniences, and the use, management, maintenance, renewal and repair thereof, and of any wharfs, quays, piers, landing and shipping places, stairs, and other works and conveniences for the time being, belonging to, or forming part of, or used in connection with the undertakings of the contracting parties or either of them;

and the Bill will or may confirm any contracts, agreements, or arrangements which have been or may be made touching the matters aforesaid, or any of them, and will, or may provide for the settlement by arbitration for otherwise of any dispute or difference which may from time to time arise between the Company and the before-mentioned Companies, bodies and persons, or any of them, or between any of such Companies, bodies and persons touching any of such matters.

To empower the Company on the one hand, and the two Railway Companies or either of them, on the other hand, from time to time to enter into, and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting Companies, or any or either of them, of their respective railways, docks, piers, undertakings and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways, docks, piers, and undertakings 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, charges, income, and profits arising from the respective railways, docks, piers, undertakings, 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.

To empower the Company and the Corporation to enter into and carry into effect agreements or arrangements for or with respect to the construction and maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the sidings, lines of rails, works and conveniences connected therewith, the acquisition and appropriation temporarily or permanently of lands and property, the execution of works and the exercise of any of the powers of the Bill by the Company, or by the Corporation, and to empower the Corporation to exercise any of the powers of the Bill in accordance with any such agreement or arrangement, or upon such terms and conditions, and in such manner as the Bill may provide.

To authorise the Corporation and The Bristol United Gas Light Company (hereinafter called "The Gas Company") respectively to subscribe and contribute funds towards the making and maintaining of the said railways and works, or any of them, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividends, annual or other payments on shares or stocks, and the principal and interest of any debentures or loan of the Company, and for all or any of the purposes aforesaid, and for the purpose of exercising any of the powers which may be conferred on them by the Bill, and as regards the Corporation for the purpose of any lease or purchase by them as hereinafter mentioned, to apply their respective funds and revenues, or any moneys for the time being in their hands, and to empower the Corporation to raise further moneys by stock, or on the security of their property and rates, and on mortgage or bonds, or otherwise, and to empower the Gas Company to raise further moneys by the creation and issue of new stocks or shares, ordinary or

preferential, or both, and by borrowing on mortgage and by debenture stock.

To authorise and empower the Company to lease, demise, sell, or transfer to the two Railway Companies and the Corporation, or to any one or more of them, all or any part or parts of the Company's undertaking, rights, powers, privileges, lands, and property, including the railways and works to be authorised, and the rights, powers, privileges, lands, and property to be acquired by them under the Bill, upon such terms (pecuniary and other) and conditions, and, in the case of lease, for such period or periods as may be agreed between the parties interested, or as may be prescribed by or under the Bill, and to empower the two Companies and the Corporation, or any or either of them, to accept a lease or conveyance accordingly.

To empower the two Railway Companies respectively, for all or any of the purposes of the Bill, to apply their corporate funds and revenues, and to raise further money by the creation and issue of ordinary or preferential shares or stock, or by both those modes, and by borrowing or debenture stock.

To sanction and confirm any agreements which have been or may be made touching any of the matters above referred to in this notice.

To provide for the release and transfer of all or some part of the sum of money to be deposited with the High Court of Justice in England, as security for the completion of the proposed railways and works to the depositor or depositors thereof, or to the Company.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, or in any Act or Acts relating to the Company contained to the contrary to pay out of the capital or any funds of the Company from time to time, interest or dividend on any shares or stock of the Company.

To change the name of the Company.

And the Bill will vary or extinguish all rights and privileges which will interfere with its objects or such contracts, agreements, or arrangements as aforesaid, and will 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 amend or repeal the provisions, or some of the provisions of the several local and personal Acts of Parliament (that is to say): 25 and 26 Vic., cap. 159; 28 and 29 Vic., cap. 155; 30 and 31 Vic., cap. 204, and all or any other Acts relating to or affecting the Company or their undertaking; the Bristol Dock Acts, 1848 to 1886, and any other Acts or Act relating directly or indirectly to the Corporation; the Clifton Extension Act, 1871 (34 and 35 Vic., cap. 11), 47 and 48 Vic., cap. 98, and all or any other Act or Acts relating to or affecting the Clifton Extension Railway of the Great Western and Midland Railway Companies; 7 and 8 Vic., caps. 18 and 35; and 36 Vic., caps. 118 and 140, and all or any other Act or Acts relating to or affecting the Midland Railway Company or their undertaking; 5 and 6 Will. 4, cap. 107; 24 and 25 Vic., cap. 87; 26 and 27 Vic., caps. 113 and 198, and all or any other Act or Acts relating to or affecting the Great Western Railway Company or their undertaking, and 16 and 17 Vic., cap. 84, and all or any other Act or Acts relating to or affecting the Gas Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the railways and works proposed to be authorised by the Bill, showing the situa-

tion, lines and, levels thereof, such plans also showing the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester at his office at Gloucester in that county; and with the Clerk of the Peace for the city and county of Bristol at his office in Bristol, and that on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works are to be made, or in which any lands which are intended to be taken compulsorily are situate, and a copy of this notice will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 16th day of November, 1887.

Osborne, Ward, Vassall, and Co., Bristol,
Solicitors for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

London Street Tramways (Extensions, &c.).
(Construction of Tramways, Junctions, &c., in Middlesex and City of London; Repeal, &c., of Section 22 of The Company's Act of 1887; Confirming Construction of certain Lines as Double Lines; Tolls; Power to Build, &c., and Work Omnibuses, &c.; Agreements with North Metropolitan Tramways Company and other Companies, Corporations, and persons; Application of Moneys; Further Capital Powers: Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the purposes, or some of the purposes following (that is to say):—

To authorise the London Street Tramways Company (in this notice called "the Company") to construct and maintain in the county of Middlesex, and in the city of London, the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper 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 or road which intersects or joins the street or road 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 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 authorised by the Bill are the following:—

Farringdon-road and Farringdon-street
Extension.

A Tramway (No. 1) wholly in Farringdon-road, commencing in the parish of St. James, Clerkenwell, by a junction with the existing lines of the Company there at a point about $1\frac{1}{2}$ chains from the termination of those tram-

ways, passing thence southwardly along Farringdon-road, and terminating in that road in the Liberty of Saffron-hill, Hatton Garden, Ely-rents, and Ely-place, at a point about half a chain north of Charterhouse-street.

A Tramway (No. 1A) commencing by a junction with the intended Tramway No. 1 at its termination as above described, passing thence southwardly across Charterhouse-street, and into and along Farringdon-street, and terminating in that street in the parishes of St. Bride and St. Sepulchre, in the city of London, or one of those parishes, opposite or nearly opposite Harp-alley.

The intended Tramways, Nos. 1 and 1A, will be made or pass from, in, through, or into the parishes of St. James and St. John, Clerkenwell, in the county of Middlesex, St. Andrew, Holborn, St. Bride and St. Sepulchre in the city of London, and the extra-parochial place of the Liberty of Saffron-hill, Hatton Garden, Ely-rents, and Ely-place, in the county of Middlesex.

New Junction Lines.

A Tramway (No. 2) commencing in Pentonville-road, in the parishes of St. Pancras and St. Mary, Islington, in the county of Middlesex, or one of them, by a junction with the northernmost line of the Company's existing tramway there, at a point about $1\frac{1}{2}$ chains east from York-road, and terminating in the Gray's Inn-road, in the parish of St. Pancras aforesaid, by a junction with the southernmost line of the Company's Tramway No. 8, authorised by the London Street Tramways (Extensions) Act, 1887 (hereinafter referred to as "the Act of 1887"), at a point about 2 chains from the authorised commencement of that tramway.

A Tramway (No. 2A) wholly in the parish of St. Pancras aforesaid, commencing in Pentonville-road by a junction with the southernmost line of the Company's existing tramway there, at a point about 2 chains east from York-road, and terminating in the Gray's Inn-road by a junction with the northernmost line of Tramway No. 8, authorised by the Act of 1887, at a point about $2\frac{1}{2}$ chains from the authorised commencement of that tramway.

A Tramway (No. 3) commencing in the parish of St. Mary, Islington aforesaid, in Caledonian-road, by a junction with the Company's existing tramways there, at a point about $2\frac{1}{2}$ chains south from Caledonian-street and terminating in Pentonville-road, in the parish of St. Mary, Islington and the parish of St. Pancras aforesaid, or one of those parishes, by a junction with the existing tramways of the Company there at a point about half a chain west of Caledonian-road.

Euston-road and Marylebone-road Lines.

A Tramway (No. 4) wholly in the Euston-road, and in the parish of St. Pancras aforesaid, commencing by a junction with the Company's existing tramways at a point about 1 chain east of Belgrave-street, and terminating at a point about 2 chains east of Hampstead-road.

A Tramway (No. 5) wholly in Euston-road, commencing in the parish of St. Pancras aforesaid by a junction with the intended Tramway No. 4, at its termination as above described, passing thence westwardly along Euston-road, and terminating in the parish of St. Marylebone, in the county of Middlesex, at a point about $1\frac{1}{2}$ chains east of Albany-street.

A Tramway (No. 6) wholly in the parish of St. Marylebone aforesaid, commencing by a junction with the intended Tramway No. 5 at its termination as above described, passing thence

westwardly along Euston-road into and along Marylebone-road, and terminating in that road opposite or nearly opposite Lisson-street, at a point about 4 chains east of Edgware-road.

Note.—For the purposes of the above description of Tramways Nos. 5 and 6, the roadway between Portland-road Station and Holy Trinity Church is deemed to be part of Euston-road.

Archway Road Line.

A Tramway (No. 7) wholly in the parish of Saint Mary, Islington aforesaid, commencing by a junction with the existing tramway of the Company at the northern end of Junction-road, passing thence into and along Archway-road and terminating in that road half a chain, or thereabouts, south of Highgate Archway.

A Tramway (No. 7A) in the parishes of St. Mary, Islington, and Hornsey, in the county of Middlesex, commencing by a junction with Tramway No. 7, at its termination above described, and passing thence along Archway-road and High North-road, and terminating in the latter road, 6 chains or thereabouts, north-west of the northern corner of the Manor Farm House.

At the following places it is proposed to lay the proposed 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 or sides of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say:

Tramway No. 7, in Archway-road on both sides thereof, from a point 1 chain south of the termination of such tramway to the termination thereof.

Tramway No. 7A, in Archway-road, on both sides thereof, from the commencement of the said tramway for a length of 2 chains.

Tramway No. 7A, in Archway-road, on both sides thereof, between two points respectively 2 chains and 6 chains south of Shepherds Hill-road.

Tramway No. 7A, in Archway-road, on both sides thereof, between two points respectively 2 chains and 4 chains south of Muswell Hill-road.

Tramway No. 7A, in Archway-road, on both sides thereof, between two points respectively $2\frac{1}{2}$ chains and 5 chains north of Church-road.

Tramway No. 7A, in Archway-road, on the east side thereof, between two points respectively $\frac{1}{4}$ chain and $2\frac{1}{4}$ chains south of Baker's-lane.

Tramway No. 7A, in High North-road, on the west side thereof, between two points respectively 4 chains and 1 chain south of the termination of the said Tramway No. 7A.

It is intended that animal power only shall be used on the said tramways.

To authorise the Company to open and break up the surface of, and to alter, stop up, and otherwise interfere with streets, roads, footpaths, sewers, drains, pipes, and other apparatus within the parishes and places aforesaid, and to make provision for the maintenance and repair of the streets and roads, in which tramways are proposed to be constructed as aforesaid.

To enable the Company for the purposes of the proposed tramways and works and of the Bill to purchase or acquire 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 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 pas-

senger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

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 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 make provision for the user and disposal by the Company of any paving or road materials extracted by the Company in the construction of the proposed works, or any of them.

To repeal or modify Section 22 of the Act of 1887, and to authorise and empower the Company forthwith to construct and open for traffic Tramway No. 8 and Tramway No. 8A, authorised by that Act, notwithstanding that the portion of Gray's Inn-road between Henry-street and Holborn Town Hall has not or may not have been widened as in that section mentioned.

To remove any doubts as to the power of the Company to construct the tramways in King's Cross-road and Farringdon-road, or certain portions thereof, authorised by the London Street Tramways (Extensions) Act, 1885, as a double line, and if necessary or thought expedient to sanction and confirm the construction of such tramways, or portions thereof, as the same have been constructed, and to empower the Company to maintain and use the same as a double line.

To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, carriages, and other vehicles from, to, and in connection with their tramways, and to levy and recover tolls, rates, and charges for the use of such omnibuses, carriages, and other vehicles.

To remove doubts as to the meaning and interpretation of Section 19 of the London Street Tramways (Further Powers) Act, 1873, and if necessary or thought expedient to extend the powers of agreement contained in that section, so that the same shall apply to all the tramways both of the Company and of the North Metropolitan Tramways Company already constructed or authorised, or to be authorised by any Act or Acts to be passed in the next or any future session or sessions of Parliament.

To empower the Company on the one hand, and all or any other Companies, and any Corporation or persons for the time being owning a tramway or tramways whether already constructed or authorised, or any such other Company, 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 Companies, Corporations, or persons, or any or either of them, of their respective tramways 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 their respective tramways; the supply and maintenance of horses, motive power, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from their respective tramways and works, or any part or parts 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 empower the Company to apply their existing funds, or any moneys which they have power to raise, to all or any of the purposes of the Bill, or to the general purposes of their undertaking, and to raise capital for the purposes of the Bill, and other the general purposes of their undertaking, by the creation of shares or stock, with or without preference or priority in the payment of interest or dividend, or other special rights and privileges, and by borrowing on mortgage or debentures, or by all or any of those means.

To incorporate in the Bill and to confer upon the Company, with or without alteration, all or some of the provisions of the Tramways Act, 1870, and of the London Street Tramways Act, 1870, or of any other Act or Acts relating to the Company, and especially, but not exclusively, the provisions of the first-mentioned Act with respect to the breaking up, reinstatement, and repair of streets and roads, to gas and water companies and sewers, to the use by the Promoters of the tramways with flange-wheeled carriages, &c., to bye-laws, and to offences, and to confer upon the Company with respect to the tramways proposed to be authorised by the Bill, all or some of the powers, rights, and privileges which the Company now have or may exercise with respect to their authorised tramways and works.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges. And it is intended, so far as may be necessary, or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the London Street Tramways Act, 1870, and any other Act or Acts relating to the Company, and the North Metropolitan Tramways Act, 1869, or any other Act or Acts relating to the North Metropolitan Tramways Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works (so far as such plans and sections are by the Standing Orders of either House of Parliament required to be deposited), together with a book of reference to such plans, 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, in that county; and with the Clerk of the Peace for the city of London, at his office, at the Sessions House, Old Bailey, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes or extra-parochial places from, in, through, or into which the proposed tramways and works will be made or pass, will be deposited for public inspection as follows, that is to say: In the case of each such parish (except the parishes of St. Andrew Holborn,

St. Sepulchre, and St. Bride, in the city of London, and the parish of Hornsey, in the county of Middlesex), with the vestry clerk thereof, at his office, and in the case of the said parishes of St. Andrew Holborn, St. Sepulchre, and St. Bride, with the parish clerk thereof, at his residence, in the case of the said parish of Hornsey, with the parish clerk thereof, at his residence, and in the case of the extra-parochial place, known as the Liberty of Saffron-hill, Hatton-garden, Ely-rents and Ely-place, with the clerk of the Holborn District Board of Works, at his office at the Town Hall, Gray's Inn-road.

Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

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

Dated this 16th day of November, 1887.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Metropolitan Board of Works.

(Theatres, &c.)

(Powers of Control and Regulation over Theatres, Music Halls, Public Rooms, and Places of Public Resort; Inspection; Structural and other Alterations; Licenses; Provisions for Safety of Public and Prevention of Fire; Penalties.)

NOTICE is hereby given, that the Metropolitan Board of Works (hereinafter called "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To confer on the Board powers as to the inspection of houses or other places of public resort within the metropolis kept open for the public performance of stage plays; and of houses, rooms, or other places of public resort within the metropolis kept open for dancing, music, or other public entertainments, whether licensed or unlicensed, and of houses and rooms used or capable of being used for meetings and assemblies, subject to such provisions and limitations as may be contained in the intended Act; to provide that such houses, rooms, and places shall not be licensed or be used for meetings or assemblies until a certificate shall have been obtained from the Board as to the efficiency of the structural and other arrangements and appliances therein for the safety of the public resorting thereto, and for protection from fire.

To prohibit alterations of such houses, rooms, and places and of the structural and other arrangements therein, except on the written approval by certificate or otherwise of the Board; and to enable the Board from time to time to require alterations to be made in such houses, rooms, and places, and the arrangements and appliances therein, so as to provide further security for the safety of persons resorting thereto.

To provide that any such house, room, or place for which a license may be required shall be deemed to be unlicensed unless the Board shall have granted a certificate as to the safety thereof, and as to the efficiency of the structural and other arrangements and appliances therein for protection from fire. And the Bill may also contain provisions enabling the Board to make bye-laws or regulations as to the struc-

ture and position of such houses, rooms, and places, and the means of ingress and egress, and as to appliances for extinction of fire to be provided and maintained, and the internal arrangements to be observed in such houses, rooms, and places, with a view to the safety of the public resorting thereto, the limitation of numbers of persons to be admitted, preventing obstructions in gangways and passages, and as to the imposition and recovery of penalties in respect of breaches of any of the requirements of the intended Act, or of any regulations made in pursuance thereof, and as to the charges to be made or fees payable in respect of such inspections and certificates.

To amend or repeal, so far as may be necessary, for the purposes aforesaid, any of the provisions of the Metropolis Management and Building Acts Amendment Act, 1878, and the Metropolitan Board of Works (Various Powers) Act, 1882.

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

Dated this 9th day of November, 1887.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-Cross, S.W.

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

In Parliament.—Session 1888.

East and West Yorkshire Union Railways.

(Extension of Time for Purchase of Lands for and for Completion of Authorised Railways; Constitution of Separate Undertakings; Capital of Separate Undertaking to be deemed the Company's only Capital for Certain Purposes; Payment of Interest out of Capital; Working and other Agreements with, and Money Powers to, and Provisions affecting other Railway Companies; Subscription by Middleton Estate and Colliery Company, Limited; Further Money Powers to Company and other Companies; Amendment of Acts and of Memorandum and Articles of Association.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the East and West Yorkshire Union Railways 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):—

To extend the times respectively limited by the East and West Yorkshire Union Railways Act, 1883 (in this notice called "the Act of 1883"), as amended by the East and West Yorkshire Union Railways Act, 1886 (in this notice called "the Act of 1886"); for the compulsory purchase of lands for and for the completion of such, and such parts of the railways and works authorised by the Act of 1883 as were not required by the Act of 1886, to be abandoned, and if need be to revive the powers for the compulsory purchase of such lands.

To extend the times respectively limited by the Act of 1886 for the compulsory purchase of lands for and for the completion of the railways and works authorised by that Act.

To constitute or to empower the Company to constitute any of their authorised railways and works, or some part or parts thereof, respectively, a separate undertaking or separate undertakings of the Company, with separate and distinct capital, proprietary, and borrowing powers, and to allocate to any such separate undertaking such portion of the capital autho-

rised to be raised by the Act of 1883 as may be deemed expedient, and to prescribe, define, and regulate the respective rights of share, stock, or debenture holders in any such separate undertaking inter se, and with respect to any other share, stock, or debenture holders of the Company, or any class or classes thereof, respectively, and to define and declare the proportions in which the gross and net receipts upon the Company's undertaking, or any part or parts thereof, and the working and other expenses of the Company, shall be divided between and borne by the several undertakings of the Company, and to declare that for all or any purposes connected with the compulsory purchase of lands required for any separate undertaking of the Company, the capital which shall or may be assigned to such separate undertaking by or under the Bill, shall be deemed to be the only capital of the Company, and to authorise the future fusing or amalgamation of any such separate undertakings.

To repeal, amend, or vary section 70 of the Act of 1883, and to authorise and empower the Company, notwithstanding anything contained in that Act, or in the Companies Clauses Consolidation Act, 1845, to pay interest or dividends to any shareholders, or class or classes of shareholders of the Company, on the amount of the calls made in respect of their shares out of any capital which the Company are authorised to raise by shares, stock, debenture stock, or borrowing, or out of any funds of the Company, and to create further capital, with or without special privileges or disabilities, for the payment of such interest or dividends.

To empower the Company, on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the North Eastern Railway Company, the Lancashire and Yorkshire Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, or either of those companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the railways of the contracting companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, 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 sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise and empower the Middleton Estate and Colliery Company, Limited, to subscribe for and to take and hold shares, stocks, mortgages, or debentures in, and to contribute funds towards, the undertaking of the Company, and for that purpose to apply their funds and revenues, and so far as may be necessary, to vary, extend, or amend their Memorandum and Articles of Association.

To vary the provisions of section 31 (power to borrow) of the Act of 1883, and to empower the Company to borrow the money by that section authorised to be borrowed by such instalments and in such manner and upon such conditions as the Bill may prescribe.

To enable the Company, for all or any of the purposes of the Bill, and for the general purposes of the Company, to apply their corporate funds and revenues, and to raise further money by borrowing, and by debenture stock, and by the creation and issue of new shares and stock in the Company, and if the Company think fit to attach to all or any such new shares and stock a preference or priority of interest or dividend, and other special privileges.

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 necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them (that is to say), the Act of 1883 and the Act of 1886, and any other Act or Acts relating to the Company, 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking, 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking, 17 and 18 Vic., caps. 164 and 211, and any other Act or Acts relating to the North Eastern Railway Company or their undertaking, 6 and 7 Will. IV., cap. 111, 10 and 11 Vic., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking, 9 and 10 Vic., cap. 268, and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company or their undertaking, and 43 and 44 Vic., cap. 199, and any other Act or Acts relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company, or their undertaking.

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

Dated this 19th day of November, 1887.

T. and H. Greenwood Teale, Leeds, Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Didcot, Newbury, and Southampton Railway.

(Extension of Railway to and Junction with the London and South Western Railway near Winchester; Compulsory Purchase of Lands; Tolls; Extension of Time for Completion of certain Railways and Works authorised by the Didcot, Newbury, and Southampton Junction Railway Act, 1882; Working and other Agreements with the Great Western and London and South Western Railway Companies; Alteration or Variation of existing Agreements with the Great Western Railway Company; Facilities for Forwarding and Interchange of Traffic with the London and South Western Railway; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Didcot, Newbury,

and Southampton Railway Company (hereinafter called "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 make and maintain the railway and works hereinafter described, wholly situate within the county of Southampton, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A railway, commencing in the parish of Twyford by a junction with the Railway No. 1, authorised by the Didcot, Newbury, and Southampton Junction Railway Act, 1882 (hereinafter called "the Act of 1882"), and described in section 4 of that Act, at a point thereon marked and measured on the plans deposited with reference to that Act, with the Clerk of the Peace for the county of Southampton, 20 miles 3 furlongs 3.50 chains, from the commencement of that railway, and terminating in the parish of Compton, by a junction with the London and South Western Railway, at a point thereon 200 yards or thereabouts, measuring in a northerly direction along the centre line of that railway, from the distance-post thereon denoting 69 miles from London.

The said intended railway and works will pass from, in, through, or into, or be situate within the parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—Twyford, Chilcomb, Milland, St. Faith, and Compton, all in the county of Southampton.

To authorise the Company to deviate laterally from the lines of the intended railway and 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 cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, landing-places, piers, quays, footways, ways, and rights of way, ferries, railways, tramways, canals, aqueducts, rivers, navigations, streams, sewers, drains, watercourses, gas, water, telegraph, electric, and other pipes, and telegraphic and electrical apparatus which it may be necessary to cross, stop up, alter, divert, or interfere with for the purposes of the intended Act.

To purchase by compulsion or agreement lands, buildings, tenements, and hereditaments 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 levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, or any part or parts thereof, 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 extend the time and the powers for the completion of so much of the Railway No. 1, authorised by the Act of 1882, as lies between the Winchester Station of the Company and the

commencement of the intended railway above described.

To enable the Company to apply to the purposes of the intended Act any capital, preference stock, or other funds now or hereafter belonging to them or under their control.

To enable the Company, on the one hand, and the Great Western Railway Company and the London and South Western Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, and use of the intended railway; to confirm any agreements which may have been or may be entered into between the Company and the said other Companies, or either of them, or to apply any existing agreements between the Company and the said other Companies, or either of them, to the intended railway and works.

To enable the Company, on the one hand, and the Great Western Railway Company and the London and South Western Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the construction, working, and use of all or part of the authorised and intended railways, stations, and works of the Company, and to confirm any agreements which may have been or may be entered into between the Company and the said other Companies or either of them, and, if need be, to alter, modify, or vary existing agreements entered into between the Company and the Great Western Railway Company.

To extend and apply to the intended railway and to the junction authorised by section 9 of the Act of 1882, the powers and provisions contained in the Didcot, Newbury, and Southampton Junction Railway Act, 1880, and the Act of 1882, with respect to the interchange, transmission, and accommodation of traffic with and over the London and South Western Railway Company, and the railways of that Company, and the railways of the Company, and, if need be, to vary and amend the same, and to make all further necessary provisions in relation thereto.

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

And powers will be taken, in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following, or some of them (that is to say):—The Didcot, Newbury, and Southampton Junction Railway Acts, 1873, 1876, 1880, 1882; the Didcot, Newbury, and Southampton Railway Acts, 1883, 1885, and 1887, and any other Acts relating to or affecting the Didcot, Newbury, and Southampton Railway Company; the Act 5 and 6 Will. IV, cap. 107, and any other Acts relating to or affecting the Great Western Railway Company; the Act 4 and 5 Will. IV, cap. 88, and any other Acts relating to or affecting the London and South Western Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railway 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 Southampton, at his office at Winchester, 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, 1887, and will be accompanied by a copy of this notice.

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

Dated this 14th day of November, 1887.

Lake, Beaumont, and Lake, 10, New-square, Lincoln's-inn, London;

Alexander Paris, Southampton;

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

In Parliament.—Session 1888.

Horse Guards Avenue.

(New Street from Whitehall to Victoria Embankment; Compulsory Purchase of Land; Interference with Roads, Sewers, &c.; Maintenance and Lighting of New Street; Agreement with and Powers to the Commissioners of Her Majesty's Woods, &c., Her Majesty's Commissioners of Works and Public Buildings, the Metropolitan Board of Works, the Westminster District Board of Works, and the Vestry of Saint Martin-in-the-Fields; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Company or Association called "the House and Land Investment Trust (Limited)" (hereinafter called "the Company") for leave to bring in a Bill to authorise the Company to make the new street hereinafter described, with all proper approaches, buildings, works, and conveniences connected therewith, in the city and liberty of the city of Westminster, that is to say:—

A street commencing in the parishes of Saint Martin-in-the-Fields and St. Margaret, Westminster, or in one of those parishes, by a junction with the roadway of Whitehall at a point on the eastern side thereof, at or near the south-western corner of the piece of land recently forming part of the site of the house formerly in the occupation of Lord Carrington, at the entrance to Whitehall-yard, nearly opposite the Horse Guards, thence passing in an easterly direction over the remaining part of the site of the said house and along Whitehall-yard to the building occupied by the Bankruptcy Department of the Board of Trade at the southern end of the new street called Whitehall-avenue, thence continuing in an easterly or south-easterly direction to and terminating in the parish of St. Margaret, Westminster, by a junction with the roadway on the Victoria Embankment, at or near the point where the south-eastern corner of the garden attached to the house occupied by Viscount Gage abuts upon the footway of the said embankment.

The intended street will be situate in the parish of St. Martin-in-the-Fields, in the liberty of the city of Westminster, and in the parish

of St. Margaret, in the city of Westminster, all in the county of Middlesex.

The Bill will authorise the Company to exercise the following powers, or some of them, viz. :—

To deviate laterally from the line of the intended street to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be prescribed by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To make junctions or communications with roads, streets, sewers, and drains, and, if necessary, to alter the levels thereof, and to remove, alter, or interfere with sewers, drains, gas, water, or other mains or pipes, and telegraph, telephone, or other electric apparatus.

To purchase, by compulsion or agreement, lands, buildings, and other property required or which it may be expedient to acquire, for the construction and maintenance of the intended street, or for any purposes in connection therewith, and easements in, over, or affecting any of such lands, buildings, and property, and to vary or extinguish all rights and privileges connected with such lands, buildings, and property, as aforesaid.

The Bill will provide that the intended new street when constructed shall be maintained, cleansed, and lighted by the authorities having the duty of maintaining, cleansing, and lighting the streets, in the aforesaid parishes, or by the Metropolitan Board of Works, or as part of, or an approach to, the Victoria Embankment.

The Bill will also authorise the Company on the one hand, and the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, Her Majesty's Commissioners of Works and Public Buildings, the Metropolitan Board of Works, the Westminster District Board of Works, and the Vestry of the parish of St. Martin-in-the-Fields, or any of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, maintenance, and cost of the intended new street and approaches, and works connected therewith, or any part or parts thereof respectively; the acquisition, exchange, and appropriation of land and property, and any matters incidental to the objects of the Bill; and the Bill will sanction or confirm any contracts, agreements, or arrangements which, prior to the passing thereof, may be made with reference to all or any of such matters, and it will authorise and provide for the vesting in the before-mentioned bodies and persons, or some of them, upon terms to be agreed upon or prescribed by the Bill, of all or some part or parts of the intended new street and works and conveniences connected therewith, and any lands or other property purchased or acquired under the powers of the Bill, and authorise the application by the parties to any such contract, agreement, or arrangement of their respective funds, rates, and revenues to the aforesaid purposes, or any of them.

The Bill will or may authorise the Metropolitan Board of Works, the Westminster District Board of Works, and the Vestry of the parish of St. Martin-in-the-Fields, or some of them, for all or any of the purposes of the Bill, to contribute and apply their funds and revenues, and any existing rates, dues, or other moneys which they are already authorised or may be authorised to raise; and also to borrow money by mortgage, or otherwise, on the security of any property

belonging to them, or of any such rates, dues, or revenues.

The Bill will incorporate with itself the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and it will also alter, amend, extend, or enlarge, so far as may be necessary for the purposes of the Bill, some of the powers and provisions of the Metropolis Local Management Act, 1855, the Metropolis Streets Improvement Act, 1877, and of any Acts amending those Acts, or relating to the Metropolitan Board of Works, or in any way relating to or affecting any street, road, or place to which the powers of the Bill relate; and it will vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the Bill, and confer other rights and privileges.

And notice is hereby also given, that plans and sections showing the line and levels of the intended new street and works, and the lands and property to be purchased under the powers of the Bill, together with a book of reference to such plans and a copy of this notice, 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 Middlesex, at his office at the Sessions House, Clerkenwell-green; with the clerk to the Vestry of St. Martin-in-the-Fields, at the Vestry Hall, St. Martin's-place, W.C.; and with the clerk to the Westminster District Board of Works, at the Town Hall, Caxton-street, Westminster.

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

Dated this 16th day of November, 1887.

Bonner, Wright, Thompson and Co.,
Ingram House, 165, Fenchurch-street,
London, E.C., Solicitors for the Bill.
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Plymouth and Dartmoor Railway. (South Hams Extension.)

(New Railway to Modbury; Provisions as to Gauge of Railway; Compulsory Purchase of Lands; Abandonment of portions of Authorised Lines and Release of Deposits; Additional and Separate Shares and Loan Capital; Power to apply Unexpended Capital to any portion of Authorised Undertakings; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Plymouth and Dartmoor Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the Company to make and maintain the railway and works hereinafter described, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A railway commencing in the parish of Plymstock, in the county of Devon, by a junction with the Railway No. 1 authorised by the Plymouth and Dartmoor Railway Act, 1883, at a point on the centre line of the said authorised Railway No. 1 in the field numbered 40 in the said parish of Plymstock on the plans of that railway deposited in November, 1882, with the Clerk of the Peace for the county of Devon, which point is 4 furlongs and $4\frac{1}{2}$ chains from the com-

mencement of the said authorised Railway No. 1, and terminating in the parish of Modbury, in the said county of Devon, at a point in or near the centre of the field numbered 1197 on the Tithe Commutation Map of the said parish, which said intended railway will pass through, from, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Plymstock, Plympton Saint Mary, Plympton Earle, Plympton Saint Maurice, Plympton Maurice, Yealmpton, Brixton, Wembury, Newton Ferrers, Holbeton, Revelstoke, Ermington, Ivy Bridge, Kingston, Ugborough, and Modbury, all in the county of Devon.

All necessary and proper stations, sidings, junctions, and other works and conveniences in connection with the said intended railway.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands and property required for the purposes of the intended railway and works, and to levy tolls, rates, dues, and other charges for the use of the intended railway and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

5. To authorise the Company to make and maintain the intended railway on the gauge of four feet eight inches and half an inch.

6. To constitute the intended railway and works, and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or partially a separate undertaking, distinct from the other undertakings of the Company.

7. To authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of the general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railway and works, or any of them, or any part or parts thereof respectively, and to make provision with respect to the holding of separate meetings of the shareholders, in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees and others, in reference to the intended railway and works, with such other regulations and limitations as may be prescribed by the Bill.

8. The Bill will authorise the Company to

apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

9. To authorise the abandonment or relinquishment of the railways or portions of railways and works authorised by the Company's Acts of 1882 and 1883 hereinafter mentioned, that is to say:—

The whole of Railway No. 4 described in Section 5 of the Plymouth and Dartmoor Railway Act, 1882.

So much of Railway No. 5 described in Section 5 of that Act as lies between the point indicated on the plans deposited with the Clerk of the Peace for the county of Devon in respect of that Act 0 miles 1 furlong 6 chains from the commencement of that railway and the termination of that railway as authorised.

So much of Railway No. 1 described in Section 4 of the Plymouth and Dartmoor Railway Act, 1883, as lies between the point indicated on the plans deposited with the Clerk of the Peace for the county of Devon, in respect of that Act, 0 miles 5 furlongs from the commencement of that railway, and the termination of the same railway.

The whole of Railway No. 2 described in Section 4 of the Plymouth and Dartmoor Railway Act, 1883.

10. To release the Company from all liabilities, penalties, and obligations for the non-completion of such railways and works, to declare null and void, and to cancel or rescind all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said railways and works, or the land required for the purposes thereof respectively.

11. To provide for the release and the application of the moneys or stocks deposited with or transferred to the Chancery Division of the High Court of Justice in England, in respect of the applications to Parliament for the said railways and works authorised by the said Acts of 1882 and 1883, and now remaining in the name and custody of Her Majesty's Paymaster-General as security for the completion of the said railways and works, together with all interest or dividends which may have become due thereon.

12. To incorporate with the Bill the provisions, or some of the provisions, of all or some of the following Acts, viz.:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869; the Lands Clauses (Umpires) Act, 1883; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; with such variations, modifications, and exceptions as may be contained in the Bill.

13. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from payment of rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

14. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the local and personal Acts of Parliament following, or some of them (that is to say):—28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154; 45 and 46 Vict., cap. 187; 46 and 47 Vict., cap. 139; and all other Acts relating to or affecting

the Company, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with books of reference to such plans, an Ordnance map with the lines of the intended railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the intended railway and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence; and

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

Dated this 15th day of November, 1887.

<i>J. J. E. Venning</i>	} Devonport
and	
<i>John Shelly,</i>	} Plymouth.
<i>S. Cater,</i> Plymouth.	
<i>Batten, Proffitt, and Scott,</i> 52 Great George-street, Westminster.	

In Parliament.—Session 1888.

Hull Barnsley and West Riding Junction Railway and Dock and other Companies.

(Working and other Agreements between Hull Barnsley and West Riding Junction Railway and Dock Company and North Eastern, Midland, Great Northern, Lancashire and Yorkshire, Manchester Sheffield and Lincolnshire, and London and North Western Railway Companies and the Dock Company at Kingston-upon-Hull; Lease or Sale of Undertakings of Hull Barnsley, &c., Company and Dock Company at Kingston-upon-Hull; Amalgamation or Working Union of any of the Companies; Joint Committees; Powers as to Directors; Capital and Borrowing Powers to the several Companies; Application, &c., of Moneys; Alteration of Tolls, Rates, and Charges; Amendment of Acts.)

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

To empower the Hull Barnsley and West Riding Junction Railway and Dock Company (in this notice called "the Hull Company") the North Eastern, the Midland, the Great Northern, the Lancashire and Yorkshire, the Manchester Sheffield and Lincolnshire, and the London and North Western Railway Companies (in this notice called "the Six Railway Companies") and the Dock Company at Kingston-upon-Hull (in this Notice called "the Dock Company") or any or either of those Companies from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, docks, 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, docks, or undertakings 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, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any or either of them, or any part thereof, the rebates and allowances to be made by any of the contracting Companies to the others or any other of them, 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 sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Hull Company and the Dock Company respectively to lease, (either in perpetuity or for a limited period, or to sell and transfer their respective undertakings, and all the railways, stations, docks, works, lands, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, vested in or belonging to or enjoyed by the Company or which they are authorised to construct, and either before or after the completion thereof, to the other of them, or to the Six Railway Companies, or any or either of them, and to authorise the Companies or Company to whom any such lease or sale may be made or agreed to be made, to take such lease or leases, or to make such purchase and accept such transfer upon such terms and conditions for such considerations and at such periods as have been or may be agreed upon or as may be prescribed in or authorised by the Bill, and upon such lease or leases or sale and transfer, to authorise and empower and require the lessees or transferees (in the case of a lease or leases during the continuance thereof, and in the case of a purchase absolutely and for ever) to exercise and enjoy, perform, fulfil, and discharge all or some of the rights, powers, privileges, authorities, obligations, claims, and demands of the leasing or selling Company, whether in relation to their own undertaking or the undertaking of any other company, body, or person, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and charges, the running over, user, and working of other undertakings, and the raising of money or otherwise.

To authorise the merging, union, consolidation and amalgamation or the working as one undertaking from and after such period and upon such terms and conditions and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the Bill, of the undertakings, railways, docks, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever, of the Hull Company and of the Dock Company, or some part or parts thereof respectively.

To constitute, appoint, and, if need be, to incorporate a joint committee or joint committees, for all or any of the purposes above mentioned, and to vest in, and delegate to any such committee or committees the exercise and execution of all or any of the powers of the Bill, or of any Act or Acts relating to all or any of the Companies mentioned in this notice.

To authorise the six Railway Companies and the Dock Company, or any or either of them, to subscribe towards, and to take and hold shares in the capital of the Hull Company, and to guarantee to, and for that Company interest, dividends, or annual or other payments on all or any of the shares and stocks of that Company, and to guarantee the principal and interest of any loan and any rent or other fixed charges of that Company.

To empower the Companies mentioned in this notice, or any or either of them, for all or any of the purposes of the Bill, to increase their respective capitals and to raise money by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of interest or dividend or other rights and privileges, and by borrowing and by debenture stock, or by any such means; and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or which they may have power to raise, and to empower any such Company to grant and issue in their name and under their seal, and upon the security of their undertaking, mortgages, bonds, debentures, or debenture stock in renewal of, or in exchange, substitution, or satisfaction for mortgages, debentures, or bonds of any other Company whose undertaking is vested in, leased to, or worked by such Company, either alone or in conjunction with any other Company or Companies, or is otherwise under the management or control of such Company.

To increase or reduce, or make provision for the increase or reduction of the number of directors of the Hull Company and the Dock Company respectively, or either of them, and the appointment of directors or additional directors of both or either of those Companies by any of the six Railway Companies.

To sanction and give effect to any contract, agreement, or arrangement made, or which prior to the passing of the Bill may be made between any of the Companies before-named with reference to all or any of the matters aforesaid, or other the objects and purposes of the Bill.

To make provisions for and as to the payment, distribution and application of the purchase money consideration or other moneys upon or in respect of any such sale, transfer, lease, vesting or amalgamation as aforesaid, or for the substitution of stock of any of the Companies above-mentioned for the shares or stock of any other of them, and to provide, if need be, for the dissolution of the Hull Company and of the Dock Company, or one of them, and to make such other provision as may be necessary for giving effect to any such sale, transfer, lease, vesting, or amalgamation as aforesaid.

To make provision for the winding up the affairs and dissolution of the Hull Company, and the Dock Company, or either of them.

To alter the tolls, rates, and duties, which the several Companies above mentioned in this notice are now respectively authorised to take and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

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 necessary or deemed expedient for the purposes of the Bill to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them, that is

to say, the 43 and 44 Vict., cap. 199, and any other Act or Acts relating to the Hull Company or their undertaking, 14 Geo. III, cap. 56, 7 and 8 Vict., cap. 103, 24 and 25 Vict., cap. 79, and any other Act or Acts relating to the Dock Company or their undertaking, 17 and 18 Vict., caps. 164 and 211, and any other Act or Acts relating to the North Eastern 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, 9 and 10 Vict., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking, 6 and 7 Will. IV, cap. 111, 10 and 11 Vic., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking, 9 and 10 Vict., cap. 268, and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester Sheffield and Lincolnshire Railway Company or their undertaking, and 3 and 4 Will. IV, cap. 36, and 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company or their undertaking.

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

Dated this 18th day of November, 1887.

In Parliament.—Session 1888.

Bexley Heath Railway.

(New Railways to Blackheath Hill and Farningham-road; Abandonment of Portions of Authorised Railways; Extension of Time for Compulsory Purchase of Lands and Completion of Authorised Works; Compulsory Purchase of Lands for new Works; Tolls; Increase and Regulation of Capital; Payment of Interest out of Capital; Running Powers: Working and other Agreements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Bexley Heath Railway Company (hereinafter called "the Company"), for leave to bring in a Bill to authorise the Company to execute the works, exercise the powers, and effect the objects following, or some of them, that is to say:—

To make and maintain in the county of Kent the railways next hereinafter described, with all proper stations, approaches, sidings, works, and conveniences connected therewith, viz:—

1. A railway (No. 1), commencing in the parish of Greenwich by a junction with the Greenwich line of the London, Chatham, and Dover Railway Company, at a point on the east side of Coldbath-street, thence passing from, in, through, or into the parishes and places of Greenwich, Blackheath, Blackheath Vale, Lewisham, and Charlton, and terminating in the said parish of Charlton by a junction with the railway authorised by the Bexley Heath Railway Act, 1887, at a point on the northern boundary of the road known as Blackheath Park, 16 yards or thereabouts, measured in a westerly direction from the south-eastern corner of the grounds surrounding Swiss Cottage.
2. A railway (No. 2), commencing in the parish of Crayford by a junction with Railway No. 1 authorised by the Bexley Heath Railway Act, 1883, at a point distant 7 miles 3 furlongs and 5 chains from the commencement of that railway, as marked and measured on the plans thereof deposited with the Clerk of

the Peace for the county of Kent, in the month of November, 1882, thence passing from, in, through, or into the parishes of Crayford, Dartford, Wilmington, Sutton-at-Hone, Darenth, and Horton Kirkby, and terminating in the said parish of Horton Kirkby by a junction with the London, Chatham, and Dover Railway at or near the western face of the bridge over that railway between the inclosures numbered 113 and 114 on the 25-inch ordnance map.

3. A railway (No. 3), commencing in the parish of Darenth by a junction with the intended Railway No. 2 before described, at a point in the field numbered 74 on the 25-inch ordnance map, distant 45 yards or thereabouts, measured in a south-easterly direction from the north-west corner of the said field, and terminating in the parish of Sutton-at-Hone, at a point in the field numbered 412 on the said 25-inch ordnance map, distant 37 yards or thereabouts, measured due south from the northern boundary of that field and 68 yards or thereabouts, measured due east from the western boundary of the same field.

To deviate laterally from the lines and vertically from the levels of the intended railways shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To cross, stop up, open, alter, or divert, temporarily or permanently, all turnpike and other roads, highways, bridges, tramways, streams, watercourses, sewers, drains, culverts, gas, water, and other pipes, tubes, and electric apparatus, as it may be necessary to interfere with for any of the purposes of the Bill.

To purchase and take by compulsion or agreement lands, houses, and other property, and to acquire easements in, under, or over lands for the purposes of the intended railways and works, and to authorise the purchase of such part only of any house, building, manufactory, or premises, and of any vaults, cellars, outbuildings, or offices attached or belonging thereto, as may be required for the purposes of the Bill, without being required or compelled to purchase the whole thereof, notwithstanding the provisions of the 92nd section of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands and property, or portion thereof, so purchased or taken.

And it is intended by the Bill to take for, or in connection with, the intended railways, certain lands being, or reputed to be, common or commonable lands, of which the following are the particulars and the estimated quantity to be taken, viz. :—

Name by which the lands are known.	Parish in which the lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Blackheath.	Lewisham.	16 acres.	No part of the surface will be occupied permanently, as the railway will be in tunnel under the Heath.

To underpin or otherwise secure any houses or buildings which may be rendered insecure, or likely to become insecure, by reason of the construction or working of the intended railways, and which houses or buildings the Company do not require for the purposes of their undertaking.

To levy tolls, rates, and charges upon or in respect of the intended railways and works, and also upon or in respect of the portions of railway and stations to be run over and used as hereinafter mentioned, and to confer exemptions from the payment of tolls, rates, and charges.

To apply any capital or funds raised, or authorised to be raised, by the Company, to the purposes of the Bill, and to raise additional capital for such purposes, and also for the general purposes of their undertaking, by new shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock, and to divide the whole of the capital already authorised and to be authorised by the Bill into preferred and deferred shares, or to attach a preferential dividend to a portion thereof, and to borrow by instalments in respect of certain portions of the undertaking, and to consolidate or define and regulate the share and loan capital of the Company.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stock of the Company.

To authorise and require the abandonment

of the following railway and portions of railway, viz. :—

- (a.) So much of Railway No. 1 authorised by the Bexley Heath Railway Act, 1883, as was intended to be situated between the commencement of the intended Railway No. 2, hereinbefore described, in the parish of Crayford, and the termination of the said authorised Railway No. 1.
- (b.) The whole of Railway No. 2 authorised by the said Act of 1883.
- (c.) So much of the railway authorised by the Bexley Heath Railway Act, 1887, as was intended to be situate between the junction therewith of the intended Railway No. 1 before described and the South Eastern (North Kent) Railway.

To extend the periods limited by the Bexley Heath Railway Acts, 1883, 1886, and 1887, for the compulsory purchase of lands, and also for the completion of the railways and works by those Acts authorised, except as to the portions of such railways already abandoned or proposed to be abandoned as aforesaid.

To empower the Company and all companies and persons lawfully working or using the railway of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, officers and servants, for the purposes of traffic of all kinds, and upon such terms and conditions and payment of such tolls and rates as may be agreed upon or settled by arbitration or provided by the Bill, the railways and portions of railway and stations following, that is to say :—

- (a.) So much of the London, Chatham, and Dover Railway, as is situated between the commencement of the intended Railway No. 1 before described and Victoria, Ludgate, Holborn, and St. Paul's Stations, including those stations;
- (b.) So much of the London, Chatham, and Dover Railway as is situated between the junction therewith of the intended Railway No. 2, near Farningham-road Station and Gravesend, including the station; there;
- (c.) So much of the South Eastern (North Kent) Railway as is situated between the junction therewith of the railway authorised by the Bexley Heath Railway Act, 1887, and the Blackheath Station, including that station;
- (d.) So much of the South Eastern (North Kent) Railway as is situated between the junction therewith, in the parish of Crayford, of Railway No. 1, authorised by the Bexley Heath Railway Act, 1883, and Dartford and Erith, with the stations at those places,

including all other stations, sidings, buildings, offices, platforms, approaches, water supplies, telegraphs, signals, works, and machinery, and to require and compel the London, Chatham, and Dover Railway Company and the South Eastern Railway Company respectively, to afford all necessary facilities for the above purposes.

To authorise the Company on the one hand, and the London, Chatham, and Dover Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railway and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange and transmission, forwarding, and delivery of traffic, coming from or destined for the respective railways of the contracting companies, the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts arising therefrom; and the Bill will confirm and give effect to any contracts or agreements which have been or may, before the passing thereof, be entered into between the Company and the said London, Chatham, and Dover Railway Company, with reference to the matters aforesaid.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will alter, amend, enlarge, or repeal, so far as may be necessary, some of the provisions of the local Act 16 and 17 Vic., cap. 132, and of any other Acts relating to the London, Chatham, and Dover Railway Company; 6 Will. IV, cap. 75, and of any other Acts relating to the South

Eastern Railway Company; and the Bexley Heath Railway Acts, 1883, 1886, and 1887.

And notice is hereby further given, that on or before the 30th day of the present month of November, duplicate plans and sections, showing the lines and levels of the intended railways and works, and the lands proposed to be taken for the purposes thereof, with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which any portion of the intended railways and works will be made or pass, with a copy of the said Gazette notice, will be deposited as follows, that is to say:—In the case of the parish of Greenwich, with the clerk of the Greenwich District Board of Works at his office, 141, Greenwich-road, S.E.; in the case of the parish of Lewisham, with the clerk of the Lewisham District Board of Works at his office at Catford; in the case of the parish of Charlton, with the clerk of the Plumstead District Board of Works, at his office at Old Charlton; and in the case of any other parish, with the parish clerk of 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.

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

Dated this 10th day of November, 1887.

Dollman and Pritchard, 3, Lawrence Pountney-hill, Cannon-street, London, Solicitors.

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

In Parliament.—Session 1888.

Glent Railway.

(Incorporation of Company; Construction of Railways; Running Powers over Portion of Stourbridge Extension Railway of Great Western Railway, and also over Portion of Halesowen and Bromsgrove Railway belonging to the Midland and Great Western Railway Companies; Working and Traffic Arrangements with Great Western and Midland Railway Companies; Compulsory Purchase of Lands; Power to Take Portions of Certain Properties; Payment of Interest during Construction of Works; Tolls, Rates and Charges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act") to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following, or some of the following among other powers, viz.:—

To make and maintain the railways hereinafter described, with all necessary, stations, approaches, sidings, works and conveniences in connection therewith respectively, namely:—

A Railway No. 1, commencing in the township of Hunnington, parish of Halesowen, in the county of Worcester, by a junction with the Halesowen and Bromsgrove Railway, belonging to the Great Western and Midland Railway Companies, at or near the northern end of the bridge carrying that railway over the occupation road leading to Goodrest Farm House, and

terminating in the township of Lutley, parish of Halesowen, in the county of Worcester, at or near the southern boundary or fence of a field numbered 33 on the Ordnance map, scale $\frac{1}{25000}$, belonging or reputed to belong to Mr. Thomas White, and in his occupation, at a point 72 yards or thereabouts measured in an easterly direction from the south-western corner of the said field. The said intended Railway No. 1 will pass from, through or into, or be situate within the following parishes, townships or places, or some of them, viz.—Halesowen, Hunnington, Romsley, Hayley Green, Hasbury, and Lutley, all in the county of Worcester.

A Railway No. 2, commencing in the township of Lutley, parish of Halesowen, in the county of Worcester, by a junction with Railway No. 1 at the termination thereof above described, and terminating in the parish of Clent, in the county of Worcester, in a field numbered 53 on the Ordnance map, scale $\frac{1}{25000}$, belonging or reputed to belong to John Amphlett, Esq., and now in the occupation of Mr. William Downing, at or near the south-eastern boundary or fence of the said field at a point 7 yards or thereabouts measured in a north-easterly direction along the said fence from the most southerly corner of that field. The said intended Railway No. 2 will pass from, through, or into, or be situate in the following parishes, townships, or places, or some of them, viz.—Halesowen, Lutley, Hagley, Clent, and Romsley, all in the county of Worcester.

A Railway No. 3, wholly in the township of Lutley, parish of Halesowen, and county of Worcester, commencing by a junction with the intended Railway No. 1 in a field numbered 69 on the Ordnance map, scale $\frac{1}{25000}$, at a point 86 yards or thereabouts measured in a north-easterly direction from the most southerly corner of the said field, being also 92 yards or thereabouts measured in a southerly direction from the centre of the enclosed spring near the centre of the said field, which said field belongs or is reputed to belong to Mr. Thomas White, and is in his occupation, and terminating in a field belonging or reputed to belong to the Ecclesiastical Commissioners for England and Wales, and now in the occupation of Mr. Thomas White, which said field is numbered 62 on the Ordnance map, scale $\frac{1}{25000}$, at a point 115 yards or thereabouts measured in a north-westerly direction from the most southerly corner of the said field, being also 185 yards or thereabouts measured in a south-westerly direction from the north-eastern corner of that field.

A Railway No. 4, commencing in the township of Lutley, parish of Halesowen, in the county of Worcester, by a junction with the intended Railway No. 3 at the termination thereof above described, and terminating at or near the county and parish boundary dividing the county of Stafford from the county of Worcester, and the parish of Rowley Regis from the township of Cradley, parish of Halesowen, at a point 10 yards or thereabouts measured in an easterly direction along the said county and parish boundary from the centre of the Witley Colliery Railway where that railway crosses the said county and parish boundary. The said intended Railway No. 4 will pass from, through, or into, or be situate within the following parishes, townships, or places, or some of them, viz.—Halesowen, Lutley, and Cradley, all in the county of Worcester.

A Railway No. 5, wholly in the parish of Rowley Regis, and county of Stafford, commencing by a junction with the intended Railway No. 4 at the termination thereof above described,

and terminating by a junction with the Stourbridge Extension Railway of the Great Western Railway at a point 427 yards or thereabouts measured in a north-easterly direction along the centre of the said extension railway from the north-eastern abutment of the bridge carrying the said extension railway over the Congreaves-road.

A Railway No. 6, wholly in the township of Lutley, parish of Halesowen, and county of Worcester, commencing by a junction with the intended Railway No. 2 at the commencement thereof above described, and terminating by a junction with the intended Railway No. 4 at the commencement thereof above described.

To cross, stop up, alter, or divert, either temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, rivers, canals, navigations, streams and watercourses, so far as may be necessary for the purposes of the intended Act, to deviate laterally from the lines, and vertically from the levels, shown on the plans and sections hereinafter mentioned, to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the intended Act, to levy tolls, rates, and duties, to grant exemptions from the payment of tolls, rates, and duties, and to vary, alter, or extinguish existing tolls, rates, and duties.

To empower the Company, the Great Western Railway Company, and the Midland Railway Company, or any of them, either solely or jointly to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the railways and works to be authorised by the intended Act, or any part thereof, and with respect to the interchange of traffic passing over the respective railways of the Company and the above-named Companies or any part thereof, and the fixing, collection, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies or any of them to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the intended railways and the railways belonging to the Great Western and the Midland Railway Companies respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates from, to, and over the said railways respectively, or any of them; also for fixing, and ascertaining, and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the railways of the said last-named Companies, or any of them, as may be necessary, and to authorise the Company and the said last-named Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

To authorise the Company and all Companies and persons lawfully working or using the intended railway, 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, so much of the Stourbridge Extension Railway of the Great Western Railway as lies between the junction of the intended Railway No. 5 therewith and the Old Hill Station, together with the use of that station, also so

much of the Halesowen and Bromsgrove Railway belonging jointly to the Great Western and Midland Railway Companies as lies between the junction of the intended Railway No. 1 therewith and the Hunnington Station, together with the use of that station, and all other 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 railways or portions of railway respectively 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 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 intended Act, 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 intended Act, 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.

The intended Act will vary or extinguish all rights and privileges which would interfere with any of the aforesaid objects, and confer other rights and privileges.

The intended Act will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845, and 1863; and it will alter, amend, extend, and enlarge or repeal some of the provisions of the local and personal Acts 5 and 6 William IV., cap. 107, and all other Acts relating to the Great Western Railway Company, the 7 and 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed new railways and works, and showing the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans; an Ordnance map, with the lines of railway delineated thereon; 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester; 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 or place in or through which the intended railways and works will be made, or in which any lands, houses, and other property intended to be taken are situate, 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 parish clerk of some adjoining parish, at his residence.

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

Dated this 10th day of November, 1887.

Homfray and Holberton, Brierley Hill, Staffordshire, Solicitors for the Bill.

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

In Parliament.—Session 1888.

Shropshire Railways.

(Incorporation of Company; Sale, &c., to them of Potteries, Shrewsbury, and North Wales Railway Company's Undertaking; Agreements with Potteries, &c., Company and their Liquidator; Variations as to Terms of Sale and Division and Apportionment of Purchase Money between Debenture or Debenture-Stock Holders, Creditors or Shareholders of Potteries, &c., Company under Potteries, &c., Railway Winding-up Act, 1881; Construction of New Railways; Compulsory Purchase of Lands including additional Lands; Tolls; Abandonment of part of Potteries, &c., Railway; Running Powers over portions of Great Western Railway and over North Staffordshire and Cambrian Railways; Working Agreements with those and other Railway Companies; Constitution of Separate Undertakings; Payment of Interest, &c., out of Capital; Amendment of Acts.)

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

To incorporate a Company (in this notice called "the Company") and to transfer to and vest in or provide for the sale or transfer to and vesting in the Company upon such terms and conditions as may be agreed upon between the Company and the Potteries, Shrewsbury, and North Wales Railway Company (in this notice called the "Potteries Company"), or the liquidator or liquidators for the time being of the Company (in this notice called "the liquidator") or as may be specified in, or prescribed by or under the Bill, of the undertaking of the Potteries Company, as defined by Section 2 of the Potteries, Shrewsbury, and North Wales Railway Winding-up Act, 1881, to enable the Company to become the purchasers of the said undertaking under the powers and provisions of that Act, to enable the Company to exercise all or some of the powers, rights, and privileges of the Potteries Company in connection with their undertaking, to make such other provisions as may be necessary for giving effect to such sale, transfer, or vesting, and to sanction, confirm, and give effect to any agreement which may be entered into between the Company and the Potteries Company, or the liquidator, touching any such matters, and to confer all necessary powers of sale or other powers upon the Potteries Company and the liquidator.

To vary the terms of sale or the amounts or proportions of purchase money, shares, or stocks, to be paid to the several classes of debenture or debenture stock holders, creditors, and shareholders of the Potteries Company, prescribed or referred to in the Act of 1881, and the proportion of any such class whose consent is required for any purpose mentioned in that Act, and the mode in which any such consent shall be signified.

To empower the Company to make and maintain in the county of Salop the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

A Railway, No. 1, commencing in the parish of Holy Cross and St. Giles, at or near the northern end of the platforms of the Abbey Station of the Potteries, Shrewsbury, and

North Wales Railway, passing from, in, through, or into the parishes of Holy Cross and St. Giles and St. Julian, or one of them, and terminating in the parish of Holy Cross and St. Giles by a junction with the main line of the Potteries, Shrewsbury, and North Wales Railway at or near the junction therewith of the loop line of the said Potteries, Shrewsbury, and North Wales Railway.

A Railway, No. 2, wholly in the parish of Holy Cross and St. Giles, commencing by a junction with the intended Railway No. 1 at a point upon the main line of the Potteries, Shrewsbury, and North Wales Railway about 17 chains measured along the said main line from the northern end of the platforms of the Abbey Station thereon, and terminating by a junction with the loop line of the Potteries, Shrewsbury, and North Wales Railway at a point about 5 yards measured in a northerly direction along such loop line from the northern side of the bridge by which Abbey Foregate is carried over the said loop line.

A Railway, No. 3, commencing in the parish of Holy Cross and St. Giles by a junction with the loop line of the Potteries, Shrewsbury, and North Wales Railway, and with the intended Railway No. 2 at or near the termination of the said intended Railway No. 2 as above described, passing from, in, through, or into the parishes, townships, and places of Holy Cross and St. Giles, Uffington, St. Alkmond, Astley, Shawbury, Stanton-upon-Hine-Heath, Hodnet, Haughtmond, otherwise Hagmond, otherwise Haughtmond-demesne, Edgobolton, Wytheford, Muckleton, High Hatton, Peplow, Espley, and Hopton, or some of them, and terminating in the parish of Hodnet by a junction with the Wellington and Market Drayton Branch of the Great Western Railway at a point 1 chain or thereabouts southward from the southern side of the bridge which carries a road across that branch railway at the southern end of Hodnet Station Goods Yard, and at the distance of about a quarter of a mile from the booking office at Hodnet Station.

A Railway, No. 4, commencing in the parish of Hodnet by a junction with the intended Railway No. 3 at a point near to the western fence of the Wellington and Market Drayton Branch of the Great Western Railway, opposite a point 44 chains or thereabouts measured southward along the said branch from the point at which the intended Railway No. 3 will terminate as above described, passing from, in, through, or into the parishes, townships, or places of Hodnet, Stoke-upon-Tern, Moreton-Say, Drayton-in-Hales, Wollerton, otherwise Woollerton, Losford, otherwise Lostford, Longford, Sutton, Drayton-Magna, and Drayton-Parva, or some of them, and terminating in the parish of Drayton-in-Hales by a junction with the Stoke, Silverdale, and Market Drayton branch of the North Staffordshire Railway, at or near the south-western side of the bridge which carries that branch railway across the canal belonging to the Shropshire Union Railway and Canal Company.

A Railway, No. 5, commencing in the parish of Oswestry by a junction with the Cambrian (Oswestry to Newtown) Railway at a point about 4 chains measured in a southerly

direction along the said Cambrian Railway from the bridge which carries a public road over the said Cambrian Railway, at or near Weston, and terminates in the parish of Kinnerley by a junction with the Potteries, Shrewsbury, and North Wales Railway at a point about 3 chains measured in a westerly direction along the said Potteries, Shrewsbury, and North Wales Railway from the junction signal box at the Kinnerley Station thereon, which said intended Railway No. 5 will be made to pass from, in, through, or into the parishes, townships, and places following, or some or one of them, that is to say: Oswestry, Buckley, Weston, Weston Cotton, Llang blodwd, Maesbury, Maesbury Marsh, Aston, West Felton, Felton Moor, Moreton, Woolston, Bryn-y-wystyn, Kinnerley, Osbaston, Maesbrook, Sandford, Argoed, Dovaston, Kynaston, Ball, and Heathwin.

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 to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, reservoirs, streams, bridges, railways, tramways, gas, water, and other pipes, and telegraphic and electric and telephonic apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works and of the Bill, and easements or rights in, over, or affecting lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any part or parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and also to purchase and take compulsorily or otherwise additional lands in the parishes mentioned in this notice, or any of them, including (but not to the exclusion of others) the following lands:—

A piece of land wholly in the parish of Holy Cross and St. Giles, abutting towards the north on Abbey Foregate, and towards the east on the Abbey Station-yard;

A piece of land with the houses thereon, in the parish of Holy Cross and St. Giles aforesaid, abutting towards the western and southern sides on the Abbey Station and yard, and towards the north on Abbey Foregate.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended

railways and works, and the undertaking of the Potteries Company, and the railways and portions of railways, stations, and works hereinafter mentioned belonging to other railway companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways and portions of railways and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the abandonment of the main line of the Potteries, Shrewsbury, and North Wales Railway from its commencement at the Abbey Station in Shrewsbury to the point at which the intended Railway No. 1 to be authorised by the Bill will terminate as above described.

To empower the Company and any Company or persons for the time being working or using the railways of the Company or any part thereof, either by agreement or otherwise, 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—

1. So much of the Wellington and Market Drayton Branch and of the Nantwich and Market Drayton Branches respectively of the Great Western Railway as lies between the proposed junction of Railway No. 3 to be authorised by the Bill, with the said Wellington and Market Drayton Branch on the one hand, and Market Drayton Station (including that station), and the Stoke, Silverdale, and Market Drayton Branch of the North Staffordshire Railway, on the other hand, including the junction of the last-mentioned branch railway with the Nantwich and Market Drayton Branch Railway;
2. The railways and stations of the North Staffordshire Railway Company; and
3. The railway and stations of the Cambrian Railways Company;

and all other stations, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railway and stations.

To empower the Company, on the one hand, and the Great Western, the North Staffordshire, the Midland, and the Great Northern Railway Companies, and the Cambrian Railways Company, or any or either of those companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting companies, or any or either of them, as the case may be, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, charges, 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 agreements as aforesaid, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To constitute or empower the Company to constitute so much of the undertaking of the Potteries Company as may not by the Bill be required to be abandoned either with or without any or any part or parts of the railways to be authorised by the Bill, or some part or parts thereof, a separate undertaking of the Company with separate and distinct capital, proprietary and borrowing powers, and to allocate to such separate undertaking such portion of the capital authorised to be raised under the Bill as may be deemed expedient, and to prescribe, define, and regulate the respective rights of share, stock, or debenture holders, in such separate undertakings, inter se, and with respect to any other share, stock, or debenture holders of the Company, or any class or classes thereof respectively, and to define and declare the proportions in which the gross and net receipts upon the Company's undertaking, or any part or parts thereof, and the working and other expenses of the Company shall be divided between and borne by the several undertakings of the Company.

To enable the Company to pay interest or dividends on any of their shares or stock out of capital, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect, and with respect to the paying up of capital of the Company and the exercise of borrowing powers.

And the Bill will vary or extinguish all or any rights or privileges inconsistent with its objects, and will confer other rights and privileges.

And it is intended so far as may be necessary or deemed expedient for the purposes of the Bill to repeal, amend, alter, or extend all or some of the provisions of the following local and personal Acts of Parliament, viz: the Potteries, Shrewsbury and North Wales Railway Act, 1866, and the Potteries, Shrewsbury and North Wales Railway Winding-up Act, 1881, and any other Act or Acts relating to the Potteries Company, or their undertaking; 5 and 6 Will 4, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking; 9 and 10 Vic., cap. 86, and 10 and 11 Vic., cap. 108, and any other Act or Acts relating to the North Staffordshire Railway Company or their undertaking; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; and 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking, the Cambrian Railways Act, 1864, and any other Act or Acts relating to the Cambrian Railways.

And notice is hereby also given, that on or before the 30th day of November, 1887, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans also of the lands to be purchased or acquired compulsorily under the powers of the Bill, together with a book of reference to such plans respectively, 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 Salop, at his office at Shrewsbury in that county, and that on or before the same date 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 railways and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection 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 the 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 17th day of November, 1887.

Ashurst, Morris, Crisp and Co., 6, Old Jewry, London, E.C., Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Bute Docks, Cardiff.

(Extension of Time for Construction of Works Authorised by the Bute Docks Act, 1882; Construction of Embankments or Sea Walls, Aqueducts or Conduits, Reservoir, and other Works; Acquisition of Lands; Reclamation of Land; Abandonment of certain Authorised Works; Diversion of Water and Sale, Supply, and Use of Water; Arrangements and Agreements with Taff Vale, and Rhymney, and Brecon and Merthyr Tydfil Junction, and Pontypridd, Caerphilly, and Newport, and Great Western, and London and North Western, and Midland Railway Companies, &c.; Running Powers and Conveniences; Through Rates, Through Booking, and Alteration of Tolls, &c.; Application of Railway Acts to Bute Docks Company; Provision as to Rates on Traffic Conveyed Partly by other Railway Companies and Partly by Bute Docks Company; Sidings, &c., to be made by Great Western Railway Company; Prohibiting Discharging Refuse, &c., into River Taff, &c.; Tolls, Rates, and Charges; Confirmation of Agreements; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Bute Docks Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the purposes following, that is to say:—

To revive the powers conferred and extend the time limited by the Bute Docks Act, 1882, for the completion of the sea wall or embankment authorised by that Act, in so far as the said embankment or sea wall is not varied or extended by the Bute Docks (Further Powers) Act, 1886.

To authorise and empower the Company to make and maintain and use the embankments or sea walls, aqueducts or conduits, and other works hereinafter described, or some of them, or some parts or part thereof, that is to say:—

1. A variation or extension in a south-easterly direction of the south-eastern portion of the embankment or sea wall authorised by the Bute Docks Act, 1882, as varied by the Bute Docks (Further Powers) Act, 1886, to be wholly situate in or adjoining the parishes of St. Mary,

Cardiff, and Roath, in the county of Glamorgan, or one of them, and commencing at a point on the said embankment, 1,450 feet or thereabouts, measured in a south-easterly direction from the south-east corner of the Roath Dock, and 1,750 feet or thereabouts, measured in a southerly direction from the new outfall basin of the Cardiff Main Outfall Sewer, and terminating at a point on the said embankment, 1,000 feet or thereabouts, measured in a south-easterly direction from the Lighthouse at the southern end of the Low Water Pier, and 1,840 feet or thereabouts, measured in a southerly direction from the Watch House at the north end of the said Pier.

2. An aqueduct or conduit, to be wholly situate in the parish of St. Mary, Cardiff, in the county of Glamorgan, commencing at a point 80 feet or thereabouts, measured in a southerly direction from the south-east corner of the bridge carrying the main line of the Taff Vale Railway over the Bute Docks Feeder, and terminating at a point, 50 feet or thereabouts, measured in a westerly direction from the north-east corner of the Bute East Dock.

3. A reservoir to be wholly situate in the parish of Llandaff, and county of Glamorgan, on Pontcanna Farm, bounded on the north by the Tail Race from Llandaff Mill, and on the east by the River Taff, and on the west and south by other parts of the said farm, and occupying the whole or parts of the fields numbered 554, 567, 569, 568, 570, 571, 592, 594, 593, 591, 588, 595, 597, 596 on the ordnance (25-inch) map of the said parish, printed in 1885.

4. An aqueduct or conduit wholly in the said parish of Llandaff, commencing in the Llandaff Millstream, at a point 66 feet or thereabouts, north of Llandaff Mill wheel, and terminating at a point in the field, numbered 568 on the said ordnance map, 264 feet or thereabouts, measured in a southerly direction from the northernmost corner of the said field.

5. An aqueduct or conduit, wholly in the said parish of Llandaff, commencing at a point in the field numbered 594 on the said ordnance map, 180 feet or thereabouts, measured in a southerly direction from the northernmost corner of the said field, and terminating at such northernmost corner.

And provision will be made in the Bill for the reclamation of lands to be enclosed within or by the said intended works or otherwise, and for the construction, erection, maintenance, and repair of all wharves, groynes, cuts, channels, staiths, jetties, landing places, sewers, culverts, drains, walls, approaches, roads, ways, lights, beacons, mooring posts, dolphins, dams, sluices, connecting-pipes, banks, watercourses, pipes, cranes, machinery, apparatus, and conveniences necessary or expedient for the before-mentioned works, or any of them, or incidental thereto.

To authorise the Company to abandon such portions of embankment and works already constructed or authorised under the powers of the Bute Docks Acts, 1866, 1874, and 1882, and the Bute Docks (Further Powers) Act, 1886, or otherwise, as shall be rendered useless or unnecessary by the construction of the proposed new works, or any of them.

To purchase by compulsion or by agreement for the purposes of the intended works and other purposes of the Bill, lands, buildings, and hereditaments, and easements in, under, or over any lands, houses, and hereditaments, and, if they

shall so think fit, to acquire by compulsion easements only in, under, through, or over any lands, buildings, and hereditaments without being required to purchase such lands, buildings, or hereditaments; and the Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same, or other public or private rights which it may be necessary or expedient for the purposes of the Bill to vary or extinguish.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings, or the whole of which, may not be required to be taken or used for the purposes thereof.

To enable the Company to take or divert into or by means of the said aqueducts or conduits, reservoir, and works, the waters of the Glamorganshire Canal and of the River Taff, which waters now flow into or along the River Taff, and thence into the Bristol Channel.

To authorise the Company to deviate from the lines laid down upon the plans and also from the levels delineated on the sections respectively to be deposited as hereinafter mentioned, to such an extent as shown on the said plans and provided by the Bill; and to stop up, divert, or alter, temporarily or permanently, such public or other roads, railways, tramways, streets, passages, rivers, embankments, sewers, gas and water pipes, and telegraphic and electric apparatus, as it may be necessary or expedient to stop up, divert, or alter in carrying out the objects of the Bill.

To authorise the temporary occupation and use of lands and other property for the purposes of the construction and maintenance of the said intended works and of the Bill.

To alter, increase, or diminish the existing tolls, rates, duties, and charges, or other payments authorised to be taken by or under the Bute Docks Acts, or to repeal such tolls, rates, duties, and charges, or other payments, or some of them, and to enable the Company to levy the same or new and increased tolls, rates, duties, and charges, or other payments in respect of the use of the said docks, railways, and other works constructed or authorised by or under the Bute Docks Acts or the Bill, and also for any services whatever rendered, or accommodation afforded by the Company in connection with the said docks, railways, works, and conveniences, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, duties, and charges.

To authorise the Company on the one hand, and the Taff Vale Railway Company and the Rhymney Railway Company, and the Pontypridd, Caerphilly, and Newport Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, and the Great Western Railway Company, and the London and North Western Railway Company, and the Midland Railway Company (hereinafter called "the Seven Companies"), or any one or more of them, on the other hand, to enter into and carry into effect agreements and arrangements for or with respect to the construction, working, use, management, and maintenance of their respective undertakings, or of any part thereof, or for running powers over the same, or over any part thereof, or any railways, sidings, or other works now belonging to, or leased, or worked by them, or any or either of them; the construction, maintenance, and user of sidings, junctions, communications between their respec-

tive works, signals, telegraphic and telephonic appliances, and other conveniences by all or any of the contracting parties, and the exercise or their respective powers in connection therewith; the alteration, suspension, or modification of such works and powers; the interchange, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, or any one or more of them; the levying, fixing, division, and apportionment of the tolls, terminals, rates, charges, receipts, and revenues levied, taken, or arising upon or in respect of traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the contracting parties, or any one or more of them, to each other for or on account of any of the matters to which the respective contracts, agreements, or arrangements relate; the running over by the Company with their engines, carriages, and wagons, officers, and servants of the railways of the contracting parties, or of any one or more of them, the appointment of Joint Committees and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm every such contract, agreement, or arrangement which may have been or may be made prior to the passing of the Bill.

To authorise the Company and also any company, person, or persons, for the time being working or using any railway belonging to the Company, or any rails suitable for the working of locomotive engines, situate or laid within or about the docks or other works belonging to the Company, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines or trains, or otherwise engaged in the service of the Company, and for the purpose of traffic of every description, the several lines of railway in the counties of Glamorgan and Monmouth, belonging to, or leased to, or used by the Rhymney Railway Company, and the Great Western Railway Company, and also all railways or parts of railways situate in either of the said counties as are held, or leased, or worked by the Rhymney Railway Company and the Great Western Railway Company jointly, or by the Rhymney Railway Company and the London and North Western Railway Company jointly, and also the stations, roads, platforms, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, signals, telegraphs, telegraph wires, instruments, and appliances, telephones, points, junctions, machinery, works, and conveniences of or connected with those railways, and portions of railway respectively, upon terms to be agreed upon between the Company and the other Companies, or any of them, or to be determined by arbitration, or prescribed by or under the provisions of the Bill; and also to levy tolls, rates, charges, and duties in respect of traffic of every description conveyed by the Company or others aforesaid over or making use of the said railways, or one or more of them, or any part or parts thereof, and of any of the conveniences and appliances aforesaid.

To require and compel the Seven Companies, or any one or more of them, or any of their respective lessees and assigns, upon such terms as shall be agreed upon, or as shall be settled by arbitration, or be provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective railways and undertakings, or the railways or undertakings of which they, or one

or more of them respectively, are, is, or may be lessees, or which may be under the management or control of any of them, or over which any of them have powers of running, and at the stations, warehouses, and booking offices thereof respectively, and (if required) to provide at their stations accommodation for clerks and officers of the Company required or appointed for booking traffic, and collecting and delivering the same, and all other accommodation required by the Company, equal to the accommodation provided by the said Companies, or any of them, for the accommodation of their own proper traffic; and to afford all necessary facilities for all goods, minerals, animals, carriages, and other traffic, of whatever description, coming from or destined for the railways of the Company, or any of those railways, or any part thereof, and to alter and vary the tolls, rates, and charges, which the Seven Companies, or any of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings, of which they, or any of them respectively, are, is, or may be lessees, or which may be under the management or control of any of them, or over which any of them have powers of running; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To authorise and require the Great Western Railway Company to construct, maintain, provide, and work in the neighbourhood of the Bute Docks proper and sufficient storage, sidings in such manner, at such times, and at such places or otherwise, as may be provided in the Bill, and to make provision for the working of such sidings by the Great Western Railway Company, or otherwise, as may be provided by the Bill.

To empower the Company to sell, supply, and use for the purposes of, and in connection with, their docks, works, and undertaking, and for the use of works, steam engines, and other machinery, whether belonging to themselves or their lessees or tenants, or to other persons, the waters so to be taken, diverted, abstracted, and collected as aforesaid, and to provide and supply, by means of steam or other force, the pressure necessary for supplying hydraulic power, and to levy, charge, and recover rates, rents, and charges for the supply, sale, and use of water and hydraulic power, and to alter existing rates, rents, and charges; and to confer, vary, or extinguish exemptions from, or to compound for rates, rents, and charges, and to make bye-laws and regulations for the use and supply of water and hydraulic power.

To prohibit the casting, throwing, or passing into the River Taff, or into any of the tributaries or streams eventually discharging or leading into the said river, of stones, ashes, cinders, ballast, rubbish, refuse, sand, dirt, soil, or any other matters or things which might lessen or tend to lessen the depth of the water in any part of the said river, or of its tributaries, or directly or indirectly interfere with or affect the docks or works of the Company, and to prohibit the placing of any such matters on the banks of the said river, or of its tributaries, so that such matters may be liable to be washed into the same, and to enable the Company from time to time to make, alter, and enforce bye-laws, rules, and regulations with reference to the premises, and to attach penalties to the breach or non-observance of any such bye-laws, rules, and regulations, or of the provisions of the Bill.

To make applicable to the Company and their undertaking the provisions of the several public

Acts of Parliament relating to the regulation or management of railways or railway companies, as if the Company were a railway company, and as if the railways of the Company, and the railways of the Seven Companies respectively, were respectively 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, or otherwise to provide by the Bill that the provisions of the said Acts, or any of them, shall not be applicable to the Company or their undertaking.

To confirm any agreements already entered into, or which may be entered into, between the Company on the one hand, and the Marquess of Bute and the Trustees of the late Marquess of Bute, or either of those parties, on the other hand, with respect to the sale and purchase or exchange of lands and the settlement of accounts.

To vary or extinguish all rights and privileges which might in any manner interfere with any of the objects of the Bill; to confer all powers, rights, and privileges necessary or expedient for effecting these objects, or in relation thereto, and to empower the Company, and all companies, corporations, commissioners, trustees, and persons affected by those objects to enter into agreements with each other in reference thereto, and to confirm any such agreements that may have been entered into.

To amend the 41st section of the Bute Docks Act, 1882, by omitting the words "not being the Bute Viaduct Railway," and also the words from "Provided that in placing" to the end of the section therefrom, and to make such other amendments in the said section, and such provisions in lieu thereof, as may be contained in the Bill.

To repeal or to amend section 16 of the Bute Docks Act, 1882, and sections 41 and 48 of the Bute Docks (Transfer) Act, 1886, and to enact other provisions, if necessary, in lieu thereof, or otherwise, as may be provided by the Bill.

To alter, amend, extend, and enlarge, and, if need be, to repeal, as far as may be necessary for the objects of the Bill, all or some of the provisions of the several Acts following (in this notice referred to as "the Bute Docks Acts"), that is to say:—1 Will. IV, cap. 133 (local), and 4 Will. IV, cap. 19 (local), relating to the Bute Ship Canal, Docks, and Works, at Cardiff, in the county of Glamorgan, and the Bute Docks Acts, 1865 to 1886, and all other Acts relating to the Company or their undertaking, or to the estates and trusts of the will of the late Marquess of Bute; also the several Acts following, or one or more of them, that is to say:—20 and 21 Vic., cap. 140, and all other Acts relating to the Rhymney Railway Company; 6 Will. IV, cap. 82, and all other Acts relating to the Taff Vale Railway Company; 41 and 42 Vic., cap. 215, and all other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company; 22 and 23 Vic., cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 19 and 20 Vic., cap. 122, and all other Acts relating to the Penarth Harbour, Dock, and Railway Company; 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; and any other Act or Acts of Parliament recited in any of the

before-mentioned Acts, or affecting the above Companies, or any person who or whose property may be affected by any of the powers or provisions of the Bill; and all other Acts, charters, and instruments which may in any way interfere with the carrying into complete effect the objects and purposes of the Bill.

The Bill will incorporate with itself, with such modifications as may be necessary or as may be provided in the Bill, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Acts, 1845 and 1863, the Waterworks Clauses Acts, 1847 and 1863, and the Harbours, Docks, and Piers Clauses Act, 1847, or some of these Acts, or some of the provisions of one or more of them.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and of the lands, houses, and other property in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands, houses, and other property, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county, and on or before the same day a copy of the plans, sections, and book of reference, and a copy of this notice, will be deposited with the respective parish clerks of the parishes of St. Mary, Cardiff, Llandaff, and Roath, at their respective places 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 17th day of November, 1887.

Farrer and Co., 66, Lincoln's-inn-fields;

James Andrew Corbett, Cardiff;

Solicitors for the Bill.

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

In Parliament—Session 1888.

Kensington Square Improvements.

(Power to Undertakers to make New Streets and widen existing Streets in the Parish of Saint Mary Abbott's, Kensington, and Compulsory Purchase of Lands, &c.; Exclusion of Section 92 of Lands Clauses Consolidation Act, 1845; Stopping up Streets, Roads, and Places; Lease, Sale, Mortgage, &c., of Lands and Buildings; Agreements with and Powers of Subscription to and other Provisions affecting the Vestry of Parish of St. Mary Abbott's, Kensington; Incorporation of Company with Powers of Undertakers; Transfer of Powers, &c., to Company; Amendment of Acts).

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

To authorise and empower certain persons to be named in the Bill, with or without others (and which persons so to be authorised are hereinafter referred to as "the Undertakers"), to make and maintain all necessary and proper approaches, buildings, machinery, works, and conveniences, the following works, or some of them, or some part or parts thereof, respectively, which

will be wholly situate in the parish of Saint Mary Abbott's, Kensington, and county of Middlesex, that is to say:—

1. A new street (No. 1), commencing at or near the south-east corner of Kensington-square and terminating at or near the west end of Saint Alban's-road at its junction with South-end and South-end-row.

2. A new street (No. 2), commencing at or near the south-east corner of Kensington-square and terminating at or near the junction of Kensington-court, Charles-place, and Charles-street.

3. A new street (No. 3), commencing at or near the junction of South-end and South-end-road with St. Alban's-road and terminating at or near the southern end of South-end-row.

4. A widening (No. 1) of Charles-street on the east side thereof, for the whole length thereof, and on the west side between the south side of the house, No. 16, in Charles-street and St. Alban's-road.

5. A widening (No. 2) of the western end of St. Alban's-road on the north side thereof, between Charles-street and South-end-row.

To authorise lateral deviations from the lines of the intended works to any extent within the limits of deviation to be shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned.

To authorise, during the construction of the intended works, the stopping up or interfering with the carriage and footways of any roads or streets which it may be necessary or convenient to stop up or interfere with, and the making of all necessary and convenient junctions and communications with any such roads or streets, and for that purpose to alter the levels of the same, and remove, or alter, or interfere with any gas, water, or other mains or pipes, telegraphic and telephonic apparatus, sewers, and drains.

To authorise the purchase, by compulsion or agreement, of all lands and other property required, or which it may be expedient to acquire, for the construction or maintenance of the intended works, or for any purposes in connection therewith, and also all or any of the lands or property in the parish of Saint Mary Abbott's, Kensington, aforesaid, adjoining or near the proposed works, or any of them, and shown on the plans to be deposited, as hereinafter mentioned, and easements or rights in, over, or affecting any of such lands and property, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to authorise the purchase and taking by compulsion or agreement any parts of any house, building, manufactory, or other premises without requiring or compelling the purchase of the whole of such house, building, manufactory, or premises, and to cancel and annul or vary any covenants against, or in restriction of building upon, and any other restrictive covenants affecting any such, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To authorise the stopping up and discontinuance for public use of the following streets, roads, and places, or some of them, or some part or parts thereof respectively, and to vest in the Undertakers the sites or soil of the streets, roads, or places, or parts of streets, roads, or places, so to be stopped up (that is to say), James-street, Kensington-mews, James-place,

and the passage leading from South-end-row to South-end Cottages, and the roadway leading northward from South-end, and towards which the industrial dwellings belonging or reputed to belong to Mr. Thomas Hussey abut (all in the parish of St. Mary Abbott's, Kensington, aforesaid), and all or any roadways, yards, passages, and places leading out of or communicating with the same respectively, or any of them.

To authorise the Undertakers to hold, and from time to time to build upon, sell, let on building or other leases, or agreements, and otherwise deal with, or dispose of, or to raise money upon mortgage of all or any lands, buildings, or property acquired, constructed, or made by them under the powers of the intended Act.

To authorise the Undertakers on the one hand, and the Vestry of the Parish of St. Mary Abbott's, Kensington (hereinafter called "the Vestry") on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which may have been made or entered into prior to the passing of the intended Act with reference to all or any such matters, and to authorise or provide for the vesting in the Vestry, upon terms to be agreed on or prescribed by the intended Act, of the intended new streets and the portions to be widened and improved under the Act of existing streets, and any lands or other property purchased or acquired under the powers of the Act, and the maintenance thereof by them, and the application of their respective funds, rates, and revenues thereto.

To authorise the Vestry, for all or any of the purposes of the intended Act, to apply their funds and revenues, and any existing rates, dues, or other revenues which they are already authorised or may be authorised to raise, and also to borrow money from time to time on the security of any corporate property belonging to them, of any such rates, dues, or revenues by rates and on mortgage or bond, debenture stock, or otherwise.

To incorporate a Company, if so thought expedient, and to confer upon such Company all or some of the powers, and to apply to them all or some of the provisions to be conferred by or contained in the Bill, and hereinbefore mentioned or referred to, or to authorise the Undertakers to transfer their rights, powers, and property to a Company to be registered under the Companies Acts, 1862.

To vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or repeal, as far as may be necessary for the purposes of the intended Act, the powers and provisions of the public and local and personal Acts of Parliament following, or some of them, that is to say:—

The Metropolis Management Act, 1855, and all Acts amending the same, and all other Acts relating to the metropolis or the vestry, or in

any way relating to or effecting any street, road, or place to which the powers of the intended Act will relate.

And notice is hereby also given, that plans and sections of the intended works, the plans showing also the additional lands to be purchased compulsorily under the powers of the Bill, together with a book of reference to such plans, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said county, and with the vestry clerk of the parish of St. Mary Abbott's, Kensington, at his office at the Vestry-hall, High-street, Kensington. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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

Dated this 18th day of November, 1887.

E. J. Bowerman, 3, Gray's Inn-square,
W.C., Solicitor for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Dore and Chinley Railway (Abandonment).

(Abandonment of Undertaking, and Release of Deposit; Dissolution and Winding-up of Company.)

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

To provide for and authorise the abandonment and relinquishment of the railways and works authorised by the Dore and Chinley Railway Act, 1884, and the Dore and Chinley Railway Act, 1885, and to release the Company from all liabilities, penalties, and obligations in respect of the non-completion thereof.

To cancel and put an end to all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto, and to provide for the release and payment out of Court of the deposit funds mentioned in the said Acts respectively, being the moneys now standing in the Chancery Division of the High Court of Justice as security for the completion of the said railways.

To provide for the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects of the intended Act.

To amend or repeal all or any of the provisions of the Dore and Chinley Railway Act, 1884, the Dore and Chinley Railway Act, 1885, and the Dore and Chinley Railway Act, 1886, and of any other Act relating to the Company.

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

Dated this 12th day of November, 1887.

Fowler and Co., 2, Victoria-mansions,
Westminster, Solicitors for the Bill;

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

In Parliament Session 1888.

Lancashire and Yorkshire Railway.

(Widening at and near Miles Platting, Manchester, Oldham Road Goods Line, Line near Bradford; Widening Bridges on Ardwick Branch Railway, and at Brighouse and Elland; Diversion of Footpaths Brindle Heath, Pendleton, near Tyldesley, Hoghton, near Preston, Todmorden, and at Brighouse; Works at Collyhurst-street, Manchester; Abolition of Level Crossing, &c., at Bradley Fold, near Bolton; Works, &c., at Daisy Field, Blackburn, Nelson near Burnley, and at Thornhill Lees; Abolition of Level Crossing at Antley, near Accrington; New Footpath, &c., at Sands-lane, Dewsbury; Stopping up portions of Drinkwater-lane, Horwich, and Back Leeds-street, Liverpool; Lands at Hoghton, near Preston, near Philips Park Cemetery, Manchester, Salford, Pendleton, Horwich, Horwich Junction, Blackburn, Rochdale, Rose-grove, and at Nelson, near Burnley, Lower Moor, Oldham, Aintree, near Liverpool, Thornhill Lees, and at Goole; Conversion of Viaduct into Embankment at Preston; Provisions as to Clayton Bridge Viaduct; Revival of Powers for Widening Line and Making New Street in Wakefield; Repeal of Provision as to Turnbridge at Wigan; Further Provisions as to Trespass; Superannuation Fund for Servants of Joint Lines; Transfer of Bury and Tottington Railway; Alteration of Levels of Portions of Authorised Railway of the Halifax High Level and North and South Junction Railway Company, and Reduction of Capital of that Company; Powers to Great Northern Railway Company; Additional Capital; Amendment of Acts.)

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

1. To enable the Company to widen and improve the portions hereinafter described of their lines of railway and to lay down additional lines of railway thereon respectively, and to stop up and divert such streets, roads, and footpaths as are shown on the deposited plans, hereinafter referred to, relating to the said widenings, or some of them, as intended to be stopped up or diverted that is to say:—

(a.) The portion of the Company's Ashton Branch Railway, wholly situate in the township of Newton, in the parish of Manchester, commencing by a junction with that railway at a point about 400 yards, measured in an easterly direction from the east end of the Park Station, and terminating by a junction with the Company's main line at a point about 53 yards, measured in a south-westerly direction from the south-west end of the Miles Platting Station on that railway; and in connection with this work the Bill will or may enable the Company to diminish the existing opening in the bridge carrying the main line of the Company over Lamb-lane, otherwise Queen's-road, in the said township.

(b.) The portion of the Company's Oldham-road goods line, wholly situate in the township of Manchester, in the parish of Manchester, commencing at Junction-street, and terminating at or near to Livesey-street, and being in part over New Allen-street.

(c.) A portion of the Company's Halifax and Bradford Railway, wholly situate in the township of Bowling, in the parish of Bradford, in the West Riding of the county of York, and commencing by a junction with the said railway at a point about 270 yards, measured in a northerly direction along the same from the bridge carrying Ripley-street over the said railway, and terminating by a junction with the said Halifax and Bradford Railway at a point about 70 yards, measured in a southerly direction along the same from the bridge carrying New Cross-street over the said railway.

(d.) Both sides of the bridge carrying the Company's Ardwick branch railway over Hulme Hall-lane, in the said township of Newton, in the said parish of Manchester.

(e.) Both sides of the bridge carrying the said Ardwick branch railway over Bradford-road, in the said township of Manchester, in the said parish of Manchester.

(f.) Both sides of the bridge carrying the Company's main line of railway over Woodhouse-lane, at or near to Brighouse, in the township of Rastrick, in the parish of Halifax.

(g.) The widening on the north side the viaduct which carries the Company's said main line of railway over the turnpike road, and the Calder and Hebble Canal at the east end of the Company's Elland Station, in the township of Elland-cum-Greetland, in the said parish of Halifax.

Works (a.), (b.), (d.), and (e.), will be wholly in Lancashire, and works (c.), (f.), and (g.) will be wholly in the West Riding of Yorkshire.

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

1. To divert the public footpath leading from Park-lane through Duchy Farm to Laundry-street, such diversion being wholly situate in the township of Pendleton, in the parish of Eccles, in Lancashire, and commencing at a point in the said footpath about 660 yards, measured along that footpath in a south-easterly direction from Park-lane, and terminating in the same footpath at a point where it joins the occupation road leading from Duchy Farm to Laundry-street.

2. To divert, near Tyldesley, wholly in the township of Tyldesley-cum-Shakerley, in the parish of Leigh, in Lancashire, the following public footpaths near to Padiham Farm House:—

(a.) The footpath leading from Lomax Brow to Padiham Farm House, such diversion commencing at a point in the footpath about 220 yards, measured in a north-easterly direction from the point of junction thereof, with the occupation road in front of that farm house, and terminating at the north end of the northern approach to the new bridge carrying over the Company's Hindley and Pendleton Railway, the occupation road recently constructed by the Company near to and eastward of the said farm house.

(b.) The footpath leading from the Wash to Shakerley Old Hall, such diversion commencing at the said termination of the lastly described diversion, and following along and upon the said occupation road,

and terminating at the west end of the western approach to the said new bridge.

3. To divert wholly, in the township of Hoghton in the parish of Leyland in Lancashire, the public footpath leading from the Company's Hoghton railway station to Gib-lane, such diversion commencing at its junction with the public road leading from Preston to Blackburn, and terminating at a point in the said footpath about 265 yards, measured in an easterly direction along the same, from the said point of commencement.
4. To divert, at Todmorden, the public footpath leading from, at, or near the Market Hall to the Hall Royd level crossing, such diversion commencing in the township of Langfield, in the parish of Halifax, at a point about 6 yards east of the north-east corner of the said Market Hall, and terminating in the township of Stansfield, in the said parish, at the said Hall Royd level crossing, and which said work will be wholly situate in the said townships of Langfield and Stansfield, in the said parish of Halifax, in the West Riding of the county of York.
5. To divert, at Brighouse, wholly in the township of Rastrick, in the parish of Halifax, in the West Riding of the county of York, the public footpath leading from Woodhouse Bridge to the Calder and Hebble Canal, such diversion commencing at a point in the said footpath about 110 yards, measured along that footpath in a south-easterly direction, from Woodhouse Bridge aforesaid, and terminating at a point in the said footpath about 170 yards south-east of the said point of commencement.
3. To enable the Company in the said township of Manchester, in the said parish of Manchester, in Lancashire, to execute the following works, that is to say:—
 - (a.) To widen, on the south-east side thereof, the bridge which carries their main line of railway over Collyhurst-street.
 - (b.) On the completion of that widening, to pull down a portion of the said bridge, on the north-western side thereof.
 - (c.) To construct, on the north-west side of the existing bridge and partly on the site thereof, a new bridge.
4. To abolish the crossing of the Company's Liverpool and Bury Railway on the level by the public footpath at the Bradley Fold Station, on that railway, the said level crossing being wholly in the township of Ainsworth, in the parish of Middleton, in Lancashire, and to enable the Company in the stead of the said level crossing to construct in the same township a substituted footpath by means of a bridge already constructed over their railway, the said new footpath commencing in the existing footpath about 15 yards, measured along the same in a southerly direction, from the centre of the said railway, and terminating in the before-mentioned footpath about 17 yards, measured along the said footpath, in a northerly direction from the centre of the said railway.
5. To enable the Company, at Daisy Field, Blackburn, wholly in the township of Blackburn, in the parish of Blackburn, in Lancashire, to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers, that is to say:—
 - (a.) To widen on both sides the bridge carrying the road in continuation of Clinton-street, to Stanley-street, over the Company's Accrington and Blackburn Railway,

and which said bridge is about 78 yards south-west of the Greenbank level crossing.

- (b.) To construct a new footpath by means of a subway underneath the said line of railway, commencing in the existing footpath at a point about 31 yards, measured along the same footpath in a south-easterly direction from the centre of the said level crossing, and terminating in the said existing footpath at a point about 21 yards, measured along such footpath, in a north-westerly direction from the centre of the before-mentioned level crossing.
- (c.) On the completion of the said works to abolish the said Greenbank level crossing.
6. To enable the Company at and near to Nelson, in the township of Great Marsden, and Little Marsden, in the parish of Whalley, in Lancashire, to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers, that is to say:—
 - (a.) To divert the public footpath leading from Lomeshaye-lane to Peter-street, in Nelson, such diversion commencing at a point in the said footpath about 140 yards, measured along the same in a north-easterly direction from that lane, and terminating by a junction with the said footpath at the south-east end of Peter-street.
 - (b.) To widen on both sides the bridge carrying Lomeshaye-lane aforesaid over the Company's Accrington and Colne Extension Railway, and which said bridge is about 350 yards (measured in a south-westerly direction along that railway) from the south-west end of the Company's Nelson Station, and near to Hope Chapel.
 - (c.) To abolish the crossing on the level of the Company's said Accrington and Colne Extension Railway by Hibson-road, and which said level crossing is immediately south-west of the Company's said Nelson Station.
 - (7.) To enable the Company at Thornhill Lees, in the West Riding of the county of York, to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers, that is to say:—
 - (a.) To divert a portion of Dewsbury-road, such diversion commencing in the township of Dewsbury, in the parish of Dewsbury, by a junction with and out of that road at the point where Forge-lane joins the same, and terminating in the township of Thornhill, in the parish of Thornhill, by a junction with and in the said first-mentioned road at a point about 113 yards south-east of the centre of the level crossing of Dewsbury-road aforesaid, over the Company's main line of railway. The said work will be wholly situate in the said two townships and parishes, and by reason or in consequence of such work the Bill will enable the Company in the said townships and parishes to alter the levels of so much of their said main line of railway as extends from a point about 530 yards west of the said level crossing to a point about 200 yards east of that crossing.
 - (b.) To construct wholly in the said township of Thornhill a new road, commencing in and out of the last-mentioned diverted road at a point about 66 yards south-east of the centre of the said level crossing, and terminating in Brewery-street at a point about 92 yards south-west of the centre of the said crossing measured along that street.

(c.) To abolish the crossing on the level of the Company's said main line of railway by Dewsbury-road aforesaid.

8. To abolish at Antley, in the township of Old Accrington, in the parish of Whalley, in Lancashire, the level crossing of the Company's Accrington and Blackburn line by a certain footpath there situate, about 126 yards west of the bridge which carries that line of railway over Willows-lane.

9. To abolish the crossing of the Company's Dewsbury Branch Railway on the level by the public footpath abutting on their Dewsbury goods station, the said crossing being wholly in the township of Dewsbury, in the parish of Dewsbury, in the said West Riding of the county of York, and to enable the Company, in the stead of the said level crossing, to construct in the same township a substituted footpath crossing over the said Dewsbury Branch Railway by means of a bridge already constructed, the said new footpath commencing in the existing footpath about 24 yards, measured along the same in a north-westerly direction from the centre of the said railway, and terminating in the before-mentioned footpath about 20 yards, measured along the same in a south-easterly direction from the centre of the said railway.

10. To stop up and extinguish all rights of way over so much of the public footpath and occupation road known as Drinkwater-lane, in the township of Horwich, in the parish of Dean, in Lancashire, as extends from Chorley New-road to a point about 45 yards, measured along Drinkwater-lane aforesaid, from the junction of that lane with Chorley Old-road.

11. To enable the Company to acquire, by compulsion, in the township, parish, and city of Liverpool, in Lancashire, the site and soil of so much of Back Leeds-street as is situate to the north-east of a point about 33 yards, measured in a north-easterly direction along that street from the north-west corner of Messrs. Blundell's warehouse, and the Bill will extinguish all rights of way over the said portion of Back Leeds-street, and will enable the Company, by agreement with the adjoining landowner or landowners, to stop up and extinguish all rights of way over, and will vest in the Company the site and soil of so much of Back Leeds-street aforesaid as extends from the north-west corner of Messrs. Blundell's warehouse in that street to a point about 33 yards north-east of that corner.

12. To enable the Company to acquire, by compulsion or agreement, in addition to the other lands and property which they will by the intended Bill be authorised to acquire, the lands (in which term and wheresoever used in this notice, houses, buildings, and other hereditaments are included) hereinafter described, or some of them, or some part or parts thereof, and to retain and hold such of the lands as have already been purchased by or on behalf of the Company, and shown on the deposited plans hereinafter mentioned, that is to say:—

(a.) A strip of land in the said township of Hoghton, in the said parish of Leyland, bounded on the west by the public road leading from Preston to Blackburn, and extending about 317 yards eastward thereof, and on the south by the existing footpath.

(b.) Certain lands in the said township of Newton, in the said parish of Manchester, situate near to the Philips Park Cemetery, and abutting upon and lying on the south side of the Company's Ashton Branch Railway, and adjoining the sidings on the

easterly side thereof, known as the Cemetery sidings.

(c.) A strip of land in Salford, in the township of Salford, in the said parish of Manchester, in continuation of and bounded on the north by Irwell Place, and on the south by land and property occupied by Andrew Knowles and Sons, Limited, as a coal wharf.

(d.) A strip of land, partly in the said township of Salford, in the said parish of Manchester, and partly in the said township of Pendleton, in the said parish of Eccles, bounded on the east by the Company's Manchester and Bolton Railway, and extending about 100 yards north and 9 yards south of the boundary between the said two townships and parishes.

(e.) A strip of land at Pendleton, in the said township of Pendleton, belonging, or reputed to belong, to the trustees of the will of the late Joseph Dunn, and now or recently occupied wholly, or in part, as a glass bottle manufactory, and situate in or near to Withington-street, and bounded on the east by the Company's Hindley and Pendleton Railway.

(f.) Certain lands at Horwich, in the township of Horwich, in the said parish of Dean, bounded on the south-east by Drinkwater-lane, on the west by the Company's Horwich Station, and on the north by the Chorley Old-road.

(g.) Certain lands at or near to the Horwich Junction Station hereinafter described (that is to say)—

(a.) A strip of land wholly in the township of Blackrod, in the parish of Bolton-le-Moors, bounded on the north-east partly by the Bolton and Preston section of the North Union Railway, and partly by the Company's Hindley and Horwich Branch Railway, and intersected by the occupation road carried over the said first-mentioned railway by the Red Moss-bridge, and extending about 340 yards north-west and 264 yards south-east of that road.

(b.) Certain strips of land wholly situate in the township of Anderton, in the parish of Standish, hereinafter described, and constituting in part portions of the said Bolton and Preston section of the North Union Railway (that is to say)—

1. Two small strips of land in the occupation of the Proprietors of the said North Union Railway, situate on the south-east side of, and at the respective distances of 67 yards and 185 yards from, the level crossing of Factory Brow, or Anderton-lane, over the said railway, and lying between a certain brook or stream known as the River Douglas, and the south-west fence of that line of railway, and forming part of a field abutting upon Factory Brow, or Anderton-lane aforesaid, belonging, or reputed to belong, to Charles Joseph Stonor, Esq.

2. Two other small pieces of land in the occupation of John Hope, situate on the north-west side of, and at the respective distances of 80 yards and 157 yards from, the said level crossing, and lying, for the most part, between the said River Douglas and the said Bolton and Preston section of the North Union Railway, and belonging, or reputed to belong, to the said Charles Joseph Stonor.

(h.) Certain lands at Blackburn, in the township of Blackburn, in the parish of Black-

burn, being partly situate in Sharples-street, Pomfret-street, and Rectory-street, and adjacent to the sidings in connection with the Company's Bolton and Blackburn Railway.

- (i.) Certain lands at Rochdale, in the township of Castleton, in the parish of Rochdale, bounded on the north-east by the Rochdale canal, and lying on the south-east side of the Company's main line of railway, and in part forming the site of the mill recently known as the Lark Mills Corn Mill.
- (k.) A small piece of land at Rosegrove, in the township of Habergham Eaves, in the parish of Whalley, bounded on the north by the Company's said Accrington and Colne Extension Railway, and lying about 86 yards east of the Company's Rosegrove Station.

(l.) Certain lands at Nelson, in the said township of Great Marsden and Little Marsden, adjoining the said Accrington and Colne Extension Railway, and lying between Emilly-street and Waterworth-street, also—
Certain other lands in the same township, lying between the said Railway, Hibson-street, and Nettlefield-street.

(m.) A small piece of land at Lower Moor, Oldham, in the township of Oldham, in the parish of Prestwich-cum-Oldham, bounded on the west by the Oldham, Rochdale, and Royton Line of the Company, on the south by the footpath leading from Acre-lane to Shaw-road, and extending about 14 yards north of the said footpath.

(n.) A triangular piece of land at Aintree, in the township of Sefton, in the parish of Sefton, bounded on the south by the Company's Aintree and Bootle Line, on the north-west by the Company's Aintree Connecting Line, and on the east by the Liverpool and Aintree Railway of the Cheshire Lines Committee.

All the before-described lands are situate in Lancashire.

(o.) Certain lands in the said township of Thornhill, in the parish of Thornhill, bounded on the north by the Company's said main line of railway, and being intersected in part by Brewery-street and Dewsbury-road aforesaid, and extending from the Company's goods yard on the southern side of that railway to Coalpit-lane.

(p.) Certain lands in the township of Armin, otherwise Airmyr, in the parish of Snaith, in the said West Riding, bounded on the south-east by the Company's Wakefield, Pontefract, and Goole Railway, and contiguous to the junction of the North-Eastern Railway Company's Hull and Goole Railway with the said Wakefield, Pontefract, and Goole Railway.

Also certain other lands in the same township and parish, bounded on the north-west by the said last-named railway, and on the south-east by the Knottingley and Goole Canal and adjacent to the said junction.

13. To sanction the filling up by the Company of the arches of the viaduct carrying the East Lancashire line of the Company's railway over the valley of the River Ribble, near to Preston, in Lancashire, and the conversion of the said viaduct into an embankment, as the same has already been executed.

14. To constitute the widening of the Clayton Bridge Viaduct of the said Ashton Branch

Railway, as constructed by the Company, for all purposes (including the levying of tolls in respect of the use thereof), a part of that railway.

15. To revive and extend the powers conferred upon the Company by section 24 of the Lancashire and Yorkshire Railway Act, 1883, for the compulsory purchase of lands for the widening of a portion of their railway situate in the township and parish of Wakefield, in the said West Riding, and further to revive and extend the powers conferred upon the Company by section 14 of the Lancashire and Yorkshire Railway Act, 1877, "New Road and Lands at Wakefield," as extended by section 38 of the Lancashire and Yorkshire Railway Act, 1883, with respect to the making of a new road in the said township and parish of Wakefield, commencing in Kirkgate, on the south side of the viaduct of the Company's railway, continuing eastwards for a distance of 90 yards, and terminating in a public road near the western end of the grain warehouses of the Company, and the Bill will or may enable the Company and the Great Northern Railway Company to enter into contracts with respect to the said works, or either of them, and also with respect to the appropriation and use by the two Companies of the said portion of railway when so widened and improved, and the division or apportionment between them of the cost of the said works, or of any works or conveniences incidental to or consequent thereupon.

16. To repeal sub-section 10 of section 14 of the Lancashire and Yorkshire Railway Act, 1885, for the protection of the trustees and tenant for life of the Westwood Estate, in the township of Ince-in-Makerfield, or to alter and amend the provisions of that section.

17. To make further provisions by the imposition of penalties and otherwise for the prevention and punishment of persons trespassing, loitering, or selling articles in, on, or about the stations, railways, approaches, premises, and property belonging to, or worked, or leased by the Company, either solely or jointly with any other Company or Companies, and to vest in the Company, and in such other Company or Companies, and their officers and servants, further powers for the removal or apprehension of such persons.

18. To empower the Company to purchase lands compulsorily or by agreement for the purposes of the said intended widenings, roads, and other works, and for any of the other purposes of the Bill, and the Bill will extinguish all rights of way over, and will empower the Company to stop up and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the foregoing works, or the abolition of any of the said level crossings, or as are shown on the deposited plans, as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans, as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken, and whenever the Company shall have acquired under the powers of the Bill any lands or houses on both sides of any street, highway, or footway shown on the said deposited plans, and described in the deposited books of reference, the Bill will empower the Company to stop up and appropriate the site and soil of, and will extinguish all rights of way in or over, so much of such street, highway, and footway as is coterminous with the lands or houses so acquired.

19. To vest in the Company the usual powers

granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorise the Company in connection with, and for the purposes of, all or any of the said works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be made, diverted, or altered under the powers of the Bill, as may be necessary in executing the said intended works, and the Bill will also enable the Company to alter the width, level, and line of any road or street, and to deviate from the lines of the widenings, roads, and other works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

20. To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

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

22. To authorise the Company to appropriate any lands, for the time being, belonging to them, for the erection thereon of, and to erect dwellings for the labouring classes, and to appropriate for such dwellings any buildings, for the time being, belonging to the Company, and to sell or let such dwellings.

23. The Bill will or may provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads or footpaths for which they are substituted.

24. To empower the Company on the one hand, and any municipal, sanitary, highway or local authority, and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing, and by the levying of rates, or by either of those means, and the Bill will or may confirm any such contract or agreement which may already have been, or which may at any time hereafter be, entered into for or in relation to any of the matters aforesaid.

25. To authorise the Company to levy tolls, rates, and charges for and in respect of the said intended widenings, improvements, and works, and to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

26. To extend the benefit of the superannuation fund created under the powers of section 33 of the Lancashire and Yorkshire Railway Act, 1871, to the officers, servants, workmen, and apprentices employed on or in connection with the lines of railway of which the Company, in

conjunction with any other company or companies, are joint owners, lessees, or workers.

27. To transfer to, and vest in, or to provide for the transfer to and vesting in the Company of the undertaking, lands, and property of the Bury and Tottington District Railway Company as authorised by the Bury and Tottington District Railway Act, 1877, freed from all or some of the debts and liabilities affecting that Company, or charged on their undertaking for such consideration and upon such terms and conditions as may have been or may be agreed on between the two Companies, or as may be defined in the Bill or prescribed by Parliament, and to authorise the two Companies to enter into and fulfil agreements with reference to such transfer, and to confirm, with or without alterations or modifications, any agreement already made, or to be made with reference thereto, and to enable the Company in the event of such transfer being effected to exercise and enjoy all or any the rights, powers, privileges, and authorities of the Bury and Tottington District Railway Company, as well with respect to their own undertaking as to the undertaking of any other Company, and to provide for the discharge of the receiver of the tolls and revenues of that Company, the audit of his accounts, the staying of all suits pending against that Company, and for the costs thereof, the payment or application of the purchase money or other consideration, and the distribution thereof, and of any balance in Court or due from the said receiver, among the several mortgagees, holders of debenture stock, and other creditors, and the shareholders of the Bury and Tottington District Railway Company, and for the winding-up of the affairs of that Company, and, if thought fit, their ultimate dissolution. To authorise and require the mortgagees, debenture holders, trustees, and other creditors, and preference and ordinary shareholders of the last-named Company, to accept such debenture or other stock of the Company in payment and satisfaction of their debts and interests, or to make such other provision in regard to the payment and satisfaction of such debts and interests as may be provided for by the Bill or prescribed by Parliament.

28. To authorise the Halifax High Level and North and South Junction Railway Company (hereinafter called "the Halifax Company") to alter, wholly in the township of Ovenden, in the parish of Halifax, in the said West Riding, the levels of Railway No. 2, authorised, by the Halifax High Level and North and South Junction Railway Act, 1884, for a distance of about 2 furlongs and 1.50 chains from the authorised commencement thereof, and to alter, wholly in the said township, and in the township of Halifax, in the same parish, the levels of so much of Railway No. 4, authorised by the same Act, and deviated by the Great Northern Railway Act, 1887, as lies between the authorised commencement thereof, in the said township of Ovenden, and Hopwood-lane, in the said township of Halifax, and for that purpose to vest in the Halifax Company the powers hereinbefore referred to in paragraph 19 of this notice.

29. To reduce the amount of the capital of the Halifax Company authorised to be created, issued, and raised by shares and by borrowing.

30. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the completion of lines of railway and other works already authorised, and also for the general purposes of and incident to their undertaking, by the creation of new shares or stock, with or without a guaranteed or

preferential dividend or other special rights or privileges attached thereto, or by borrowing or by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

31. The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself certain of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and it will or may enlarge the powers and provisions of the following Acts (local and personal), that is to say:—1 and 2 Wm. IV., cap. 60, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; the Bury and Tottington District Railway Act, 1877, and any other Act or Acts relating to the Bury and Tottington District Railway Company or their undertaking; the Halifax High Level, and North and South Junction Railway Act, 1884, the Great Northern Railway Act, 1887, and any other Act or Acts relating to the Halifax Company or their undertaking; the Great Northern Railway Act, 1846, and any other Act or Acts relating to the Great Northern Railway Company.

32. Duplicate plans and sections describing the lines, situations, and levels of the proposed widenings, roads, and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map, with the lines of the proposed widenings delineated thereon so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say:—As regards the widenings, works, lands, and property in the county of Lancaster, with the clerk of the peace for the county of Lancaster, at his office at Preston; and as regards the widenings, works, lands, and property in the West Riding of the county of York, with the clerk of the peace for the said West Riding, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended widenings, roads, and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 8th day of November, 1887.

Chris. Moorhouse, Solicitor for the Bill,
Hunts Bank, Manchester.

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

In Parliament.—Session 1888.

Eastern and Midlands Railway.

(Extensions to Midland and Great Northern Railways.)

(Railways from Bourn to Cottesmore, and at Spalding; Agreements with Great Northern and Midland Railway Companies; Variation of Existing Agreements with those Companies; Amalgamation of Capital Stocks; Additional Capital; Separate Undertaking and Capital; Payment of Interest out of Capital; Amendment of Acts.)

A PPLICATION will be made to Parliament in the ensuing Session by the Eastern and Midlands Railway Company, in this Notice called "the Company," for leave to bring in a Bill for the following, or some of the following purposes, viz.:—

To authorise the Company to make and maintain the Railways and works hereinafter described, or such part or parts thereof as the Bill shall define, with sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

A Railway (No. 1), commencing in the parish of Bourn, in the county of Lincoln, parts of Kesteven, by a junction with the Bourn and Essendine (Great Northern) Railway, at a point $7\frac{1}{2}$ chains or thereabouts from the most southerly corner of the engine shed at Bourn station measured along the line in the direction of Essendine, and terminating in the parish of Cottesmore, in the county of Rutland, by a junction with the Ashwell Branch of the Midland Railway at the termination thereof at the road leading from Ashwell to Cottesmore.

Which intended railway will be made, or pass from, through, or into the parishes, townships, hamlets, and places following, or some of them, that is to say: Bourn, Toft and Lound, Manthorpe, Edenham Witham or Wytham on-the-Hill, Little Bytham, Careby, Castle Bytham and Holywell, all in the county of Lincoln, and Clipsham, Stretton, Greetham, Cottesmore, Burley, Exton, Ashwell, Barrow, and Teigh, all in the county of Rutland.

A Railway (No. 2) wholly in the parish of Little Bytham, in the county of Lincoln (parts of Kesteven), commencing by a junction with the Railway No 1 hereinbefore described at a point on the west of the Great Northern Railway $2\frac{1}{2}$ chains or thereabouts measured in a westerly direction from the Little Bytham signal box on that railway and $4\frac{1}{2}$ chains or thereabouts from the north-west corner of the waiting shelter on the down platform of Little Bytham Station, and terminating by a junction with the main line of the Great Northern Railway at a point $21\frac{1}{2}$ chains or thereabouts measured along the said railway northward of the said signal box.

A Railway (No. 3) wholly in the parish of Spalding, in the county of Lincoln (parts of Holland), commencing by a junction with the railway of the Company (from Lynn to Spalding) at a point $1\frac{1}{2}$ chains or thereabouts from the centre of the bridge which carries the said railway over the River Welland measured in the direction of Spalding, and terminating by a junction with the railway of the Company (Spalding to Bourn) $22\frac{1}{2}$ chains or thereabouts from the north-westerly corner of Hawthorn Bank gatehouse on the said last-mentioned railway, measured in the direction of Bourn.

A Railway (No. 4) wholly in the said parish of Spalding, commencing by a junction with

the said intended Railway No. 3, where it will cross over the Great Northern and Great Eastern joint line (March and Spalding Railway) at a point 18 $\frac{3}{4}$ chains or thereabouts from north side of the Welland Bridge signal box on the said joint line measured in the direction of Spalding, and terminating by a junction with the Great Northern Railway (loop line) at a point 4 chains or thereabouts from the south-east corner of the Hawthorn Bank signal box of the loop line measured in the direction of Peterborough.

To confer on the Company the usual powers granted to Railway Companies for the construction and maintenance of Railways, and especially the powers granted by the 16th Section of the Railways Clauses Consolidation Act, 1845.

To authorise the Company to deviate from the lines and levels of the railways and works as shewn on the deposited plans and sections; to purchase land, houses, and other property compulsorily or by agreement for the purposes of the intended works and other purposes; and to levy tolls, dues, and charges in respect of the intended railways and works, and to exercise other rights and privileges.

To enable the Company to purchase part only of any house or building which they may require for the purposes of the Bill without any liability to be compelled to purchase the whole or any greater part thereof.

To enable the Company on the one hand, and the Great Northern and Midland Railway Companies, or either of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of the intended railways and works, and any part or parts of the undertaking of the Company; the supply of rolling stock and machinery, of officers and servants for the conduct of the traffic thereof, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies; the division and appropriation of the revenue arising from that traffic; and to confirm any agreements touching any of the matters aforesaid:

To authorise and provide for the variation of the heads of arrangement dated the 16th day of May, 1863, between the Peterborough, Wisbech, and Sutton Railway Company of the one part and the Midland Railway Company of the other part, which are confirmed by Section 47 of the Peterborough, Wisbech, and Sutton Railway Act, 1863, and are also extended or confirmed by Section 51 of the Peterborough, Wisbech, and Sutton Railway Act, 1865, and also the memorandum of agreement dated the 6th day of July, 1866, between Lynn and Sutton and Spalding and Bourn Railway Companies of the one part, and the Midland Railway Company and Great Northern Railway Company of the other part, and the memorandum of agreement made the 31st day of July, 1866, between the Midland Railway Company of the first part, the Great Northern Railway Company of the second part, and the Norwich and Spalding Railway Company of the third part, which are confirmed by Section 3 of the Midland and Eastern and Norwich and Spalding Railways Act, 1867, and to repeal, alter, or modify the said Sections.

To amalgamate, or provide for amalgamating, the capitals or certain classes of the capital of the Company, and to alter the existing provisions of the Acts of the Company as to the

application of the revenue arising from the Midland and Eastern Section, the Peterborough, Wisbech and Sutton Section, and the Lynn, Yarmouth and Norwich Section of that Company's undertaking.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes and the general purposes of their undertaking to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define, and to constitute the proposed railways or some of them an undertaking separate and distinct from the rest of the undertaking of the Company, with a separate capital, and to make provision as to payments to be made or secured to the holders of the said separate capital out of the revenue arising from the traffic upon the separate undertaking, or common to the separate undertaking, and the rest of the undertaking of the Company, or part thereof, or out of the general revenues of the Company, or to secure and guarantee to the holders of such separate capital payment of interest thereon, or to provide for the division and apportionment of the Company's receipts between the holders of such separate capital and other classes of capital, and to authorise the Company by resolution to determine the nature, amount, and priority of the payments to be made, secured or guaranteed to the holders of such separate capital, and to constitute the payment of interest or dividend on such separate capital a charge on the gross earnings of the separate undertaking, and to make such other provisions with respect thereto as the Company may deem proper.

To authorise and provide for the payment of interest out of capital during the construction of the works.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it may incorporate with itself any necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863, and it will amend and enlarge, and if need be repeal the powers and provisions of the following local and personal Acts (that is to say):

The 7 & 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company, the 9 & 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company, 45 & 46 Vic., cap. 227, and any other Act or Acts relating to the Company.

Duplicate plans and sections showing the line or situation and levels of the works proposed to be authorised by the Bill, and plans of the lands which may be acquired under the powers of the Bill, together with a Book of Reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Stamford, and with the Clerk of the Peace for the parts of Holland, in the said county of Lincoln, at his office at Boston, and with the Clerk of the Peace for the county of Rutland, at his office at Oakham, and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish in which any lands, houses, or other property are intended to be

taken, and a copy of this Notice will be deposited in the case of each such parish with the Parish Clerk thereof, at his residence, and in the case of any extra parochial place with the Clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 9th day of November, 1887.

F. C. Mathews and Browne, 151, Cannon-street, E.C., Solicitors.

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

In Parliament.—Session 1888.

Scarborough, Bridlington, and West Riding Junction Railways.

(Extension of Time for taking of lands for and for completion of authorised Railways; Abandonment of portion of Authorised Railway No. 1, and release of Deposit; Construction of substituted New Railway in the East Riding of the County of York; Diversion of Public Roads and Substitution of Level Crossing for Bridge over authorised Railway No. 2; Compulsory Powers to take Lands and interfere with public Roads; Tolls; Application of Funds; Reduction of Capital; Working and other Agreements and Alteration of existing Agreement with North-Eastern Railway Company; Amendment of Acts, and other Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the Scarborough, Bridlington, and West Riding Junction Railways Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for effecting the following purposes, or some of them (that is to say):—

1. To extend the time granted by the Scarborough, Bridlington, and West Riding Junction Railways Act, 1885 (hereinafter called "the Act of 1885"), for the compulsory purchase and taking of lands required for the purposes of that Act, and to extend the time granted by the said Act for the construction of the works thereby authorised, or for such portion of the said works as are not authorised to be abandoned by the Bill.

2. To abandon the construction of so much of Railway No. 1, authorised by the Act of 1885, as lies between the intended point of commencement thereof in the township of Osgodby, in the parish of Seamer, in the North Riding of the county of York, and the point of termination of the intended railway hereinafter described, and to release the Company from all liabilities, penalties, and obligations, for the non-construction or non-completion of the said railway or portion of railway, and to modify, alter, or annul all contracts, agreements, and arrangements entered into by or on behalf of the Company, with reference to the said railway or portion of railway to be so abandoned.

3. To empower the Company to make and maintain, in lieu of the portion of Railway No. 1, to be so abandoned as aforesaid, and as part of their authorised undertaking, the railway hereinafter described, with all necessary stations, junctions, approaches, works, and conveniences connected therewith, viz.:—

A railway, commencing in the township and parish of Hunmanby by a junction with the Scarborough and Hull Railway of the North Eastern Railway, at a point (measured

along that railway) about $4\frac{1}{2}$ chains north from the mile-stone denoting 40 miles from Hull, and terminating by a junction with the intended Railway No. 1 authorised by the Act of 1885, in the township and parish of North Burton, in the East Riding of the county of York, at or about the point on that railway marked 8 miles 2 furlongs from its commencement, on the plans deposited with the respective clerks of the peace for the said East and North Ridings, with reference to that Act.

The said intended railway will be made or pass from, in, through, or into the parishes and townships of Hunmanby, North Burton, and Argam, or some or one of them in the East Riding of the county of York.

4. To empower the Company, notwithstanding anything in the said Act, in constructing their authorised Railway No. 2 to carry the public carriage-road called Bainton Balk, shown on the said plans deposited with reference to the Act of 1885, and numbered thereon 17, in the parish of Bainton, across that railway on the level; and also to make a diversion of the public carriage-road shown and numbered 13 on the said plans in the parish of Middleton-on-the-Wolds, such diversion to commence about 100 yards from the junction of that road with the road shown and numbered 11 on the same plans in the same parish, and to terminate at the last mentioned road at a point about 50 yards northwards from the junction of those roads, and to be wholly situate in the township and parish of Middleton-on-the-Wolds; and also to divert the public carriage-road called Old Field-lane, shown and numbered 3 on the said plans, in the parish of Hutton Cranswick, such diversion to be situate in the townships and parishes of Hutton Cranswick, Bracken, and Kilwick-juxta-Watton, or some of them, and to commence and terminate at points respectively 60 yards north and 100 yards east from the southwest corner of the field called Old Field, in the said parish of Hutton Cranswick; and to stop up and discontinue as public highways and vest in the Company the said portions of road between the points of commencement and termination of the intended diversions thereof.

5. To authorise the Company to deviate laterally from the lines of the intended railway, road-diversions, and other 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.

6. To empower the Company to cross, open, or break up, divert, alter, raise, lower, stop up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, streams, water-courses, bridges, railways, railway sidings, tramways, gas, water, and other pipes, and telegraphic and telephonic pipes, wires, and apparatus within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, raise, lower, stop up, or otherwise interfere with, for the purposes of the intended works, or of the Bill.

7. 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 railway, road-diversions, and other works, and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish

all rights and privileges in any manner connected with any lands, houses, tenements, and hereditaments so purchased or taken.

8. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway, and to confer exemptions from the payment of such tolls, rates, and duties.

9. To empower the Company to apply their authorised share and loan capital for the construction of the said intended railway, and other purposes of the Bill, and if thought fit to reduce the share and loan capital of the Company.

10. To empower the Company on the one hand, and the North Eastern Railway Company on the other hand, from time to time, to enter into and carry into effect and rescind agreements and arrangements with respect to the construction, working, use, management, and maintenance by the North Eastern Railway Company, of the said intended railway and works, and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, and the fixing, collection, payment, appropriation, appointment, and distribution of tolls, rates, income, and profit arising from the intended railway; and to confirm any agreement which may be made before the passing of the Bill touching any of the matters aforesaid, or touching any other objects of the intended application; to alter or vary the working agreement made between the Company and the North Eastern Railway Company, and scheduled to and confirmed by the Act of 1885, for the working by the last-named Company of the Company's authorised railways, and to extend and make the provisions of that agreement, and the provisions of the said Act with respect to working agreements and traffic arrangements, applicable to the said intended railway and works, in lieu of the said portion of railway intended to be abandoned as aforesaid.

11. To provide for the release and repayment of so much, or such portion of the money, or the securities representing the same, deposited in the High Court of Justice, upon the application for the Act of 1885, as security for the completion of the railways thereby authorised, as is applicable in respect of the portion of Railway No. 1 aforesaid, which is intended to be abandoned, or so much of such portion of the said deposit as is not required to be retained for the deposit required by the Standing Orders of Parliament, to be made in respect of the new railway and works.

12. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, its objects, and will confer other rights and privileges, and so far as may be necessary or deemed expedient for the purposes of the Bill, will repeal, alter, amend, or extend all or some of the provisions of the Act of 1885, and of the local and personal Act, 17 and 18 Vic. cap. 211, and all other Acts relating to or affecting the North Eastern Railway Company, and of any other Acts which it may be necessary to repeal, alter, or amend, for effecting the objects of the Bill.

13. And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the intended railway, road diversions, and other works, showing the lines, situations, and levels thereof, and the lands and houses which may be taken for the purposes

thereof, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses and an ordnance map, with the line of the intended railway delineated thereon, showing its general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the East Riding of the county of York, at his office at Beverley in that Riding; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works, or any part thereof, are intended to be made, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection with the parish clerk of such parish, at his residence.

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

Dated this 14th day of November, 1887.

Mills and Bibby, Huddersfield.

Le Brasseur and Oakley, 12 New Court, Lincoln's Inn, London, Solicitors.

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

In Parliament.—Session 1888.

South Lincolnshire Fen Water.

(Incorporation of Company with Power to Supply Water within the Parishes of Market Deeping, Deeping St. James, Deeping St. Nicholas, Langtoft, and Baston, in the Parts of Kesteven, in the County of Lincoln, and Deeping St. Nicholas, Crowland, Spalding, Pinchbeck, Cowbit, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Sutton St. Nicholas, Lutton, Sutton St. Edmunds, Sutton St. James, Sutton Bridge, Sutton St. Mary or Long Sutton, and Tydd St. Mary, in the Parts of Holland, in the County of Lincoln, or some part or parts thereof; Construction of Works in Parish of Deeping St. Nicholas, in Parts of Kesteven, in Lincolnshire; Compulsory Purchase of Lands, Water, &c.; Power to Levy Rates; Provisions for Protection and as to Supply of Water; Agreements with Spalding Waterworks Company for Purchase or Transfer of their undertaking, and Powers and Provisions for Dissolution of that Company; Agreements with and Powers to Sanitary Authorities and other Bodies; Amendment and Repeal of Acts, and other matters.)

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 an Act for effecting the purposes, or some of the purposes, following (that is to say):—

1. To incorporate a company (hereinafter called "the Company"), and to enable the Company to supply water for public and private purposes, to and within the parishes, townships, and places following, or some of them, or some part or parts thereof (that is to say): Market Deeping, Deeping Saint James, Deeping Saint Nicholas, Langtoft, and Baston, in the parts of Kesteven, in the county of Lincoln, and Deeping St. Nicholas, Crowland, Spalding, Pinchbeck, Cowbit, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Sutton St. Nicholas, Lutton, Sutton St. Edmunds, Sutton St. James, Sutton Bridge, Sutton St. Mary, or

Long Sutton, and Tydd St. Mary, in the parts of Holland, in the county of Lincoln, or some of them, or some part or parts thereof.

2. So empower the Company to construct and maintain all or some of the following works, all in the parish of Deeping St. Nicholas, in the parts of Kesteven, in the county of Lincoln (that is to say):—

A well and pumping station, situate in the north-east corner of the field which immediately adjoins the north-west side of the farmyard of Tongue End Farm.

An aqueduct, conduit, or line of pipes, commencing at the well and pumping station above described, and terminating in the road known as the North Drove, at the point where the road, known as the Mill Drove, leading from Tongue End Farm to the said North Drove, joins the said North Drove, together with all proper and necessary tanks, filtering beds, gauges, drains, sluices, conduits, culverts, channels, cuts, adits, roads, approaches, apparatus, engines, works, and conveniences connected with the proposed works, or any of them, or incidental thereto.

3. To empower the Company to deviate from the lines and levels of the intended works, as shown on the plans and sections thereof, to be deposited as hereinafter mentioned, to any extent which may be prescribed by the intended Act, and to incorporate with the intended Act and apply to the works to be thereby authorised the provisions of the Railways Clauses Consolidation Act, 1845, with reference to the temporary occupation of lands near the railway during the construction thereof.

4. To empower the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works, for the supply of water in any of the parishes and places before-mentioned, and for that purpose to cross, break up, open, alter, divert, or stop up and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, sewers, drains, pipes, rivers, streams, brooks, and watercourses within the parishes and places aforesaid, or any of them.

5. To enable the Company to purchase, by compulsion or agreement, and to take on lease and to hold any estate, right, interest, or lands, houses, springs, streams, waters, and easements therein in, on, near the several parishes and places before-mentioned, or some or one of them, for the purposes of the said waterworks or of the intended Act, and to collect, take, and use by and in and for the purposes of the intended works, and to distribute all or any springs and waters on or near the site of any of such works, or in or under any lands for the time being of the Company, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, and springs, streams or waters.

6. To empower the Company to supply water by measure, and to sell or to let or provide on hire, cisterns, tanks, meters, fittings, and other apparatus.

7. To enable the Company to demand, levy, and recover rates, rents, and charges, differential or otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus, and to confer exemptions from the payment of rates, rents, and charges.

8. To make effectual provision for the pro-

tection of the waterworks and property of the Company, and for preventing the waste, fouling, misuse, and undue consumption thereof, and for imposing penalties in respect of all or any such matters.

9. To authorise the Company and the Spalding Waterworks Company to enter into and carry into effect agreements for or with respect to the transfer to and purchase by the Company, or the vesting in the Company of all or some part or parts of the undertaking, works, reservoirs, mains, pipes, lands, waters, contracts, agreements, rights, powers, authorities, and privileges of the Spalding Waterworks Company, and, if thought fit, to sanction and confirm any agreement or agreements which may be so entered into, and to confer upon the Company and the Spalding Waterworks Company all such powers as may be necessary for giving effect to any such agreement or agreements, and to enable the Company to have, exercise, and enjoy all or any of the powers, rights, privileges, and authorities of the Spalding Waterworks Company, and, if necessary, to provide for the dissolution and winding up of the affairs of the Spalding Waterworks Company.

10. To enable the Company on the one hand, and any other company, sanitary authority, public body, or persons, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the supply by the Company to any such company, sanitary authority, public body, or persons, of water in bulk or otherwise for domestic, public, sanitary, trading, or other purposes, whether within or without the Company's limits of supply, as above defined, and to vary, suspend, or rescind any such contract, agreement, or arrangement, and to enter into and carry into effect other contracts, agreements, or arrangements in lieu thereof, and to make provision for the sale to any such sanitary authority as aforesaid of such portions of the works of the Company as may be situate within or necessary for the supply of their respective districts, and to confer upon any such company, sanitary authority, public body, or persons respectively, all necessary powers in that behalf, and to authorise them to apply their respective funds, revenues, and rates to the purposes of any such contract, agreement, or arrangement, and to sanction and confirm any such contract or agreement already made, or which, prior to the passing of the intended Act, may be made with respect to the matters aforesaid.

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

12. To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions of the Spalding Waterworks Act, 1860, and the Spalding Waterworks Act, 1869, and any other Act or Acts relating to or affecting the Spalding Waterworks Company or their undertaking.

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 lines and levels thereof, the plans showing also the lands intended to be compulsorily taken under the powers of the Bills, 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 parts of Kesteven, in the county of Lincoln, at his office at Stamford, in that county, and with the Parish Clerk of the said parish of Deeping St. Nicholas, 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, 1887.

Rees and Frere, 13, Great George-street, Westminster, London, S.W.

Board of Trade.—Session 1888.

Wimborne Minster Water.

(Construction and Maintenance of Waterworks; Supply of Water to the town of Wimborne Minster, in the county of Dorset; Water Rates and Charges; Purchase of Lands; Agreements with Corporations and Persons.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade in the ensuing session of Parliament for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for the following purposes, or some of them, that is to say:—

To authorise the Wimborne Minster Waterworks Company (Limited), (hereinafter called "the Company"), to construct and maintain the following works, or some of them, in the parish of Wimborne Minster, in the county of Dorset, for the purposes of supplying the said parish, or some part thereof, with water, viz.:—

A well and pumping station to be situate in the fields numbered 522, 525, 526, 527, on the tithe map of the parish of Wimborne Minster, lying between and partly abutting on the road leading from Walford Bridge to Walford Farm, and the River Allen, near to Walford Mill, all the said fields belonging to, or reputed to belong to, the trustees under the marriage settlement of Vincent Henry Penalver Caillard and Eliza Frances his wife, in the occupation of William Coakes.

A service reservoir, to be situate in a field numbered 466 on the tithe map aforesaid, abutting on the east side of the road leading from Colehill to Wimborne, belonging to, or reputed to belong to, Captain Phelps Brooke Hanham, and in the occupation of William Munckton.

An aqueduct, conduit, or line of pipes, commencing from and out of the well and pumping station aforesaid, passing thence to, and terminating at, the service reservoir in the field numbered 466 as aforesaid.

All necessary approaches, fences, embankments, excavations, mains, pipes, tanks, sluices, culverts, dams, weirs, outfalls, valves, wells, pumps, and other works, conveniences, and appliances for the supply of water to the district hereinafter mentioned.

To deviate from the lines and levels of the said intended works as shown on the deposited plans and sections hereinafter referred to, to any extent that may hereinafter be found necessary within the limits defined upon the plans or prescribed in the said intended Order.

To authorise the Company to supply water within a district included within the following boundaries, viz.:—

Commencing at the boundary fence of the London and South Western Railway Company's premises at the east side of Leigh Arch, continuing thence along that fence in a southerly direction to the River Stour, thence along the northern bank thereof in a

westerly direction to the junction of the River Allen, and continuing by the east bank thereof to the point where the said river takes a bend to the north, and continuing in the same direction across the said river along the southern fence of the lands numbered 344, 280, 331, 328, 327, in the tithe map of the parish of Wimborne Minster, in the county of Dorset, to the River Stour; thence along the banks thereof in a northerly direction to the western boundary fence of the field numbered 2170 on the tithe map aforesaid; thence following that fence to the road leading to Chain Gate; thence following the line of the said road to Chain Gate to and along the Cemetery-road to the south-west angle of the field numbered 111 on the tithe map aforesaid, continuing along the western and northern fences thereof to Walford Mill, and following the western and northern boundaries of the same across the River Allen to the north-westerly fence of the field numbered 115 on the said tithe map, along such fence to its junction with the main road, and continuing to follow the said road in an easterly direction to the junction of the road leading to Colehill; thence following this last-mentioned road to the old lane which branches off to the south between the fields numbered 553 and 554 on the said tithe map, continuing up this lane and on in a southerly direction along the road leading over the railway to Leigh-road, and thence in a westerly direction along that road to the fence on the east side of Leigh Arch first named, all in the parish of Wimborne Minster, in the county of Dorset. Where roads are boundaries the limits include both sides thereof.

And to confer upon the Company all such powers as are requisite and necessary for the purposes aforesaid, and to levy rates, rents, and charges in respect of the supply of water.

To lay down, maintain, alter, repair and remove from time to time all such mains, service pipes, culverts, valves, syphons, hydrants, and other works as may be necessary for and incidental to the supply of water within the limits aforesaid, and for that purpose to break up, cross, and alter public and private roads, highways, footpaths, streets, pavements, bridges, and other public places, together with all such railways and tramways, sewers, drains, rivers, streams, pipes, and watercourses as may be necessary for the purposes of the Company's undertaking.

To authorise the Company to purchase by agreement, take on lease, and hold such lands, houses, easements, springs, streams, brooks, and waters, as may be necessary for the purposes of their undertaking.

To authorise the Company to enter into contracts and agreements with any local board, highway authority, sanitary authority, commissioners, trustees, surveyors, bodies, or persons within or beyond the limits of the Order for the supply of water for any purpose whatever.

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 will vary or extinguish all rights and privileges which will or

may interfere with any of its objects, and confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant a plan or section of the proposed works, together with a copy of this notice as published in the London Gazette, will be lodged at the offices of the Board of Trade, Whitehall-gardens, London, S. W., and other copies will be deposited for public inspection with the Clerk of the Peace for the county of Dorset at his office in Sherborne.

And on or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the offices of the Board of Trade as aforesaid, and on and after that day copies will be supplied to all persons applying for the same at the offices of Messrs. Rawlins and Rawlins, in Wimborne, or at the offices of Messrs. Livesey and Son, Palace Chambers, Bridge-street, Westminster, on payment of one shilling for each copy.

Any company, corporation, or persons desirous of making any representation to the Board of Trade respecting this Order, or of bringing before them any objection thereto, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their offices in Whitehall-gardens aforesaid, on or before the 15th day of January next ensuing, and at the same time sending a copy of such objections to the offices of Messrs. Livesey and Son aforesaid. The objectors or their agents in forwarding their objections to the Board of Trade must state that a copy of the same has been forwarded to the agents for the promoters.

When the Provisional Order has been granted by the Board of Trade it will be advertised in the same local newspapers as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Dorset at his office aforesaid, and copies will be supplied to all persons applying for the same at the offices and on the terms before mentioned.

Dated this 16th day of November, 1837.

Rawlins and Rawlins, Wimborne, Solicitors.
Livesey and Son, 76, Palace Chambers,
Westminster, Parliamentary Agents.

In Parliament.—Session 1838.

Helston and Porthleven Water.

(Incorporation of Company, Construction of Works, and Supply of Water to the Borough of Helston and the Town of Porthleven and Adjoining Districts Amendment or Repeal of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the incorporation of a Company, and to enable such Company to supply water to the borough and parish of Helston, the town of Porthleven, and the parishes of Breage, Sithney, and Wendron, in the county of Cornwall.

Power will be applied for in the Bill for the following purposes, or some of them (that is to say):—

To take the waters from the river, stream, and springs, called or known as the Tregathenan Stream, and its tributaries, sources, and springs, and to divert into the intended reservoirs, aqueducts, and pipes the waters of such river, stream, and springs, and also all such waters as may be found in, upon, or under any lands acquired by the Company under the powers of the intended Act, or otherwise.

To make and maintain the reservoirs, aqueducts, filters, and works hereinafter specified, or some or any of them, with all proper works and

conveniences connected therewith, wholly situate in the county of Cornwall (that is to say):—

A reservoir (to be called a storage reservoir), with all necessary filter beds, excavations, embankments, and other works connected therewith, to be situated wholly in the parish of Sithney, and on the Tregathenan Stream, partly in certain fields or closes of land, numbered respectively 869 and 783, on sheet No. LXXVI, 1, of the Ordnance Survey of the said parish of Sithney, of 25 inches to the mile, and dated 1877, which said fields or closes of land are the property of Richard Russell, and in the occupation of Joseph Reed Russell and partly in certain other fields or closes of land, numbered respectively 870, 871, 873, 874, and 875, on the said Ordnance sheet, and are the property of John Yarde Buller, Baron Churston, and in the occupation of John Richards, and which said reservoir will be constructed partly to the north of a footpath and lane leading from Tregathenan to Chyreen, and partly to the south of the said footpath and lane.

An aqueduct or line of pipes (No. 1) commencing in the parish of Sithney, in the southern end of the said storage reservoir, in the said field, numbered 874, in the said Ordnance map, and terminating in the parish of Wendron, in the north-east corner of a field, numbered 5,565 on sheet, number LXXVI, 6, of the Ordnance Survey of the said parish of Wendron, of 25 inches to the mile, and dated 1877, which said field adjoins the road from Helston to Redruth, and is the property of Colonel Shadwell Morley Grylls, on lease to, and in the occupation of John Williams, which said aqueduct, or lines of pipes, passes from, through, or into the parishes of Sithney and Wendron.

A reservoir (to be called a service reservoir) with all necessary filter beds, excavations, embankments, fences, and other works connected therewith, to be situated in the parish of Wendron, in the north-east corner of the said field, No. 5,565, above described.

An aqueduct or line of pipes (No. 2) commencing in the parish of Wendron, on the east side of the said service reservoir above described, and terminating in the parish and borough of Helston, near to the old turnpike-gate house at Crosswolla, on the main road from Helston to Falmouth, which said aqueduct, or line of pipes, will pass from, through, or into the parish of Wendron and the parish and borough of Helston.

An aqueduct, or line of pipes (No. 3), commencing in the said parish of Sithney by a junction with the aqueduct, or line of pipes (No. 1), before described, in a road leading from Truthall to Mellangoose at a point where the footpath from Sithney Green to Gwavas crosses the said road, and terminating at Porthleven, in the said parish of Sithney, at a point near the north-west corner of the enclosure in front of the Wesleyan Methodist Chapel, which said aqueduct, or line of pipes, is wholly in the parish of Sithney.

To collect and divert into the intended reservoirs, filter beds, and works, or some or one of them, and therein impound and thence distribute the waters of the said stream, and the springs, tributaries, and branches thereof.

To lay down, maintain, alter, and renew pipes and conduits in or under any streets, roads, and bridges within the said parishes and borough, or any, or either of them, for the purposes aforesaid.

All which said reservoirs, aqueducts, conduits, filters, and works, and the streams, rivers,

sources, and springs at the points or places where the waters thereof will be diverted, and the lands, moors, and property to be taken are, or will be, situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Sithney, Breage, Wendron, and the borough and parish of Helston, all in the county of Cornwall.

It is also intended to apply for powers in such Bill for the compulsory purchase of lands and houses to be defined on the plans hereinafter mentioned, and to enable the Company to purchase by compulsion or agreement, or to take on lease, all such lands, moors, houses, streams, springs of water, and hereditaments in the townships, parishes, and county aforesaid, and any rights or easements in, over, or connected with any lands, houses, or buildings in the said townships, parishes, and county as may be necessary or desirable for the construction, maintenance, and use of the said works, or any of them, or for obtaining a further supply of water or otherwise. To authorise the Company to supply water by meter, and to sell meters or let meters on hire.

Also for powers to enable the Company within the several parishes, borough, and extra-parochial places hereinbefore mentioned, or any of them, to construct, alter, maintain, and renew sluices, embankments, gauge weirs, waste weirs, overflows, bridges, drains, aqueducts, filtering beds, main pipes, tunnels, roads, approaches, and other works and conveniences in connection with the said waterworks, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, or managing the same, or for the purpose of diverting, intercepting, conducting, or raising the waters intended to be taken as aforesaid, and to cross, divert, stop up, raise, lower, break up, or interfere (either temporarily or permanently) with any turnpike or other road, highway, footpath, river, stream, bridge, brook, pipe, drain, or sewer, and to lay down aqueducts and pipes in, through, and under the same, and to appropriate the soil and surface of the streets, highways, and footpaths so stopped up or disused. And it is intended to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the said Bill, and to confer other rights and privileges. To empower the Company to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned, or to be defined in the intended Act.

Also for powers 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 Corporation, Local Board of Health, Urban or Rural Sanitary Authority, or other Local Authority, and the trustees of any 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 from time to time to vary, suspend, or rescind any such contracts or arrangements, and make others in lieu thereof, or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such Corporations, Boards, Local Authorities, trustees, surveyors, companies, bodies, and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have

raised or may raise under any Act of Parliament or otherwise.

Also for powers to enable the Company to levy or receive rates, rents, or charges for the supply of water, and to confer, vary, or extinguish exemptions from the payments of rates and rents, and to enable the Company to carry into effect the powers and provisions of the said Bill. To incorporate with the intended Act the necessary provisions of the Companies Clauses Consolidation Acts, 1845 and 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Waterworks Clauses Acts, 1847 and 1863; and any Act or Acts amending these Acts or any of them. And notice is hereby further given, that duplicate plans and sections describing the lines, situation, and levels of the said proposed works, and the lands which may be taken for the purposes thereof, and the streams and rivers, the waters of which will be diverted, 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 houses, 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 Cornwall, at his offices at Bodmin, in the said county, on or before the 30th day of November instant; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the parishes aforesaid in or through which the said proposed works are intended to be made, or property to be taken is situated, with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish respectively, at their respective residences; and in the case of any extra-parochial places, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 12th day of November, 1887.

Grylls, Hill, and Hill, Solicitors, Helston, Cornwall.

Daniell and Thomas, Solicitors, Camborne, Cornwall.

Bolton, Robbins, Busk, and Co., 41 and 42, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Birmingham and Humber Navigation. (Incorporation of Company; Power to Company to Deepen, Alter, and render Navigable the Rivers Tame and Trent, between Birmingham and Burton-upon-Trent, and to construct Reservoir and execute other Works, and acquire Lands; Power to Divert or Use Waters of Rivers and Canals; Agreements with and Powers to Corporation of Birmingham; Power to Company to act as Carriers; Transfer to Company of Undertaking of Upper Trent Navigation Company, Limited, and Dissolution of and Agreement with that Company; Power to use other Navigations; Agreements and Traffic and other Arrangements 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 all or some of the following purposes, that is to say:—

1. To incorporate a Company to be called the Birmingham and Humber Navigation Company, or by such other name as may be prescribed by

the intended Act, and hereinafter called "the Company," and to confer upon the Company all necessary powers for carrying into effect the objects of the intended Act.

2. To authorise the Company to construct, maintain, regulate, and renew the following works, or some part or parts thereof, and exercise the following powers, or some of them, that is to say:—

To deviate, alter, straighten, widen, and deepen, and render navigable, the Rivers Tame and Trent, commencing at a point in the parish of Aston, in the county of Warwick, where the aqueduct of the Birmingham and Warwick Junction Canal crosses the River Tame, and terminating by a junction with the Upper Trent Navigation, at a point on the River Trent, in the parish of Burton-upon-Trent, in the county of Stafford, and the parish of Stapenhill, in the county of Derby, about 32 chains, or thereabouts, south of the bridge known as Burton-bridge, crossing that river at Burton-upon-Trent.

To intersect and form a junction, in the said parish of Aston, with the said Birmingham and Warwick Junction Canal, at a point thereon sixty feet or thereabouts, measured in a southerly direction from the south end of the said aqueduct.

To remove the Salford Bar Lock on the Birmingham and Warwick Junction Canal, and to replace and reconstruct the same at the south end of the said aqueduct.

To construct and maintain a reservoir in the parish of Handsworth, in the county of Stafford, to be formed by a dam or embankment to be placed across the River Tame, near Holford's Mill, in the said parish of Handsworth, and to extend 40 chains, or thereabouts, in a south-westerly direction measured along the said river from such embankment.

To construct and maintain a conduit or line of pipes along the side or bed of the River Tame, commencing in the said reservoir, and terminating in the said parish of Aston by a junction with the Company's works at or near the said aqueduct.

To make, provide, and maintain all necessary and convenient aqueducts, feeders, wells, basins, reservoirs, side ponds, weirs, culverts, sluices, valves, soughs, drains, engines, water-wheels, and other machinery, bridges, piers, arches, locks, flood-gates, banks, dams, tanks, wharfs, quays, jetties, landing places, ways, roads, towing-paths, passages, fences, houses, warehouses, store-houses, sheds, weighing machines, cranes, dredgers, steam tugs, lighters, telegraphs, telephones, and other works and conveniences in connection with the said intended navigation, or for conveying water to or from the same, and also bridges and other works for the accommodation of owners and occupiers of lands adjoining the said intended navigation, and together also with all proper and necessary approaches thereto.

The said intended navigation, reservoir, conduit, and works will be situate in the parishes, townships, and places following, or some of them (that is to say), Birmingham, Aston, Aston-juxta-Birmingham, Minworth, Curdworth, Maxstoke, Shustoke, Colleshill, Nether Whitacre, Lea-Marston, Kingsbury, Middleton, Tamworth, Wilnecote, Dosthill, Polesworth, and Drayton-Bassett, in the county of Warwick;

Handsworth, Handsworth-with-Soho, Tamworth, Fazeley, Drayton-Bassett, Wigginton, Hints, Hopwas, Coton, Tunstall, Comberford, Fisherwick, Haselour, St. Michael, Elford, Tamhorn, Whittington, Croxhall, Tatenhill, Wichnor, Barton, and Burton-upon-Trent, in the county of Stafford; and Croxhall, Alrewas, Walton-upon-Trent, Rosliston, Church Gresley, and Stapenhill, in the county of Derby.

3. To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings and easements therein for the purposes of the intended works or any of them in the parishes, townships and places aforesaid, and to exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase parts only of certain properties, and from the provisions of the Act with reference to the sale of superfluous lands.

4. To empower the Company to divert into, and use for the purposes of the intended navigation reservoir and works, waters from the rivers Tame and Trent and their tributaries, and from the Birmingham and Warwick Junction Canal, the Birmingham Canal Navigations, and any other canals and navigations the water from which passes into the said canals, or either of them, and all which waters now pass or flow into the River Humber; and to authorise the Company to purchase and acquire from the Corporation of Birmingham, and to empower that Corporation to sell water from the River Tame, and to authorise the Company and the said Corporation to enter into and carry into effect agreements with reference to the matters aforesaid, and to confirm and give effect to any such agreement which has been or which may be entered into prior to the passing of the intended Act.

5. To authorise the Company to appropriate and use, or sell and dispose of, the materials dredged or removed from the beds, banks, and foreshores of the said rivers and proposed new channels and other works, and to deposit the same if they think fit upon any portions of the bed, banks, or foreshores of the said rivers, or upon any lands by agreement with the owners thereof, or in such places as the Company may think proper, or as may be prescribed by the intended Act.

6. To empower the Company to carry on the business of carriers by land and water, and for that purpose to buy, sell, construct, repair, let on hire, and deal in steamboats, tug-boats, barges, and vessels of all kinds, and to construct wharves, warehouses, and any other works and conveniences required in connection with the operations of the Company, and to carry on any other business which can be conveniently carried on in connection with any of these objects.

7. To authorise the Company to divert, alter, or otherwise interfere with, either temporarily or permanently, railways, roads, highways, lanes, passages, footpaths, watercourses, drains, culverts, sewers, wharves, and other works, so far as may be necessary for the purposes of the said intended works and of the intended Act.

8. To empower the Company to deviate, in the construction of the several intended works hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, or provided by the intended Act.

9. To transfer to, and vest in, or to provide for the transfer to and vesting in, the Company of the undertaking (including in that expression all canals, cuts, channels, locks, works, lands, easements, springs, streams, waters, steam or other tugs, dredgers, and barges, and all other real and personal property, rights, powers, privileges, and authorities, and the benefit of all contracts, agreements, and leases) of the Upper Trent Navigation Company, Limited, and of the owners of the Upper Trent Navigation, for such consideration, and upon such terms and conditions as may have been or may be agreed on between the Company and the said Limited Company, and owners, or as may be defined in or provided for by the intended Act, and to provide for the discharge of the debts and liabilities, the distribution of the assets, and the winding up and dissolution of the said Limited Company, and to confer on the Company and the said Limited Company all powers necessary for or in relation to the matters aforesaid.

10. To authorise the Company to use, for the purposes of traffic to and from their navigation, the River Trent between Burton-upon-Trent and Wilden Ferry (known as the Upper Trent Navigation), the Trent (Burton-upon-Trent and Humber) Navigation, the Trent and Mersey Canal, and the River Trent below Gainsborough, and the canals, cuts, channels, locks, wharves, towing-paths, and other works and conveniences thereon, and connected therewith.

11. To authorise agreements between the Company and the Upper Trent Navigation Company, Limited, and the Marquess of Anglesey and other the owners of or parties interested in the Upper Trent Navigation and the Trent (Burton-upon-Trent and Humber) Navigation Company, and all other parties interested in the navigation of the River Trent between Wilden Ferry and the River Humber, and the owners and lessees of the Trent and Mersey Canal, the Birmingham and Warwick Junction Canal, the Birmingham Canal Navigations, and the several canals and navigations communicating therewith, with reference to the use of the undertakings of the Company, and of the said Companies and parties, or any of them, and the locks and other works thereon and connected therewith, and the interchange, conveyance, working, and accommodation of the traffic thereon, upon such terms and conditions as may be determined by arbitration or prescribed or provided for by the intended Act; and to confirm and give effect to any such agreement which has been or may be entered into prior to the passing of the intended Act.

12. To authorise the Company and the Birmingham and Warwick Junction Canal Company to enter into and carry into effect agreements with reference to the intersection and other interference by the proposed works with the canals and property of the last named company, and for the widening, improvement, and enlargement of their canals, and the locks and wharves thereon, for such consideration and upon such terms and conditions as may be settled by arbitration, or in such manner as may be prescribed or provided by the intended Act, and to confirm any agreement which may have been or may be made prior to the passing of the intended Act with reference to any of the matters aforesaid.

13. To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act,

and to confer, vary, and extinguish other rights and privileges.

14. To extend to the Company, so far as the same are applicable, and except so far as the same may be specially varied by the intended Act, the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses (Umpire) Act, 1883; and the Railways Clauses Consolidation Act, 1845; and to adapt and make applicable to the provisions of the intended Act the provisions, or some of the provisions of the last-mentioned Act, which apply to railways.

15. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital, or any of the funds of the Company, interest or dividends on any shares or stocks of the Company.

16. 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 an Act passed in the 11th year of the reign of King William III., intituled "An Act for making and keeping the River Trent, in the countyes of Leicester, Derby, and Stafford, navigable," and any other Act or Acts relating to the Upper Trent Navigation, also of the Act (local) 10 and 11 Will. III., cap. 20, and any other Act or Acts relating to the Trent (Burton-upon-Trent and Humber) Navigation, also of the Act (local and personal) 3 and 4 Vict., cap. 57, and any other Act or Acts relating to the Birmingham and Warwick Junction Canal, also the Act (local and personal) 5 and 6 Will. IV., cap. 34, and any other Act or Acts relating to the Birmingham Canal Navigations, also the Acts 1 Will. IV., cap. 55, 9 and 10 Vict., caps. 84, 85, and 86, and any other Act or Acts relating to the North Staffordshire Railway Company or the Trent and Mersey Canal, and also the Birmingham Corporation (Consolidation) Act, 1883, and any other Act or Acts relating to the Corporation of Birmingham.

17. And notice is hereby also given, that on or before the 30th day of November instant, plans and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Stafford, at his office at Stafford, with the clerk of the peace for the county of Derby, at his office at Derby, and with the clerk of the peace for the county of Warwick, at his office at Leamington; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish or extra-parochial place in or through which the said works are intended to be made, or will be situate, with a copy of this notice, published as aforesaid, will be deposited with the parish clerk of 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.

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

Dated this 17th day of November, 1887.

John Baker, 21, Queen Anne's-gate,
Westminster, London, S.W., Solicitor.

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

In Parliament.—Session 1888.

Newhaven Harbour Bill.

(Extension of Time for Completion of Works; Extension of Eastern Pier, and of the Company's Powers to Levy Tolls, Dredge, &c.; Application of Funds.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session thereof by the Newhaven Harbour Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, viz. :—

1. To extend the time limited by the Newhaven Harbour Improvement Act, 1878, and the Newhaven Harbour Amendment Act, 1882, for the completion of the following works, viz. :—

(1.) A breakwater commencing on the foreshore at Newhaven, in the parish of Meeching, otherwise Newhaven, in the county of Sussex, at a distance of about 400 yards westward of the extremity of the existing westward entrance pier to the harbour, and thence extending about 900 yards in a south-easterly direction into the sea.

(2.) A dock on the eastern side of the River Ouse, partly in the said parish of Meeching, otherwise Newhaven, and partly in the parish of Bishopstone, in the same county, and occupying a space of about 24 acres between the quay or wharf on the west, Mill Creek on the north, the Tide Mill on the east, and the sea shore on the south, and a chamber and lock gates at or near the centre of the western end of the said dock, with all necessary walls, embankments, quays, wharves and other works :

which works are described in and authorised by Section 9 of the Newhaven Harbour Improvement Act, 1878.

2. To empower the Company to make in the said parish of Meeching, otherwise Newhaven, or in the sea, an alteration and extension of the eastern entrance pier No. 2 at Newhaven Harbour, authorised by the said Section 9 of the said Act of 1878. The extension to commence at the termination of the said eastern entrance pier as already constructed, and to continue in the same line as the said existing pier for a distance of 250 yards or thereabouts into the sea, together with all incidental and subsidiary works and conveniences connected therewith, and to confer on the Company further powers as to dredging, deepening and improving Newhaven Harbour and the approach thereto, and for strengthening and improving the banks of the River Ouse.

3. To apply to the said extended pier and to the Company in respect thereof the powers and provisions of the Newhaven Harbour Improvement Act, 1878, and the Newhaven Harbour Amendment Act, 1882, or such part thereof as the Company may think fit, and to enable the Company to levy and demand the same tolls and charges in respect of the use of the said pier as they are authorised to levy and demand in respect of their existing works, and to enable the Company to apply for the purposes of the intended new works any moneys under their control or which they may have power to raise.

Duplicate plans and sections showing the lines, situation and level of the said intended works, and the lands which may be taken or used for the purposes thereof, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and on or before the same day a copy of the said

plans, sections and book of reference, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of Meeching, otherwise Newhaven, 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 14th day of November, 1887.

Norton, Ross, Norton, and Co., 6, Victoria-street, Westminster Abbey, S.W., Solicitors.

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

In Parliament.—Session 1888.

Llanely Local Board.

(Further Powers and Provisions as to Infectious Diseases and Preventing Spread of Contagion, the giving Notices and Penalties, &c.; Provisions as to Slaughter Houses, Drains, Sewers, &c., and the making of Bye-laws relating to Sanitary Matters; Extension of Certain Sections of Public Health Act, 1875; Further Powers and Provisions as to Streets and Buildings; Obstructions and Projections in, upon, over and under Streets; Penalties for Offences; Provisions as to Private Improvement Expenses; Power to include Water Rate in General District Rate; Prevention of Fouling of Water; Closing of Pleasure Grounds and Parks; Agreements as to and Removal of Mechanics' Institute, Athenæum, and Nevill Memorial Buildings; New Town and Public Hall and other Buildings; Acquisition of Lands, &c.; Sale or Exchange of Lands; Renewal of Powers for Purchase of the Undertaking of the Llanely Gas Company by the Local Board; Provisions as to Telegraph Wires, &c.; Markets, Clubs, &c.; Provision as to Bathing and other Matters of Local Government; Prohibition of Building over the River Lliedi; Rates, &c.; Borrowing; Creation of Stock, Annuities, &c.; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Local Board of Health for the district of the borough of Llanely, in the county of Carmarthen (hereinafter called "the Local Board") for leave to bring in a Bill (hereinafter referred to as "the Bill") and to pass an Act for all or some of the following purposes, that is to say :—

To provide for the giving of notice to the Local Board or their medical officer of persons suffering or having died from infectious or other diseases, and of certificates by medical practitioners attending such persons, and to empower the Local Board to remunerate such practitioner for his services, and to empower the Local Board to declare other diseases to be infectious in certain cases.

To confer further powers upon the Local Board with respect to the following matters for preventing the spread of infectious diseases :—The furnishing of lists of customers by milk sellers, cowkeepers, persons engaged in washing and mangling, and others; the disinfection of premises and articles therein; power to enter on premises to cleanse and disinfect; the prohibition of the retention of the dead bodies of persons who have died from any infectious disease, and regulating the disposal and burial of such bodies; regulating of mourning coaches, and prohibiting the conveyance of corpses in public conveyances, and otherwise for the regulation, registration, and isolation of cases of infectious

or contagious diseases, and for the making and enforcing of bye-laws and penalties in connection therewith.

To prohibit the slaughtering of any cattle in any place within the district of the Local Board except in the public slaughter-house of the Local Board, and to extend the application of the provisions of Sections 116 to 119 inclusive, of the Public Health Act, 1875, and the powers of the medical officer thereunder.

To empower the Local Board to make, at the expense of the owner, or to compel the owner of any dwelling-house to provide and maintain such proper and sufficient drains and sinks as shall from time to time be approved by the Local Board; to make provision for regulating the connection of private drains with public sewers, the disconnection of pipes from slopstone with sewers, to prevent the fouling or stopping up of sewers so as to prevent or affect the free flow of water, and to prevent the discharge of steam into the sewers.

To empower the Local Board to make bye-laws and enforce penalties with regard to the providing, maintenance, repair, injury to, and cleansing of privies, water-closets, urinals, ashpits, &c., and to compel the owner of every house to provide sufficient means of approach for the purpose of scavenging, and to prevent infectious rubbish being thrown into ash-pits. The providing, removal, and renewal of conveniences at inns, public-houses, eating-houses, cook-shops, and places of public entertainment, manufactories, workshops and other buildings.

To provide for the destruction of filth and rubbish, to regulate the placing of conveniences in streets, and to regulate the burning of bricks.

To provide for the removal and emptying of sewers, drains, water-closets, privies, cesspools, urinals, and other receptacles and conveniences, the filling up of privies and cesspools and the removal of liquid refuse.

To compel owners of unoccupied premises to maintain same so that they do not become a nuisance to occupiers of adjoining property, or to persons using the street, and to compel owners to fence off any lands in or near any street or place which are or may be used in such a manner as to be offensive to decency.

To provide for the paving of unhealthy or unwholesome courts and yards, and the recovery of penalties and expenses; the giving of notices, the punishment of offences, and the delegation of powers in connection therewith; and to extend certain sections of the Public Health Act, 1875, to any building in which persons may be employed in any manufacture, trade, or business.

To confer upon the Local Board new and further powers with respect to the prevention of obstructions and projections in, upon, across, over, or under any streets, courts, or alleys, the repair of streets, the stopping up and discontinuance of streets and roads, the approval of the construction of new streets and footpaths, and of vaults and cellars under the footway or carriageway, severing, paving hatchways, and gratings of streets, and the service of notices and enforcing of penalties in connection therewith.

To empower the Local Board to define the width and level of any new street to be constructed within the district of the Local Board, and to prescribe, limit, and vary the mode in which such new streets shall be constructed.

To recover for damage to footways arising from excavation and other causes.

To require the owner of any land before laying out any new street, to give notice thereof to the

Local Board, and to submit plans and sections thereof in the form to be prescribed by the Bill.

To prevent the laying out of any new street, except upon such terms and under and subject to such conditions as the Local Board shall think fit.

To define what shall be deemed new buildings for the purposes of the Public Health Act, 1875, and other Acts for altering or amending that Act.

To empower the Local Board to prevent any person erecting any building in any street or streets until the same shall have been sewered, drained, levelled, paved, kerbed, channelled, and the means of lighting provided to the satisfaction of the Local Board. To prescribe the height of any building, the thickness and materials to be used in the construction of walls.

To provide for the thickness of walls of ovens and furnaces. To prohibit the construction of the foundation of any building upon any material or matter which would or might be or become injurious to health, or which might take fire. To prescribe the materials to be used in the construction of roofs of any building. To regulate the building and height of chimneys. To regulate and define the spaces to be left in and about any new or existing buildings for circulation of air. To prescribe the level, height, number, and mode of ventilation of the rooms, and number and size of windows in any new building. To regulate the position, construction, cleansing, employing, covering, improvement, examination, inspection, demolition, and alteration of and control over the workmanship, materials, foundations, elevations, height, open space, ventilation, and sanitary arrangements of and other provisions with reference to buildings, water-closets, ashpits, middens, slopstones, sinks, sewers, cesspools, and drains.

To provide for the fencing off of gardens, vacant lands, forecourts, and areas. To regulate and remove coal-shoots and gratings. To prohibit the construction of cellars in districts liable to floods or flooding of sewers. To compel any person intending to erect any new building, to give notice of such intention to the surveyor of the Local Board, and to submit plans of such buildings, in the form to be prescribed by the Bill, for approval by the Local Board, and to prevent the erection of any such building, except according to such terms and conditions as they shall think expedient, and for that purpose to enter upon any such building during construction, and upon completion, when and as often as they think fit. To define the levels and provide for the paving of all back yards attached to any buildings. To require the surveyor, or other officer of the Local Board to inspect premises, and grant certificate that any building is fit for human habitation, before the same is occupied.

To confer upon the Local Board powers with reference to the construction and repair of bridges within the district of the Local Board, and the temporary repair of private streets, to provide places for and regulations as to advertisement hoardings, and to prevent the use of lock-up shops and other places as dwellings.

To make provision in reference to dangerous structures and balconies, the erection of wooden buildings, and the removal of existing wooden buildings.

To empower the Local Board to remove, alter, or pull down any street, building, or other work which shall have been laid out or constructed contrary to the provisions of the intended Act, and to enforce penalties for breaches.

To enable the Local Board to name, or to alter the names, of any street or streets, and to compel the owner of, or any person building any house at the corner of any street, or section thereof, to fix a stone in the front of such house with the

name of the street shown thereon in manner to be approved by the Local Board.

To prevent the erection of any gate, bar, advertisement board, fence, platform, or obstruction or encroachment of any kind, in or across, over or under any street or streets, or against or adjoining any building, without the consent of the Local Board.

To authorise the Local Board to charge owners of property with costs of altering, forming, metalling, paving, flagging, levelling, sewerage, draining, channelling, curbing, and making good of streets, land laid out as a street, roads and footways adjoining their property, and of maintaining occupation roads, bridges and footways, and of the execution of works by the Local Board in default of such owners, and to provide for the apportioning and charging of such costs on such property, and generally for the apportioning, charging and recovering of such costs, and of expenses known as "New Street Expenses" or "Private Improvement Expenses," and to enable the Local Board to apply the general district rate to the defraying of such costs and expenses, and to borrow money therefor, and to enable owners with limited interests to charge their property with any such costs and expenses payable by them.

To empower the Local Board to close pleasure grounds, parks, &c., when they shall think fit.

To empower the Local Board to agree with the 'Trustees of the Mechanics' Institution for the purchase thereof, and to pull down and remove the present Athenæum and Nevill Memorial Buildings, and on the site thereof, or on some other site already belonging to or to be acquired by the Local Board by agreement under the powers of the Bill, to provide or erect a new town hall and public hall, with all necessary offices and buildings connected therewith, and to furnish, fit up, and from time to time repair, alter, enlarge and improve the same as they may think fit, and to alter, vary or extinguish the trusts relating to the Athenæum and Nevill Memorial Buildings, and to provide other accommodation for the persons entitled to use the same, and to provide and establish telegraphic, telephonic, electrical, or other communication between the town hall and public hall and other offices of the Local Board, and such other parts of the district as they may deem necessary, or as may be defined by the Bill.

To alter, vary, amend, or repeal all or some of the powers and provisions contained in an Act passed in the 47th year of the reign of King George the Third, intituled, "An Act for enclosing lands in Llanelly, in the county of Carmarthen, and for leasing part of the said lands, and applying the rents thereof in improving the Town and Port of Llanelly in the said county," and to enable the Local Board to sell all or any part of the lands acquired by the Local Board under that Act, or to exchange those lands for other lands, and apply the proceeds of any sale in such manner as may be defined by the Bill.

To revive the powers conferred on the Local Board by Section 59 of the Llanelly Gas Act, 1874, enabling the Local Board to purchase the Undertaking of the Llanelly Gas Company, and to prescribe the time within which such power may be exercised by the Local Board.

To make further provisions with respect to and to authorise the Local Board to control, regulate, and if need be prohibit the fixing, placing, or attaching of any wire, tube, or other apparatus for telegraphic, telephonic, electrical or other purposes over any street, road, or public thoroughfare except with the consent or license of the Local Board, and on such terms and conditions as they shall deem expedient to prevent

obstruction, danger, or annoyance to the traffic or to passengers, and to empower the Local Board to inspect any such tube, wire, or apparatus (whether existing or future), and the supports and attachments thereof, and to order the repair, alteration, renewal, or removal thereof respectively, and in default thereof to enable the Local Board to execute the requisite works themselves at the cost of the owner or hirer thereof, and to exercise all such powers of entry on premises as may be necessary for the purposes aforesaid, and to relieve the Local Board from all liability by reason of any failure of or accident from any such wire, tube, apparatus, or works.

To confer further powers on the Local Board with reference to markets, particularly as to the following matters:—The licensing of porters and others, the taking possession of stalls for non-payment of rent, the forfeiture of articles left in market, and the destruction of any article or thing unfit for human consumption.

To make further provision for and in relation to the good government and improvement of the district of the Local Board, and especially for and with reference to the following matters, that is to say:—The prohibition of bathing in forbidden places, and indecency while bathing or otherwise. Regulation of street traffic, loading and unloading goods in public highway, and prevention of obstructions. Prohibition of processions and street music. Gambling. Betting in streets. Obstructions and annoyance to passengers. Provisions as to stray dogs, drowning dogs, or other animals. Regulations as to shows, caravans, &c. Prevention of damage to public notices. Prevention of publication, and delivery, and circulation of obscene bills, prints, or other literature. The means of ingress to and egress from buildings for public resort. Provisions in case of fire, and ventilation and drainage of such buildings. And the prevention of disturbances at public meetings, and other assemblies.

To prohibit the formation of all clubs for the sale of intoxicating liquors without the sanction of the Local Board and consent of Justices in Petty Sessions.

To prohibit buildings being erected over the River Lliedi, and to empower the Local Board to order any buildings erected over that river to be removed, and to arch over any portion of that river.

To empower the Local Board to make and enforce bye-laws with respect to all or any of the matters or things mentioned or referred to in this Notice, and to impose penalties for the breach thereof.

To empower the Local Board to form a renewal fund to be called "the waterworks renewal fund," and to subscribe a limited sum to local charities.

To empower the Local Board to charge the general district rate with the repayment of all or part of the loan authorised by the Llanelly Harbour Act, 1878, and the interest thereon by way of collateral security or otherwise, as may be defined by the Bill.

To empower the Llanelly Harbour Commissioners to increase, vary, or alter the harbour dues which they are empowered to levy under Section 23 of the Act 53 Geo. 3rd, cap. 183.

To authorise the Local Board to borrow further money by way of mortgage, debentures, debenture stock, annuities or otherwise, and to charge the money so borrowed on the rates, rents, and charges levied by, or which may be levied by, or on the property of the Local Board, and to make other provision in respect of the money borrowed or to be borrowed by the Local Board, and to authorise the Local Board to apply

any moneys belonging to them, or which they may be authorised to raise by the intended Act to the purposes of that Act, or any of the purposes of the Local Board. And to appropriate lands belonging to them for the purposes of the Act and purchase other lands by agreement.

To authorise the Local Board to raise all or any part of the moneys which they are empowered to raise under their present statutory powers, or by virtue of any Act now in force or hereafter to be in force within the district, or relating to the Local Board by the creation of consolidated, perpetual, redeemable, or other stock or annuities to be charged on all or some of the securities mentioned in those Acts, or on all or some of the securities upon which the Local Board are or may be authorised to raise money, and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

To make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Local Board, and the sinking funds respectively applicable thereto, and, if thought fit, to extend the periods of such repayment, and to make other provisions as to or in lieu of sinking funds, or to convert all or part of such loans, mortgages, and securities into a permanent debt or stock.

To authorise arrangements with any bank or person for the issue of the stock and the keeping of the registers and accounts in relation thereto.

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

To empower any person holding any stock, annuity, or security of the Local Board, and being a person enabled by the Lands Clauses Consolidation Act, 1845, section 7, to sell land, to consent to the conversion of such stock, annuity, or security into consolidated or other stock of the Local Board.

To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts, that is to say:—47 Geo. 3, cap. 107; 13 and 14 Vic., cap. 108; 21 and 22 Vic., cap. 72; 24 and 25 Vic., cap. 128; 26 and 27 Vic., cap. 64; 27 and 28 Vic., cap. 203; 28 and 29 Vic., caps. 65 and 108; 31 and 32 Vic., caps. 10 and 132; 37 and 38 Vic., cap. 60; 41 and 42 Vic., cap. 83, and 47 and 48 Vic., cap. 214, and of all Charters and other Acts of Parliament and Provisional Orders confirmed by Parliament relating to the district of the Local Board, or which it may be necessary to alter, amend, extend, or repeal, in order to effect the objects of the Bill.

To incorporate and apply, with or without amendment, or render inapplicable, all or some of the following public Acts:—The Towns Police Clauses Act, 1847; The Towns Improvement Clauses Act, 1847; The Public Health Act, 1875; The Local Loans Act, 1875; the Commissioners Clauses Act, 1847; The Markets and Fairs Clauses Act, 1847; The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and The Waterworks Clauses Acts, 1847 and 1863, and any other public or general Acts of Parliament which may be necessary or desirable to

incorporate and apply for effecting the intended objects.

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

Dated this tenth day of November, 1887.

J. Jennings, Llanelly, Clerk to the Local Board.

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

In Parliament.—Session 1888.

Draycott Gas Company, Limited.

(Application for Act for power to Draycott Gas Company, Limited, to maintain existing Gas Works; Manufacture and Store Gas and Residual Products; to erect Additional Works; to define Limits of Supply; Power to break up Roads; to levy Rates and Charges for Supply of Gas, and for Sale or Hire of Meters; to define Existing and raise Additional Capital; Borrowing Powers; to Incorporate Acts; and for other purposes.)

NOTICE is hereby given, that the Draycott Gas Company, Limited (a Company duly incorporated under the Companies' Acts, 1862 to 1886, hereinafter called "the Company"), intend to apply to Parliament in the ensuing session for an Act for all, or some of the following, objects and purposes, that is to say:—

1. To authorise and empower the Company to maintain and continue, alter, improve, enlarge, extend, and renew or discontinue their existing Gas Works, or any part thereof, and the apparatus connected therewith, to construct new works, and also to manufacture and store gas, and to convert or manufacture the residual products resulting from such manufacture upon certain land and hereditaments hereinafter described (the several dimensions of which will be shown upon the maps or plans to be deposited as hereinafter mentioned), that is to say:—

All that piece or parcel of land on which the existing Gas Works are erected, situate at Draycott, in the county of Derby, containing by admeasurement 2,450 square yards or thereabouts, bounded on or towards the north-west and on the east by property of Henry William Cooper, on the south by property of the Midland Railway Company, and on or towards the west by the bridge crossing the line of the said Midland Railway; also the plot of land adjoining and bounded on the south by the line of the Midland Railway, and bounded on the west by the above-mentioned piece of land, and containing 1 acre 38 poles or thereabouts.

2. To authorise and empower the Company to supply gas within the townships and places following, that is to say, the townships or places of Draycott, Breaston, and Little Wilne, all in the county of Derby, which townships and places are hereinafter referred to as "the Company's limits of supply."

3. To exercise all such powers, rights, and privileges as are necessary and incidental to supplying gas, and, amongst other things, to open, cross, and break up the soil and pavements of the several roads, highways, footpaths, streets, railways, tramways, sewers, drains, brooks, and watercourses within the Company's limits of supply, and to remove, alter, and divert, either temporarily or otherwise, any sewers, drains, pipes, or other works, under the said roads, streets, and places as far as may be necessary to enable the Company to lay down, maintain, en-

large, alter, repair, and renew mains, valves, syphons, service pipes, and other works for the purposes of such supply.

4. To define and regulate the Company's capital, and to authorise the Company to raise additional capital by the creation and issue of new shares or stock, with or without preference or priority in the payment of dividends or interest, and with other privileges, restrictions, or qualifications, and by borrowing on mortgage or bond, or by any of these means, and to create and issue debenture stock, to create insurance and reserve funds, and generally to make such provisions with respect to the capital and organisation of the Company as may be deemed expedient.

5. To empower the Company to sell and dispose of gas, coal, coke, lime, tar, chemicals, and other residual and manufactured products, and other matters and things arising or proceeding from the manufacture of gas, and to carry on the business usually carried on by gas companies, and to supply gas in bulk for re-sale and distribution to any Local Authority, gas company, or person authorised to supply gas in any district adjoining that of the Company.

6. To manufacture, sell, let, or deal in gas fittings, tubes, meters, stoves, and other apparatus for warming, lighting, cooking, for motive power and other purposes, and all other matters and things connected with gas works, and to acquire, and hold licenses or patents in relation thereto.

7. To enable the Company to demand, take, and recover rents, rates, and charges for the sale and supply of gas, and the sale and hire of gas meters, fittings, gas stoves, cooking and other apparatus.

8. To confer, vary, or extinguish other rights and privileges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

9. The intended Act will also confer upon the Company all rights, privileges, and authorities necessary or expedient for carrying into effect the objects of the said Act, and it will vary or extinguish any existing rights and privileges, and in particular will repeal and extinguish the rights and powers of the Long Eaton Gas Company, Limited, to supply gas in the said limits of supply under the Long Eaton Gas Provisional Order, 1880, confirmed by Act of Parliament in the same year.

10. The intended Act will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Gas and Water Works Facilities Act, 1870, the Gas and Water Works Facilities Act, 1870, Amendment Act, 1873, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

11. On or before the 30th day of November, 1887, a copy of this advertisement as published in the London Gazette, a map showing the proposed limits of supply, and the situation of the works and the lands to be used by the Company for the manufacture and storage of gas and of residual products arising in or resulting from such manufacture, and also a plan of the proposed works, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office, at Derby, in the same county; and other copies will also be deposited at the office of the Board of Trade, Whitehall-gardens, London, in the office of Clerk of the Parliaments, the House of Lords, and in the Private Bill Office of the House of Commons,

and with the parish clerks (at their residences) of all parishes in which the said works are proposed to be made, and also with the clerks (at their residences) of the Urban Sanitary Authorities included in the said limits of supply.

12. On the 21st day of December, 1887, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1887.

Huish and Wilson, Long Eaton;
Solicitors for the Bill.

Taylor, Hoare, Taylor, and Box, 28, Great James-street, Bedford-row, London, W.C., Parliamentary Agents.

Board of Trade.—Session 1888.

The Barrow-in-Furness Tramways Order, 1884.
(Release of Balance of Deposit and Abandonment of Portion of Tramways.)

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 and provide for the release and repayment of the balance of the deposit money paid into the High Court of Justice (Chancery Division) upon the application to the Board of Trade for the Barrow-in-Furness Tramways Order, 1884, and now remaining in court to the credit of "Ex parte the Barrow-in-Furness Tramways, 1884," together with any dividends or interest and accumulations of interest thereon, and if and so far as may be necessary to authorise and provide for the abandonment of the construction of the Tramways Nos. 6, 7, 11, 12, 13, 14, 15, and 16, authorised by and described in the said Order.

A copy of this advertisement will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, with the Town Clerk of the borough of Barrow-in-Furness, at his office at Barrow-in-Furness, with the Parish Clerk of the parish of Barrow-in-Furness, at his place of abode, and at the office of the Board of Trade, Whitehall, London.

The draft of the 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 them at the offices of the undersigned William Webb and Templeton.

Every person, Company or Corporation 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, on or before the 15th day of January, 1888. Copies of such representations or objections are at the same time to be sent to the Promoters at the offices of Messrs. William Webb and Templeton, 6, Essex-street, Strand, London, and in forwarding to the Board of Trade such objections such persons must state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 16th day of November, 1887.

Slater and Marshall, Darlaston, Staffordshire, Solicitors.

William Webb and Templeton, 6, Essex-street, Strand, London, Solicitors and Parliamentary Agents.

In Parliament—Session 1888.

Norwich Corporation.

(Construction of Main Sewers; Abandonment of Existing Main Sewers; Separate Sewers for Surface Water and Sewage; Amendment of City of Norwich Act, 1867, and further Provisions as to Sewerage and Drainage, Water-Closets, Privies, Cesspools, Urinals, and Lavatories; Compressed Air and Hydraulic Pressure for raising Sewage; Hackney and other Carriages; Extension of City and County of City, so as to include Norwich Castle; Private Street Works; Police Provisions; Infectious Diseases; Further Power of City Surveyor and Architect; Increase of Library Rate, and Establishment or Acquisition of Museum Public Buildings and Ingress and Egress; Street Projections; Consolidation of Loans and Creation of Stock; Loans to Public Bodies; Borrowing of Money; By-Laws; Levy of Rates; Amendment and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Citizens of the City of Norwich (hereinafter called the Corporation), for leave to bring in a Bill for an Act for all, or some of the following amongst other purposes (that is to say):—

To authorise the Corporation to construct the following sewers and works:—

1. A main sewer (No. 1), commencing in the parish of St. George of Tombland, in the city and county of the City of Norwich, at the junction of Prince's-street with Tombland, and terminating in the hamlets of Trowse, Carrow, and Bracondale in the county of the City of Norwich, at the existing pumping station, on the north side of the River Yare, which main sewer will be wholly situate in the parishes of St. George of Tombland, St. Peter-per-Mountergate, St. Julian, St. Etheldred, St. Peter Southgate, and the hamlets of Trowse, Carrow, and Bracondale, all in the city and county of the City of Norwich.
2. A main sewer (No. 2), wholly situate in the parish of St. Peter-per-Mountergate, in the city and county of Norwich, commencing at the junction of Rose-lane with Prince of Wales'-road, and terminating by a junction with the intended sewer (No. 1) in King-street, at a point opposite to the south-east corner of the Cattle Market.
3. A rising main sewer, commencing in the said hamlets of Trowse, Carrow, and Bracondale, at the said pumping station on the north side of the River Yare, and terminating in the parish of Kirby Bedon St. Andrew, in the county of Norfolk, in Kirby Bedon High-road, at a point 120 feet south-east of the junction of that road with Trumpery-lane, which rising main sewer will be wholly situate in the hamlets of Trowse, Carrow, and Bracondale, in the county of the city of Norwich, and in the parishes of Trowse Newton, Bixley, and Kirby Bedon St. Andrew, in the county of Norfolk.

To authorise the abandonment of certain main sewers, or parts of sewers constructed under the powers of the City of Norwich Act, 1867, and other Acts, and to authorise the construction of new sewers and drains, and the re-arrangement of sewers or some of them within the city and county of the City of Norwich (hereinafter referred to as the corporate district).

To empower the Corporation wholly or partially to adopt, within the corporate district, the separate system of sewerage, so as to confine as far as may be one set of sewers to the carrying off of rain and surface water, and another set to the carrying off of sewage fecal matter, sink water slops, and other offensive matter and foul refuse, or some of such matters or things, and to make, or cause to be made, all necessary connections with such separate sewers, and to prohibit connections except with the appropriate sewers, and to make other provision in regard to the sewerage and drainage of the corporate district, and the conveyance and disposal of the same within or beyond the corporate district.

To amend and extend the provisions of the City of Norwich Act, 1867, and the Public Health Act, 1875, with reference to sewers and drains of the Corporation, and the sewerage and drainage of the corporate district, and to confer further powers upon the Corporation with reference thereto, and to make better provision for the filling up and removal of cesspools and privies, the construction and maintenance of water-closets, and supply of water thereto, and generally for the drainage and sewerage of existing, or new houses, factories, and premises, within the corporate district, and to prohibit the use as a dwelling of rooms over privies.

To empower the Corporation to erect, maintain, and work steam and other engines to generate, produce, and supply compressed air, or to generate, produce, and supply motive power by means of hydraulic pressure, for the purpose of raising sewage and foul water, and for other motive and ventilating purposes, and in connection therewith to empower the Corporation to lay down and maintain pipes, mains, and apparatus in all streets, roads, public or private highways, footpaths, vaults, thoroughfares, public places, and open spaces, within the corporate district.

To empower the Corporation for all or any of the purposes of the intended Act, to break up, cross, alter, divert, stop up, either temporarily or permanently, and interfere with roads, streets, highways, public places, open spaces, footways, bridges, canals and towing-paths, railways, tramways, sewers, drains, rivers, streams, brooks, water-courses, gas and water mains and pipes, and telegraph and other electric wires, pipes, and apparatus, within the parishes and counties aforesaid.

To authorise the Corporation to make, erect, lay down, and maintain junctions, connections, syphons, culverts, pumps, engines, ejectors, manholes, chambers, and other works and apparatus necessary or proper for collecting, raising, or discharging the sewage, foul water, and drainage of the corporate district, and for flushing and cleansing the sewers and drains, and to make and maintain ventilating chambers and shafts, and to empower the Corporation to erect such shafts against any house or building within the corporate district.

To empower the Corporation to erect and maintain or provide public water-closets, urinals, and lavatories, to provide for and regulate the use thereof, and to authorise charges to be taken for such user.

To make provision with regard to hackney carriages, omnibuses, and other public conveyances, and the drivers and conductors thereof, particularly with reference to the following matters, namely: standing and starting places, the granting, suspending, and revoking of licenses, the extension of certain provisions of the Towns Police Clauses Act, 1847, to every

hackney or wheeled carriage used in standing or plying for hire at any railway station, and to omnibuses, wagonettes, brakes, stage carriages, the exhibition of fares, lamps, prohibition of touting and blowing of horns, routes to be taken, the fixing of the points for taking up and setting down passengers.

To declare that Norwich Castle and surrounding lands, or some part or parts thereof (with the exception of the Shirehall County Police Station, and other adjoining lands belonging to the justices of the county of Norfolk), shall, for all purposes, be and deemed to be situate within and form part of the city and county of the City of Norwich, and to extend the county and city accordingly.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channelling, lighting, repairing, and taking over or adoption of streets, footways, courts, yards, and passages, or some part or parts thereof respectively, within the corporate district, whether public or private, the apportionment and recovery of the expenses of such works, with interest and commission, from the owners or occupiers of the adjoining or neighbouring lands, houses, or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale, and letting and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses (including the payment in advance of an estimated sum in respect of the same), to authorise agreements between the Corporation and owners with limited interest in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters, or some of them, to alter or render inapplicable the provisions of the Public Health Act, 1875, to authorise the formation of a special fund to defray the expenses attending the execution of the said works.

To confer new and enlarged powers on the Corporation, and to make further provision for maintaining order and preventing offences, nuisances, annoyances, and indecencies in the streets or other public places in the corporate district, for preventing betting in the streets, for the regulation and control or prohibition of processions in or through any of the streets or public places, for prohibiting the assembling of persons so as to cause obstructions in the streets and public places, for the regulating advertising vans and trucks and the exhibition of advertisements in public streets and places, for regulating the delivery of goods in public streets and places, for regulating the traffic in and the prevention of obstructions in public streets and places, for requiring street musicians to depart when requested, for preventing the delivering or exhibiting of any indecent or offensive bill, notice, writing, or drawing, and to make other provisions for the improvement, management, and good government of the corporate district, and the safety and convenience of the inhabitants thereof.

To make further provisions with respect to the prevention of infectious and other diseases, the temporary closing of schools, shops, and dairies, and restrictions in respect of Acts and occupations likely to spread infection, the providing of temporary or permanent hospitals or shelters for persons suffering from infected

diseases, and for families turned out of infectious premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, disinfection of premises, prohibition of the letting of infected premises, the furnishing of certain particulars by cow-keepers and others, both within and beyond the corporate district, penalty in respect of offences under section 84 of the Public Health Act, 1875, and prohibition on infected children attending school.

To amend section 40 of the Norwich Improvement Act, 1879, and other provisions of that Act, so as to confer upon the city surveyor and architect the powers thereby conferred upon the city engineer. Also to empower the Corporation to charge fees in respect of duties or services performed by the engineer, surveyor, architect, or other officer of the Corporation, in inspecting and supervising the construction or alteration of buildings, and to provide for the recovery of such fees.

To alter or remove the limit of rate prescribed by the Acts relating to public libraries, and to provide for the establishment or acquisition of a museum, and the regulation and management thereof, with power to make a charge for admission thereto on certain days or occasions.

To make provision for the proper construction of buildings, and to secure in all buildings used as places for public resort, or where large numbers of persons are intended, or are wont to assemble, efficient means of ingress and egress.

To authorise the removal of all or any porches, sheds, signs, sign posts, cranes, and other projections from houses or buildings in any streets or public places within the city and county of Norwich, whether forming part of, or attached to, or connected with such houses or buildings, and which infringe upon or overhang any public footpath or passage, and to prohibit the erection or placing of the same or any of them in the future.

To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages, and other securities raised or granted, or hereafter to be raised or granted by the Corporation under their present statutory powers, or under any sanction or other authority, or under the powers of the intended Act or of any Act now or hereafter in force within the corporate district, and to authorise the creation and issue for that purpose of consolidated or other stock, redeemable or irredeemable, upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and to make other provision as to or in lieu of sinking funds, and as to the investment and application of the sinking funds, or to convert all or any part of such loans, mortgages, or other securities into a permanent debt.

To authorise the Corporation to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they are now or may hereafter be authorised to raise.

To charge the said stock upon the borough fund and borough rate, district fund and general district rate, market and fair tolls and

charges, and upon all or some of the estates, undertakings, lands, and property of the Corporation, and other the rates, rents, charges, and revenues belonging to or leviable by them.

To authorise the investment of trust funds in the said stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock, and to declare such stock to be personal estate.

To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, debentures, and other securities of the Corporation, for the exchange or conversion thereof, for or into the said stock, and to empower holders with limited interests to enter into any such arrangements.

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

To empower the Corporation to enter into arrangements with the Bank of England, or other banking corporation or banker, for carrying into effect the provisions of the intended Act, with reference to the creation, issue, and transfer of stock under the intended Act, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

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

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

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

To empower the Corporation to advance money to the Norwich School Board and to the Guardians of the Poor of the Norwich Incorporation, and to raise money for that purpose, and to empower the School Board and the said guardians to accept such advances and to provide for the discharge of the loans, and for the mortgage of all or any part of the school property and revenue of the Board and the poor rate respectively to the Corporation as security for such advances and interest thereon.

To authorise the Corporation to borrow money for the purposes of the intended Act, and to charge the same on the borough fund and borough rate district fund and general district rate, market and fair tolls, and charges the estates, rates, revenue, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to apply any existing funds or money of the Corporation to the purposes of the intended Act.

To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws.

To empower the Corporation to levy tolls, rates, dues, and charges for any of the objects of the intended Act, to alter existing tolls

rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, and charges.

To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts, and public Acts of a local character, namely:—46 Geo. III., c. 67; 6 Geo. IV., c. 78; 2 and 3 Vic., c. 62; 14 and 15 Vic., c. 98; 22 and 23 Vic., c. 27; 22 and 23 Vic., c. 34; 25 and 26 Vic., c. 3; 26 and 27 Vic., c. 93; the City of Norwich Act, 1867; the Norwich Improvement Act, 1879; the Local Government Boards Provisional Orders Confirmation (No. 5) Act, 1887; and all other Acts relating to the City, the Great Yarmouth Port and Haven Act, 1866, and all other Acts relating to the Great Yarmouth Port and Haven Commissioners.

To incorporate and apply, with or without modification, or render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Act, 1875; the Elementary Education Acts, 1870 to 1879; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Towns Police Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Rivers Pollution Prevention Act, 1876; the Public Libraries (England) Acts, 1855 to 1887; the Local Loans Act, 1875; the Bills of Exchange Act, 1882; the Banker's Books Evidence Act, 1879; the Customs and Inland Revenue Act, 1887; the 24 and 25 Vic., c. 98; the Forgery Act, 1870; and the provisions of the Railways Clauses Consolidation Act, 1845; with respect to crossing of roads and temporary occupation of lands, and all Acts amending those Acts respectively.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections and books of reference to such plans, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at the Shirehall, Norwich, and with the Clerk of the Peace for the city, at his office in Upper King-street, Norwich; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which the said works or any part thereof is situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

And notice is hereby further given, that on or before the said 30th day of November, a map in duplicate showing the present and proposed extended boundaries of the city of Norwich, will be deposited for public inspection with the town clerk of the city, at his office at the Guildhall, Norwich.

Printed copies of the intended Act or 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 16th day of November, 1887.

Henry Blake Miller, Town Clerk, Norwich.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1888.

Metropolitan Outer Circle Railway.
(Incorporation of Company; Power to make Railways; Arrangements with the Metropolitan District, the Great Western, the Metropolitan, the Midland, the Great Northern, and the Great Eastern Railway Companies; Power to those Companies to subscribe and appoint Directors; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for the following purposes, or some or one of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following railways, situate wholly in the county of Middlesex, or some of them, with all proper stations, works, and conveniences connected therewith respectively (that is to say)—

Railway No. 1, commencing in the parish of Ealing, by a junction with the Acton and Ealing Railway of the Metropolitan District Railway Company, at a point thereon 197 yards or thereabouts, measuring in a northerly direction along the said Acton and Ealing Railway, from the northern face of the bridge carrying the Uxbridge-road over that railway, at or near the Ealing-common Station thereof, and terminating in the parish of Acton by a junction with the intended Railway No. 3, hereinafter described, in a field numbered 108 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 31 yards or thereabouts, measuring in an easterly direction from a point on the western boundary fence of the said field, situated 137 yards or thereabouts, measuring in a northerly direction along that fence from the south-west corner of the said field.

Railway No. 2, commencing in the said parish of Ealing by a junction with the lines of railway known as the Relief Lines of the Great Western Railway Company, at a point thereon 288 yards or thereabouts, measuring in an easterly direction along those lines of railway from the eastern face of the bridge carrying the road called Hanger-lane over those lines of railway, and terminating in the parish of Acton by a junction with the intended Railway No. 3, hereinafter described, at or near the point above described as the termination of the intended Railway No. 1.

Railway No. 3, commencing in the said parish of Acton by a junction with the intended Railways Nos. 1 and 2, or one of them, at or near the point above described as the termination of the intended Railway No. 1, and terminating in the parish of Harrow-on-the-Hill, in a field numbered 1366 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 40 yards or thereabouts, measuring in an easterly direction from a point in the western boundary fence of the said field, situated 120 yards or thereabouts, measuring in a northerly direction along that fence, from the south-west corner of the said field.

Railway No. 4, commencing in the parish of Willesden by a junction with the railway of the Midland Railway Company, constructed under and authorised by the Midland and South Western Junction Railway Act, 1864, at a point thereon 160 yards

or thereabouts, measuring in a northerly direction along that railway from the northern face of the bridge carrying the Harrow-road over that railway near Harlesden-green, and terminating in the parish of Harrow-on-the-Hill by a junction with the intended Railway No. 5, hereinafter described, at or near the point above described as the termination of the intended Railway No. 3.

Railway No. 5, commencing in the parish of Harrow-on-the-Hill by a junction with the intended Railways Nos. 3 and 4, or one of them, at or near the point above described as the termination of the said intended Railway No. 3, and terminating in the parish of Kingsbury, in a field numbered 257 on the ordnance map of that parish ($\frac{1}{25000}$ scale), at a point 33 yards or thereabouts, measuring in a westerly direction from a point in the eastern boundary fence of the said field, situated 166 yards or thereabouts, measuring in a northerly direction along that fence from the south-east corner of the said field.

Railway No. 6, wholly situate in the parish of Kingsbury, commencing by a junction with the railway of the Metropolitan Railway Company, constructed under and authorised by the Kingsbury and Harrow Railway Act, 1874, at a point thereon 166 yards or thereabouts, measuring in a south-easterly direction along that railway from a point opposite the mile or distance post denoting 6 miles and half a mile from London, and terminating by a junction with the intended Railway No. 7, hereinafter described, at or near the point above described as the termination of the intended Railway No. 5.

Railway No. 7, commencing in the parish of Kingsbury by a junction with the intended Railways Nos. 5 and 6, or one of them, at or near the point above described as the termination of the intended Railway No. 5, and terminating in the parish of Hendon, in a field numbered 756 on the ordnance map of that parish ($\frac{1}{25000}$ scale), at a point 8 yards or thereabouts, measuring in a northerly direction from a point in the southern boundary fence of the said field, situated 60 yards or thereabouts, measuring in a westerly direction along that fence from the south-east corner of the said field.

Railway No. 8, wholly situate in the parish of Hendon, commencing by a junction with the up main line of the Midland Railway Company, at a point thereon 27 yards or thereabouts, measuring in a northerly direction along the said up main line from a point opposite the mile or distance post denoting 8 miles and a quarter of a mile from London, and terminating by a junction with the intended Railway No. 9, hereinafter described, at or near the point above described as the termination of the intended Railway No. 7.

Railway No. 9, commencing in the parish of Hendon by a junction with the intended Railways Nos. 7 and 8, or one of them, at or near the point above described as the termination of the intended Railway No. 7, and terminating in the parish of Tottenham, in the field numbered 14 on the ordnance map of the parish ($\frac{1}{25000}$ scale), at a point 28 yards or thereabouts, measuring in a westerly direction from a point in the eastern boundary fence of the said field, situated 64 yards or thereabouts, measur-

ing in a southerly direction along that fence from the north-east corner of the said field.

Railway No. 10, wholly situate in the parish of Tottenham, commencing by a junction with the intended Railway No. 9, at or near the point above described as the termination thereof, and terminating in a field numbered 5 on the ordnance map of the parish ($\frac{1}{25000}$ scale), at a point 45 yards or thereabouts, measuring in an easterly direction from a point on the western boundary fence of the said field, situated 40 yards or thereabouts, measuring in a southerly direction along that fence from the north-west corner of the said field.

Railway No. 11, commencing in the parish of Edmonton by a junction with the main line of the Great Northern Railway Company, at a point thereon 384 yards or thereabouts, measuring along that line in a southerly direction, from a point opposite the mile or distance post denoting 6 miles and a half from London, and terminating in the parish of Tottenham by a junction with the intended Railway No. 10 above described, and with the intended Railway No. 12, hereinafter described, or one of them, at or near the point above described as the termination of Railway No. 10.

Railway No. 12, wholly situate in the parish of Tottenham, commencing by a junction with intended Railway No. 11, at or near the point hereinbefore described as the termination of the intended Railway No. 10, and terminating in the field numbered 20 on the ordnance map of that parish ($\frac{1}{25000}$ scale), at a point 63 yards or thereabouts, measuring in a northerly direction from a point in the south-western boundary fence in the said field, situated 200 yards or thereabouts, measuring in a north-westerly direction along that fence from the southernmost corner of the said field.

Railway No. 13, wholly situate in the parish of Tottenham, commencing by a junction with the intended Railway No. 9 at or near the point above described as the termination thereof, and terminating by a junction with the intended Railway No. 14, hereinafter described, at or near the point above described as the termination of the intended Railway No. 12.

Railway No. 14, commencing in the parish of Tottenham by a junction with the intended Railways Nos. 12 and 13, or one of them, at or near the point above described as the termination of the intended Railway No. 12, and terminating in the parish of Tottenham in the field numbered 132 on the ordnance map of that parish ($\frac{1}{25000}$ scale), at a point 20 yards or thereabouts, measuring in a southerly direction from a point in the centre of the southern fence of Wagon Horse-lane, measuring 53 yards or thereabouts from the north-east corner of the said field.

Railway No. 15, situate wholly in the parish of Tottenham, commencing by a junction with the intended Railway No. 14, at or near a point above described as the termination of the said intended railway No. 14, and terminating by a junction with the Cambridge up main line of the Great Eastern Railway at a point thereon 333 yards or thereabouts, measuring in a southerly direction from a point opposite the mile or

distance post denoting the ninth mile from London.

Railway No. 16, wholly situate in the parish of Tottenham, commencing by a junction with the intended Railways Nos. 14 and 15, or one of them, at or near the point above described as the termination of Railway No. 14, and terminating by a junction with the Cambridge down main line of the Great Eastern Railway at a point thereon 190 yards or thereabouts, measured along that railway in a southerly direction from a point opposite the mile or distance post denoting the ninth mile from London.

The said intended railways and works will pass from, in, through, or into, or be situate within the parishes and extra-parochial and other places following, or some of them (that is to say):—Ealing, Acton, Willesden, Twyford, Harrow - on - the - Hill, Kingsbury, Hendon, Finchley, Hornsey, Friern Barnet, Tottenham, and Edmonton, in the county of Middlesex.

To authorise the Company to purchase and take 1 rood 23 perches, or thereabouts, of waste land, reputed to be common or commonable land, adjacent to the road, opposite the Ranelagh Tavern, in the parish of Tottenham.

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 intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, foot-paths, pipes, sewers, canals, towing paths, navigations, rivers, streams, water-courses, bridges, railways, tramways, gas, water, and other pipes, and telegraph and telephone apparatus within the parishes, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, or stop up for the purposes of the intended railways and works, or any of them, or of the intended Act, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, tenements, and hereditaments, and to acquire easements over lands for the purposes of or in connection with the intended railways and works, and of the intended Act; to empower the Company to purchase or acquire so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, to sell, mortgage, lease, or appropriate for building, or otherwise dispose of any land or property purchased or acquired under the powers of the intended Act which may not be eventually required for any of the purposes of the Company; and to alter, vary, or extinguish all existing rights, powers, and privileges in any manner connected with the houses, lands, tenements, and hereditaments so purchased and taken which would in any manner impede, interfere, or be inconsistent with the purposes of the intended Act, and to confer other rights and privileges.

To enable the Company to levy tolls, rates, and duties upon or in respect of the use of the intended railways and works.

To authorise the Company on the one hand, and the Metropolitan District Railway Company, the Great Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the use, working, management, construction, and maintenance by the said Companies, or any or either of them, of the intended railways and works, or any part or parts thereof respectively, the supply of rolling-stock and machinery and of officers and servants for the conduct of the traffic of the said intended railways, or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply, to make provision by compulsion or agreement for the interchange, accommodation, conveyance, and delivery of traffic coming from, or destined for, the respective undertakings of the said Companies, the levying, fixing, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, and allowances, rebates, and drawbacks to be made, paid, or allowed for, or on account of any of the aforesaid matters, and to confirm and, if thought fit, to vary any contract or agreement which may have been, or which previous to the passing of the intended Act may be, entered into relating to any of the aforesaid matters.

To authorise the Metropolitan District Railway Company, the Great Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any or either of them, to subscribe or contribute funds towards the construction and maintenance of the intended railways and works, or any part or parts thereof, and guarantee such interest, dividends, annual or other payments, in respect of the moneys expended in the construction thereof as may be agreed upon between those Companies, or any or either of them, and the Company, and to take and hold shares in the capital of the Company, and to appoint a director or directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds belonging to the said Companies respectively, or under the control of their directors, and if they shall think fit to raise additional capital for that purpose by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond or by any of those means, or such other means as Parliament shall authorise or direct.

To alter, amend, vary, or repeal all or some of the provisions of the local and personal Acts following, or some of them (that is to say), the Metropolitan District Railway Act, 1864, 27 and 28 Vic., cap. 222, and all other Acts relating to the Metropolitan District Railway Company; 5 and 6 Will. IV. cap. 107, and all other Acts relating to the Great Western Railway Company; 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company; 27 and 28 Vic., cap. 303, and all other Acts relating to the Metropolitan and St. John's Wood Railway Company; 7 and

8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Great Northern Railway Act, 1846; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; and the intended Act 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 also given, that on or before the 30th day of November instant plans and sections relating to the objects of the intended Act, with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex at his office at Clerkenwell, and that copies of so much of the plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended railways and works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited 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 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 18th day of November, 1887.

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

Board of Trade.—Session 1887–8.

Mid-Sussex Water.

(Application to the Board of Trade for Powers to construct Waterworks and to supply Water, and to take Rates therefor, to Balcombe and several other neighbouring Parishes, Districts, or Places hereinafter particularly mentioned, all situate in the County of Sussex; Power to levy Rates, &c.)

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, by the Mid-Sussex Water Company Limited (hereinafter called "the Company") for a Provisional Order pursuant to "The Gas and Water Works Facilities Act, 1870," for authority to construct and maintain waterworks and works connected therewith, and to supply water to and within the several parishes, districts, or places, or some parts thereof respectively, of Balcombe, Ardingley, Cuckfield, Lindfield, Wivelsfield, and Haywards Heath, and the neighbouring districts thereof respectively, all situate in the county of Sussex.

The intended Order will confer upon the Company power 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, filter beds, and other conveniences and appliances connected therewith respectively, that is to say:—

- (1) A well and pumping station, with pumping engines, engine and boiler houses, and other works, buildings, and conveniences, to be situate at and upon a piece or parcel of land in the south-western corner of a piece of land belonging to, and in the occupation of, R. C. Nichols, Esquire, and bounded on the north and east by other land belonging to the said R. C. Nichols, Esquire; on the south by the road leading from Handcross to Balcombe, and by other land belonging to the said R. C. Nichols, Esquire; and on the west by land belonging to, and in the occupation of, Finlay Campbell, Esquire; all in the parish of Balcombe, in the county of Sussex.
- (2) A service reservoir, to be situate upon the said piece or parcel of ground firstly before described.
- (3) A main conduit or line of pipe, No. 1, commencing at the well and pumping station, firstly before described, and terminating at the service reservoir secondly before described, and being wholly upon the said piece or parcel of ground before described.
- (4) A main pipe, conduit, or line of pipes, No. 2, commencing at the service reservoir secondly before described, and passing on, to, along, and under the road from Handcross to Balcombe, in an easterly direction, on, to, and over the Red Bridge, crossing the London, Brighton and South Coast Railway, to the junction of the said road with a road leading from Reigate to Cuckfield; thence in a southerly direction along and under the said road leading to Cuckfield on, to, and over a bridge crossing the London, Brighton, and South Coast Railway at Balcombe Station; thence along and under the said road to Cuckfield, all in the parish of Balcombe; thence along and under the said road leading to Cuckfield on, to, and over a bridge crossing the river Ouse; thence along and under the said road leading to Cuckfield to the junction of the said road with a road leading from Slough Green to Cuckfield; thence along and under the said road and High-street, Cuckfield, to a road leading from the said High-street to Hayward's Heath; thence along and under the said road leading to Hayward's Heath on, to, and over a bridge or tunnel crossing the London, Brighton and South Coast Railway and Church-road, to the junction of the said Church-road with a road leading from Brighton to Croydon; thence along and under the said road leading to Croydon, all in the parish of Cuckfield; thence along and under the said road leading to Croydon, and on, to, and over Scrace Bridge; thence along and under the said road leading to Croydon or Scrace Bridge-lane to the junction of the said road or Scrace Bridge-lane with a road leading to Black Hill; thence along and under the said road leading to Black Hill; Black Hill; the road leading through Lindfield to Town Hill, and Town Hill terminating at a point in Town Hill opposite Spring Cottage; all in the parish of Lindfield, in the county of Sussex.
- (5) A conduit or line of pipes, No. 3, commencing at a point in line No. 2, opposite the junction of the said Church-road, Cuckfield, with the said road leading from Croydon to Brighton, thence passing in a southerly direction along and under the said road leading from Croydon to Brighton

to the junction of the said road with a road leading from Muster Green to Scayneshill; thence along and under the said road leading from Muster Green to Scayneshill; all in the parish of Cuckfield; thence along and under the said road to the junction of the said road with Colwell-lane; thence along and under the said Colwell-lane to the junction of the said Colwell-lane with the road leading from Croydon to Brighton aforesaid; thence along and under the said road leading to Brighton in a southerly direction to the junction of the said road with a road leading to Tunbridge Wells; thence in a westerly direction along and under the said road leading to Tunbridge Wells, and terminating at a point in the said road, opposite the Cock Inn, Wivelsfield Green, all in the parish of Wivelsfield.

The main pipes or conduits will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places or districts following, some or one of them, that is to say:—Balcombe, Cuckfield, Lindfield, Wivelsfield, and Hayward's Heath respectively.

Mains, or branch mains, or pipes, issuing out of some or one of the mains hereinbefore described, and passing along and under all and any other public roads in the parishes of Balcombe, Ardingley, Cuckfield, Lindfield, Wivelsfield, and the district of Hayward's Heath, some or one of them.

To authorise the Company to deviate laterally from the lines of the intended works, and vertically from the levels thereof.

The Company will, by the said Provisional Order, seek power to lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, or otherwise interfere with, temporarily or permanently, public and private roads, highways, footpaths, towing-paths, streets, pavements, squares, alleys, bridges, public and private passages and places, railways, sewers, drains, and watercourses, telegraph wires and other apparatus in the aforesaid parishes and places respectively.

To empower the Company to take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute, any water which may be obtainable by them from the works hereinbefore described, as well as the waters of any springs and streams, or any other waters on or near the site of the proposed reservoirs and works, or which may be from time to time in, on, or under any lands for the time being belonging to the Company.

The intended Order will also authorise the Company to effect the following objects, some or one of them, namely:—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To authorise the Company to supply water by meter, and to make and sell meters, and let meters on hire.

To supply water for domestic, public, trading, and other purposes within the parishes and places aforesaid, and to demand, collect, and recover rates, rents, and charges for such supply, and for the purchase or hire of meters; to confer, vary, or extinguish exemptions from the payment.

thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges; and to confer upon the Company all necessary, usual, and proper powers for the purposes of their undertaking and of the intended Order.

To make special provision for the protection of the works, property, and water supply of the Company, and for the prevention of the fouling, misuse, or waste of such waters, and for imposing penalties in respect of all or any such matters.

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 corporation, sanitary authority, or other local authority, and the trustees of any 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, within or beyond the limits of supply; and from time to time to vary, suspend, or rescind any such contracts or arrangements, and make others in lieu thereof, or in addition thereto; and the Order will confer all necessary powers in that behalf upon all such corporations, authorities, trustees, surveyors, companies, bodies, and persons, and will or may 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.

The Order will authorise the Company to sell absolutely, or to lease for a term of years or in perpetuity, or let the whole or any part of the works and undertaking, and the water connected therewith to be authorised by the Order.

The Order will incorporate with itself all or some of the provisions of the Water Works Clauses Acts, 1847 and 1863, and the provisions (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the promoters of the undertaking) of the Lands Clauses Consolidation Acts, 1845, 1869, as the same are amended by the Commonable Rights Compensation Act, 1882, and the Lands Clauses (Umpire) Act, 1883, and such other matters as may be deemed expedient.

The Order will also confer upon the Company the other powers mentioned or referred to in the Gas and Water Works Facilities Act, 1870, and all other powers usually conferred upon water companies.

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

And notice is hereby given, that on or before the 30th day of November instant, a plan and section of the proposed works, and a copy of this advertisement as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and also at the Board of Trade, Whitehall, London.

And notice is hereby further given, that the draft of the proposed Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Order, when made, may be obtained on application at the offices respectively of the undersigned, at the price of one shilling for each copy.

Any 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, at the office aforesaid, on or before the 15th day of January next ensuing, and a copy of such representation or objection must at the same time be also sent to the Company or to the Parliamentary Agent acting on their behalf as undermentioned; and in forwarding to the Board of Trade any such representation or objection the objectors or their agents must state that a copy of the same has been forwarded to the Company or their agent.

Dated this 17th day of November, 1887.

J. Crossley Coulthwell, Haywards Heath and 79, Gracechurch-street, London, Solicitor.

Edward Walmisley, 25, Abingdon-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1888.

Riddings District Gas.

(Incorporation of Company; Powers to Purchase Lands and Easements, and to Supply Gas; Defining Limits of Supply; Provisions as to Acquisition of Existing Gasworks and Gas Undertaking of Messrs. James Oakes and Co.; and Powers to Construct and Maintain New Works for the Manufacture and Storage of Gas, &c., on certain Lands; to Maintain Existing Mains, &c., and lay down New Mains, &c.; to Manufacture and Provide Stoves, Engines, Cooking, Heating, and other Machinery and Appliances, and to acquire Patent Rights; Agreements with Authorities and Persons; other Powers; Incorporation, Amendment, or Repeal of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called the Company), and to confer upon the Company all necessary powers for manufacturing gas and residual products, and for supplying with gas, for public and private purposes, the parishes and places following, or some of them; or some part or parts thereof respectively (hereinafter referred to as the limits of supply), that is to say, the parishes of Codnor Park, Alfreton, South Normanton, and Pinxton, all in the county of Derby, and the parishes of Pinxton and Selston, in the county of Nottingham.

2. To authorise the Company to purchase and acquire by agreement, or to vest, or to provide for the vesting in the Company, and to authorise them to hold and use the piece of land hereinafter described, together with the gasworks, retorts, gasholders, dwelling-house, and buildings now in course of erection thereon, and also to purchase, acquire, and remove the gasworks, situate at Riddings, in the parish of Alfreton, in the county of Derby, and the gas undertaking, mains, pipes, meters, machinery, apparatus, and fixed and movable plant belonging to and used by Thomas Haden Oakes and Charles Henry Oakes, trading under the firm of James Oakes and Company, for the manufacture and supply of gas to their ironworks and collieries in the said parish of Alfreton, and for public and private purposes in the neighbourhood thereof, and all materials, stock-in-trade, estates, rights, powers, privileges, easements, licences, contracts,

agreements, and property of what nature or kind soever belonging to or connected therewith.

3. To authorise the Company, on the said piece of land hereinafter described, or on any part thereof (hereinafter called the gas land), from time to time to erect, maintain, lay down, alter, improve, enlarge, extend, renew, and discontinue gas works, retort houses, retorts, gas holders, reservoirs, purifiers, stoves, workshops, offices, railway sidings, tramways, quays, wharves, piers, approaches, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, utilisation, storage, and supply of gas or other means of artificial illumination, coke, tar, pitch, ammoniacal liquor, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the said gas land to make, store, and convert gas and all other residual products aforesaid, and to manufacture, purchase, hire, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and other residual products arising or resulting therefrom, or used in the manufacture of gas, and also meters, tubes, pipes, burners, fittings, apparatus, and other articles and things in any way connected with the supply of gas, and to erect, fit up, maintain, and let houses, cottages, and dwellings for their officers and servants.

The gas land hereinbefore referred to is the piece or parcel of land containing 3 acres 3 roods and 21 perches, or thereabouts, situate in the parish of Alfreton, in the county of Derby, bounded on the south-east by the Pinxton Branch of the Cromford Canal (belonging, or reputed to belong, to the Midland Railway Company); on the south-west by the Alfreton and Nottingham turnpike road; on the north and north-west by the railway siding which leads from the ironworks and collieries of the said firm of James Oakes and Co. to the Midland Railway; and on the east by land belonging, or reputed to belong, to the said Thomas Haden Oakes, or the said firm of James Oakes and Co.

4. To acquire by agreement the right of user of or other easements over and to maintain the said railway siding for the transit of coal, coke, and other products, and all materials and things, to and from the gas lands, and the intended Gas Works, and the Midland and other railways accessible therefrom or thereby, and also the right of maintaining, repairing, laying down, and placing a trunk main from the intended Gas Works, in and through the works and lands of the said firm of James Oakes and Co., and the land held with or adjoining to Riddings House, the property of or occupied by the said Thomas Haden Oakes, to the road leading from Riddings to Green-hill-lane, also a main under or along a railway constructed on land belonging or reputed to belong to the said Thomas Haden Oakes or the said firm of James Oakes and Co., from the said firm's Iron Works to Riddings Colliery, and other subsidiary mains and pipes in or through the works and lands of the said firm.

5. To authorise the Company to purchase by agreement, and to hold and to take on lease, and to take grants of easements over any lands, houses, and other hereditaments within the limits of supply which may be required for the purposes of the intended Gas Works, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and hereditaments, and from time to time to sell, let, or otherwise dispose of any lands, houses, or other property belonging to the Company,

and which may not be required for the purposes of their undertaking.

6. The Bill will, or may, sanction and confirm any agreement which has been, or may, before the passing of the intended Act, be entered into between the promoters thereof, or any person or persons on their behalf, or on behalf of the intended Company, and the said T. H. Oakes and C. H. Oakes, or either of them, or the said firm of James Oakes and Co., for or with respect to all or any of the objects of the intended Act or incidental thereto.

7. To authorise the Company to maintain, take up, alter, and repair existing mains, pipes, and other works belonging to or connected with the Gas Works of the said firm of James Oakes and Co., and to lay down, maintain, take up, alter, and repair additional mains, pipes, and other works in, through, under, over, across and along, 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, footways, streets, public places, bridges, canals, towing-paths, sewers, drains, rivers, streams, brooks, watercourses, and telegraph and other wires and apparatus, so far as may be necessary or convenient for all or any of the purposes of the Bill.

8. To authorise the Company to manufacture, purchase, provide, sell, let on hire, and fix stoves, ranges, meters, fittings, engines, machinery, apparatus and appliances for lighting, for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial, or any other purpose whatsoever, and to supply or work the same, by means of gas.

9. To authorise the Company to levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of gas, and for the sale and hire of meters, fittings, stoves, ranges, engines, machinery, apparatus and appliances, and to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

10. To authorise the Company to acquire, hold, and use patent rights or licences, or authorities under letters patent, for the use of any invention relative to the manufacture, conversion, utilisation, or distribution of gas or other means of artificial illumination or residual products, and with reference to the manufacture, supply, working, or use of any cooking or heating apparatus, engines, machinery, fittings, appliances, and other things relating to the objects and matters hereinbefore mentioned or referred to.

11. To authorise the Company on the one hand, and any sanitary, local, or other authority, and any railway or other company, and any corporation, body, person, or persons, on the other hand, to enter into and carry into effect contracts or agreements for or with respect to the supply by the Company of gas in bulk or otherwise, and of fittings, machinery, apparatus, appliances, and other things, and any matters incidental thereto, as well within or without the limits of supply, and to vary, suspend, or rescind any such contracts or agreements, and, if thought fit, to confirm any such contract or agreement which may have been or may be entered into.

12. To confer upon the Company all other rights, powers, privileges, and authorities necessary or convenient for carrying into complete and full effect the objects and purposes of the Bill, and to vary and extinguish all rights and privileges which would in any manner impede

or interfere with those objects and purposes, and to confer, vary, and extinguish other rights and privileges.

13. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, and to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all Acts (if any) which may relate to, or be affected by, any of the objects of the Bill.

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

Dated this 16th day of November, 1887.

Charles A. Bannister, 70, Basinghall-street, London;

John H. Powell, 1, Full-street, Derby,
Solicitors for the Bill.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, Westminster, Parlia-
mentary Agent.

In Parliament.—Session 1888.

Brecon and Merthyr Railway:
(Acquisition of lands at Machen and Bedwas, in the county of Monmouth, Compulsorily and by Agreement; Additional Capital; Consolidation of Shares and Stocks; Incorporation of Acts; Repeal and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing session by the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter referred to as the Company) for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To enable the Company to acquire by compulsion or agreement the following lands, houses, or property, or some of them, or some part or parts thereof, situate wholly in the county of Monmouth, that is to say:—

A strip of land in the parish of Machen lying between a point 9 chains or thereabouts west of the mile-post on the main line of the railway of the Company indicating $5\frac{1}{2}$ miles from Bassaleg, and a point $8\frac{1}{2}$ chains or thereabouts west of the mile-post on the said railway of the Company indicating 6 miles from Bassaleg, such lands being situate on the north side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Machen lying between a point 12 chains or thereabouts west of the mile-post on the main line of the railway of the Company indicating 6 miles from Bassaleg, and a point $8\frac{1}{2}$ chains or thereabouts west of the mile-post on the said railway of the Company indicating $6\frac{1}{4}$ miles from Bassaleg, such lands being situate on the south side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Machen lying between a point 11 chains or thereabouts north-west of the mile-post on the main line of the railway of the Company indicating $6\frac{1}{4}$ miles from Bassaleg, and the mile-post on the said railway of the Company indicating $6\frac{1}{2}$ miles from Bassaleg, such lands being situate on the west side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Machen and in the parish of Bedwas lying between a point 3 chains or thereabouts south of the mile-post on the main line of the railway of

the Company indicating $6\frac{1}{2}$ miles from Bassaleg, and a point 7 chains or thereabouts east of the mile-post on the said railway of the Company indicating 7 miles from Bassaleg, such lands being situate on the north-east and north side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 7 chains or thereabouts west of the mile-post on the main line of the railway of the Company indicating 7 miles from Bassaleg and a point 5 chains or thereabouts west of the mile-post on the said railway of the Company indicating $7\frac{1}{2}$ miles from Bassaleg, such lands being situate on the north side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 5 chains or thereabouts west of the mile-post on the main line of the railway of the Company indicating 8 miles from Bassaleg and a point 13 chains or thereabouts west of the mile-post on the said railway of the Company indicating 8 miles from Bassaleg, such lands being situate on the south side of, and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 3 chains or thereabouts east of the mile-post on the main line of the railway of the Company indicating $8\frac{1}{4}$ miles from Bassaleg, and a point 5 chains or thereabouts east of the mile-post on the said railway of the Company indicating $8\frac{1}{2}$ miles from Bassaleg, such lands being situate on the north side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 1 chain or thereabouts east of the mile-post on the main line of the railway of the Company indicating $8\frac{1}{2}$ miles from Bassaleg, and a point 7 chains or thereabouts west of the mile-post on the said railway of the Company indicating $8\frac{1}{2}$ miles from Bassaleg, such lands being situate on the south side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 14 chains or thereabouts west of the mile-post on the main line of the railway of the Company indicating $8\frac{1}{2}$ miles from Bassaleg, and a point 4 chains or thereabouts west of the mile-post on the said railway of the Company indicating $8\frac{3}{4}$ miles from Bassaleg, such lands being situate on the south side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 9 chains or thereabouts south-east of the mile-post on the main line of the railway of the Company indicating 9 miles from Bassaleg, and a point 10 chains or thereabouts north of the mile-post on the said railway of the Company indicating 9 miles from Bassaleg, such lands being situate on the south-west and west side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 7 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating $9\frac{1}{4}$ miles from Bassaleg and the mile-post on the said railway of the Company indicating $9\frac{1}{2}$ miles from Bassaleg, such lands being situate on the west side of and adjoining to the Company's main line of railway.

- A strip of land, part of "Mynydd Dimlaith" Common, situate in the said parish of Bedwas, lying between a point $15\frac{1}{2}$ chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating 10 miles from Bassaleg, and a point 14 chains or thereabouts south of the mile-post on the said railway of the Company indicating 10 miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway, and being or reputed to be commonable lands known by the name of "Mynydd Dimlaith" Common. The quantity of land within the limits of lands to be acquired as shown on the deposited plans is about 8 perches, of which the estimated quantity to be actually proposed to be taken is about 4 perches, and the Bill will extinguish all rights of common and other rights over the portion of the said land proposed to be taken.
- A strip of land in the said parish of Bedwas lying between a point 14 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating 10 miles from Bassaleg, and a point 4 chains or thereabouts north of the mile-post on the said railway of the Company indicating $10\frac{1}{2}$ miles from Bassaleg, such land being situate on the east side of and adjoining to the Company's main line of railway.
- A strip of land in the said parish of Bedwas lying between a point 3 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating $10\frac{1}{2}$ miles from Bassaleg, and a point 8 chains or thereabouts south of the mile-post on the said railway of the Company indicating $10\frac{3}{4}$ miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway.
- Two strips of land in the said parish of Bedwas lying between a point 3 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating 11 miles from Bassaleg, and a point 1 chain or thereabouts north of the mile-post on the said railway of the Company indicating 11 miles from Bassaleg, such lands being respectively situate on the east and west sides of and adjoining to the Company's main line of railway.
- A strip of land in the said parish of Bedwas lying between a point 7 chains or thereabouts north of the mile-post on the main line of the railway of the Company indicating 11 miles from Bassaleg, and a point $2\frac{1}{2}$ chains or thereabouts south of the mile-post on the said railway of the Company indicating $11\frac{1}{2}$ miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway.
- A strip of land in the said parish of Bedwas lying between a point 6 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating $11\frac{1}{2}$ miles from Bassaleg, and a point 2 chains or thereabouts south of the mile-post on the said railway of the Company indicating $11\frac{1}{2}$ miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway.
- A strip of land in the said parish of Bedwas lying between the mile-post on the main line of the railway of the Company indicating $11\frac{1}{2}$ miles from Bassaleg, and a point 8 chains or thereabouts north of the mile-

post on the said railway of the Company indicating $11\frac{1}{2}$ miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 2 chains or thereabouts south of the mile-post on the main line of the railway of the Company indicating 12 miles from Bassaleg, and a point 6 chains or thereabouts south of the mile-post on the said railway of the Company indicating $12\frac{1}{2}$ miles from Bassaleg, such lands being situate on the west side of and adjoining to the Company's main line of railway.

A strip of land in the said parish of Bedwas lying between a point 4 chains or thereabouts north of the mile-post on the main line of the railway of the Company indicating $12\frac{1}{2}$ miles from Bassaleg, and a point 10 chains or thereabouts north of the mile-post on the said railway of the Company indicating $12\frac{1}{2}$ miles from Bassaleg, such lands being situate on the east side of and adjoining to the Company's main line of railway.

And to stop up and extinguish all rights of way over so much of any footways as are included within the limits of the lands shown on the deposited plans as intended to be taken, and which shall be so taken.

2. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them or under the control of their Directors.

3. To authorise the consolidation of all or some of the preference or guaranteed stocks or shares of the Company (including any share or stock which may be issued as preference or guaranteed stock under the powers of the intended Act) into a smaller number of stocks, or into one stock, by such means and subject to such conditions and restrictions as the Bill shall prescribe or Parliament determine, and for that purpose to extinguish all or any of the said stocks, and to create other stocks in lieu thereof, and to make payments to holders of stocks in order to equalise their interests.

4. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," and it will or may so far as may be deemed necessary or expedient repeal, enlarge, or amend the powers and provisions of "The Brecon and Merthyr Tydfil Junction Railway Act, 1859;" "The Brecon and Merthyr Railway Arrangement Act, 1868;" and of any other Act or Acts relating directly or indirectly to the Company or their undertaking.

Plans in duplicate showing the lands which may be taken compulsorily under the power of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; 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 Monmouth, at his office at Usk; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 16th day of November, 1887.

Cobb and Tudor, Brecon; Solicitors.

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

In Parliament.—Session 1888.

Great Western Railway (No. 2).

(Railways in the county of Glamorgan; Tolls; Agreements with the Bute Docks Company; Power to apply Corporate Funds; Capital; 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 enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, viz.:—

1. A Railway (No. 1), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the Company's South Wales Railway, at or near the western side of the bridge over that railway, in the borough of Cardiff, known as Splott Bridge, and terminating by a junction with the Railway (No. 2), authorised by the Bute Docks Act, 1882, as now in course of construction, at a point thereon about 11 chains north-eastward of the north-east corner of the Roath Dock, Cardiff.

2. A Railway (No. 2), to be wholly situate in the said parish of Roath, commencing by a junction with the said South Wales Railway at a point about 6 chains north-eastward of the footbridge over the said railway, at Long Dyke, in the said borough of Cardiff, and terminating by a junction with the said intended Railway No. 1 above described, near to the eastern end of Sanquhar-street, and opposite to Adamsdown House.

3. A Railway (No. 3), to be wholly situate in the said parish of Roath, commencing by a junction with the said intended Railway No. 1, at or near a point thereon about 12 chains, measured in a southerly direction from the gas holder at the gas works on the East Moors, Cardiff, and terminating on the East Moors, Cardiff, near Adamsdown Brickworks, at a point about 3 chains westward of the north-west angle of the fence enclosing the Tharsis Copper Works.

To enable the Company to purchase, by agreement or compulsion, lands (which expression in this notice includes houses, buildings, mines, and minerals), for the purposes of the railways and works to be authorised by the intended Act or described therein, and for the general purposes of their undertaking.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the

intended Act or some of them, the provisions contained in section 92 of the Lands Clauses Consolidation Act, 1845, so as to relieve the Company from liability to take the whole of any house, or other building or manufactory, if they take any part thereof.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act.

To authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers, within or adjoining the aforesaid lands, houses, and buildings, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, houses, and buildings.

To make provision for the repair of all or any roads, streets, footpaths, and highways which may be constructed under the authority of the intended Act, or some part or parts thereof, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act; and to authorise the Company and the trustees, county, local, or highway boards, corporations, or other bodies or persons having the charge, management, or control of such roads, streets, footpaths, or highways to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them, or incident thereto, or as to the construction or contribution towards the costs of any such roads, streets, footpaths, or highways, or other matters relating thereto; and if so agreed, to delegate to such trustees, county, local, or highway boards, corporations, bodies, or persons, the power of constructing all or any of such roads, streets, footpaths, or highways, or some part or parts thereof.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, and also for the use of the other works, conveniences, and accommodation connected with all or any of the said railways, and to alter existing tolls, rates, and charges, and to grant exemptions from such tolls, rates, dues, and charges.

To enable the Company and the Bute Docks Company (hereinafter referred to as "the Docks Company") to enter into and carry into effect agreements with reference to the railways hereinbefore described, or some or one of them, or some part or parts thereof, and as to the construction, working, user, maintenance, and management thereof; to make provision for the interchange, accommodation, conveyance, and delivery of traffic coming from or beyond or destined for or beyond the undertaking of the Company and the undertaking of the Docks Company, or either of them; the levying, fixing, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for on account of any of the aforesaid matters; and to confirm or to vary any contract or agreement which may have been or

may be entered into relating to any of the aforesaid matters, as may be required, or as may be prescribed by the intended Act.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purpose 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 the creation and issue of debenture stock, and by borrowing, or either of such means.

To alter, amend, and extend, or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned in this notice, and also of the several Acts (local and personal) following, or some of them, that is to say:— Acts relating to the Company and their undertaking, viz., 5 and 6, Will. IV, cap. 107; 18 and 19 Vic., cap. 98; 43 and 44 Vic., cap. 141; 46 and 47 Vic., cap. 193, and any other Act or Acts relating to the Company.

Acts relating to the Bute Docks Company and their undertaking, viz. (local and personal), Act 49 and 50 Vic., cap. 86, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and that a copy of the said plans, sections, and books of reference, together with a copy of this notice, published as aforesaid, will be deposited on or before the same day with the parish clerk of the parish of Roath, at his residence.

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

Dated this 9th day of November, 1887.

R. R. Nelson, Solicitor, 20, Abingdon-street, Westminster.

In Parliament.—Session 1888.

Rose Hill Park Cemetery.

(Power to Battersea Burial Board to make and maintain Cemetery or Burial Ground in Parishes and Places of Carshalton, Benhilton, and Sutton, in County of Surrey; Power to Purchase, Sell, Lease, and Exchange Lands; Fees and Charges; Bye Laws, &c.; Power to enter into Agreements with Local Boards, &c.; Incorporation and Amendment of Acts.)

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

To enable the Burial Board of the parish of Battersea, in the county of Surrey (hereinafter called "the Burial Board"), to make and maintain a General Cemetery or Burial Ground for the interment of the dead in the parishes and places of Carshalton, Benhilton, and Sutton, or any one or more of them, in the county of Surrey, upon all or some portion of the lands and within the limits following, that is to say:—

Lands forming part of the estate called or known as the Rose Hill Park Estate, comprising 77 acres 1 rood and 11 perches or thereabouts, bounded on the north by Wrythe-lane; on the east by

lands belonging to the trustees of the Wandsworth Poor's Lands, Tom Cane, Greennell-road, and the said Tom Cane; on the south by certain lands belonging to John Henry Owen, and vacant land lying between the said estate and Benhill-road, and "The Uplands," and on the west by lands belonging to George Moore, Mrs. Kreeft, Abel Simner, and a portion of the public highway known as Rose-hill, and certain other lands belonging to the said Abel Simner, extending to Wrythe-lane aforesaid, which lands so proposed to be taken belong to and are now in the possession of the said Abel Simner.

To empower the Burial Board to purchase and acquire by compulsion or agreement, for the purposes of the intended Act, lands and buildings in the parishes or places aforesaid, and to sell, lease, or otherwise dispose of lands and buildings acquired by them, or on their behalf, and not required for the purposes of their cemetery or burial ground, and to vary and extinguish all existing rights and privileges connected with any lands and buildings so to be purchased or acquired which would or might impede or interfere with any of the objects or purposes of the intended Act.

To enable the Burial Board to divert, alter, widen, or stop up, either temporarily or permanently, all roads, lanes, ways, footpaths, streams, leats, mains, pipes, drains, and watercourses, within or adjacent to the lands intended to be acquired as aforesaid, as it may be necessary or expedient to divert, alter, widen, or stop up, for the purposes of the intended cemetery or burial ground, and to extinguish all rights of way in, or over, and all rights connected with such roads, lanes, ways, footpaths, streams, leats, mains, pipes, drains, and watercourses, and to appropriate the soil and site thereof to the purposes of the intended cemetery or burial ground, and to make all necessary approaches and communications to and from the same, and further to make and carry out any arrangements or agreements with public bodies or with private persons which may be necessary or desirable in relation to the works hereinbefore mentioned, and the other purposes of the intended Act.

To enable the Burial Board to demand and receive fees, charges, and other payments for or in respect of the intended cemetery or burial ground, and of interments therein, and to confer on the Burial Board all other powers, rights, and privileges necessary for carrying into effect the objects and purposes hereinbefore set forth.

To make and alter bye-laws, rules and regulations for the management, use, regulation, and protection of the intended cemetery or burial ground.

To authorise the Burial Board on the one hand, and any Corporation, Local Board of Health, Vestry, District Board, Urban, Rural, or other Local Sanitary Authority, and any other bodies or persons, on the other hand, 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 enter into, and carry into effect, and rescind contracts, agreements, and arrangements with respect to the appropriation of the whole or any part of the proposed cemetery, for the purposes of any particular parish or district, and the management, appropriation, and apportionment of the income and profits arising therefrom, and to confirm, sanction, and give effect to any agreements which have been made or may be made touching any of the matters aforesaid. And the Bill will confer all necessary powers in that behalf upon all such corporations, boards, local authorities, bodies and persons, and will enable all parties to any such

contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise.

To 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.

The Bill may, if thought fit, incorporate with itself all or some of the provisions of The Cemeteries Clauses Act, 1847 (except Section 10 of that Act), The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by The Lands Clauses (Umpire) Act, 1883, and The Commissioners Clauses Act, 1847.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands intended to be acquired as aforesaid, 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 Surrey, at his office at the Sessions House, Newington-causeway, S.E., in that county; and on or before the said 30th day of November a copy of so much of the said plans and book of reference respectively as relates to each parish within which any of the lands intended to be taken are situate will be deposited for public inspection with the parish clerk of each such parish, at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

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 19th day of November, 1887.

C. J. Hanly and Co., 2, Princes-street,
Great George-street, Westminster, S.W.,
Parliamentary Agents.

Board of Trade.—Session 1888.

Dursley Gas.

(Application to the Board of Trade by the Dursley Gas Light and Coke Company, Limited, for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for Powers to maintain and continue Gas Works, and to manufacture and supply Gas within the Town and Parish of Dursley, and the Parishes of Cam, Coaley, Stinchcombe, and Uley, in the County of Gloucester; and for other Purposes.)

NOTICE is hereby given, that the Dursley Gas Light and Coke Company, Limited (hereinafter referred to as "the Company"), intend to apply to the Board of Trade, pursuant to "The Gas and Water Works Facilities 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 authorise the Company to maintain and continue and from time to time to alter, enlarge, pull down and re-erect retorts, gasholders, receivers, purifiers, meters, apparatus and works for the manufacture and storage of gas, and of coke and other residual products obtained in the manufacture of gas and matters producible therefrom, on certain lands now belonging to the Company, viz.:—(1) All that piece or parcel of land formerly part of a close or orchard called Trollys Moor orchard, or Lower Trolly Moors, with the buildings, gasworks, and other erections thereon, situate in the parish of Dursley, in the county of Gloucester, containing 3 roods and 19 perches or thereabouts, bounded on or towards the north by the piece of land thirdly hereinafter described, on or towards the east by the Dursley Branch of the Midland Railway, on or towards

the south by land of George Augustus Graham, Esquire, and on or towards the west by the piece of land secondly hereinafter described.—

(2) All that piece or parcel of land formerly part of a close of pasture land called Trollys Moor or Upper Trolly Moors, now used as a roadway, with the wall and other erections thereon, situate in the said parish of Dursley, bounded on or towards the north by the road leading from Dursley to Cam, called Kingshill-lane, on or towards the east and south by the pieces of land firstly and thirdly herein described, and on or towards the west by land of the said George Augustus Graham.—(3) All that piece or parcel of land formerly part of a close or orchard called Mill Leaze or Gas Works Ground with the buildings, gasworks, and other erections thereon, situate in the parish of Cam, in the county of Gloucester, containing 3 roods and 1 perch or thereabouts, bounded on or towards the north by the said road leading from Dursley to Cam, called Kingshill-lane, on or towards the east by the Dursley Branch of the Midland Railway, on or towards the south by the piece of land first hereinbefore described, and on or towards the west by the piece of land used as a roadway secondly hereinbefore described.

To empower the Company for the general purposes of their undertaking to acquire by agreement and hold other lands.

To authorise the Company to make and store gas in and upon the said lands, and to supply and sell gas in the said town and parish of Dursley, and in the said parish of Cam, and in the parishes of Coaley, Stinchcombe, and Uley, in the said county, and to manufacture coal, coal-tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to store and sell and dispose of the same at the works and elsewhere, and to construct and maintain, and from time to time alter, extend, enlarge and renew or discontinue houses, offices, buildings, and other works connected with their Gas Undertaking.

To authorise the Company to make such extension of their mains, pipes, and works within the proposed limits of supply as may in the opinion of the Company be necessary, and for that purpose to open and break up the soil and pavement of any streets, roads, highways, bridges or other passages or places within the limits of supply.

To enable the Company to raise additional capital by ordinary or preference shares and by loan, or by all or any of such means.

To incorporate with the intended Order, so far as the same are applicable, and with or without alteration, all or some of the provisions of "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

To vary all existing rights and privileges which would interfere with the use of the land in manner hereinbefore set forth, or would otherwise interfere with the objects or purposes of the intended Order.

To enable the Company to manufacture, purchase, or hire, and supply gas-meters, fittings, gas stoves, &c., cooking or other apparatus, and also to manufacture, purchase, let, or deal in, and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes by means of gas, and all

articles or things in any way connected with gasworks or with the supply of gas.

To authorise the Company to acquire, hold and work patent rights and licenses in relation to the manufacture, production, and distribution of gas, or in relation to the manufacture and utilization of residual products arising in the manufacture of gas.

And generally to confer all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

On or before the 30th day of November, 1887, a copy of this notice or advertisement, and a map showing the lands used and to be used for the manufacture and storage of gas, and of residual products, arising in the manufacture of gas, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his offices at the Shire-hall, Gloucester, in the said county, and also at the office of the Board of Trade, Whitehall, London.

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, 1887, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained at the offices of Messrs. Vizard, Wenden, and Macdonald, at Dursley, at the price of one shilling each.

And notice is hereby further given, that 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, 1888, and that copies of the objections must, at the same time, be sent to the Solicitors for the promoters, Messrs. Vizard, Wenden, and Macdonald, at their offices at Dursley aforesaid; and that in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their agents.

Dated the 14th day of November, 1887.

Vizard, Wenden, and Macdonald, Dursley, Solicitors for the Company.

In Parliament.—Session 1888.

Collingbourne and Avon Valley Railway.

(Incorporation of Company; Construction of Railway from Collingbourne to Fittleton, in the county of Wilts; Purchase of Land compulsorily or by Agreement; Levying Tolls; Working Agreements with the Midland and South Western Junction Railway Company; Running Powers to that Company; Amendment of Acts).

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

To incorporate a Company (hereinafter called "the Company"), and to authorize the Company to make and maintain, in the county of Wilts, the railway and works hereinafter described, or some part or parts thereof, with all needful works, stations, sidings, junctions, approaches, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Collingbourne Ducis by a junction with the Midland and South Western Junction Railway, at a point thereon opposite the South end of the platform of Collingbourne Ducis Passenger Station of

that railway, and terminating in the parish of Fittleton, in a Field No. 98 on the Ordnance Survey $\frac{1}{25000}$ scale belonging to the Right Honorable Sir Michael Edward Hicks-Beach, Baronet, M.P., and in the occupation of Mr. Henry Charles Notley, at a point in that field 10 feet, or thereabouts, north of the southern boundary thereof, and 210 yards, or thereabouts, east of the Deacon-road, measuring from the Deacon-road in an easterly direction, in a line parallel with, and ten feet, or thereabouts, distant from such southern boundary.

The said intended railway and works will pass from, in, through, or into, or be situate within the parishes, extra parochial, and other places following or some of them (that is to say): Collingbourne Ducis, Collingbourne Kingston, Everley, Fittleton, Haxton, or some or one of them.

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, sewers, drains, watercourses, gas, water, telegraph, electric, and other pipes, and telegraphic and electrical apparatus, which it may be necessary to cross, stop up, alter, divert, or interfere with for the purposes of the intended Act.

To purchase, by compulsion or agreement, lands, buildings, tenements, and hereditaments, 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 levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, or any part or parts thereof, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company on the one hand, and the Midland and South Western Junction Railway Company on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, and use of the intended railway, and for the use by the Company of the station of the Midland and South Western Junction Railway Company at Collingbourne Ducis, and, if thought fit, to embody in the intended Act all or any of the terms of any such contract, agreement, or arrangement.

To enable the Midland and South Western Junction Railway Company, or any Company or Companies lawfully using that railway, to run over and use with their engines, and carriages, wagons, officers, and servants, and for the purposes of traffic of all kinds the intended railway on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on or prescribed by the intended Act.

To alter, amend, or repeal, so far as may be necessary for the purposes of the intended Act, the Midland and South Western Junction Railway Act, 1884, and any other Acts relating to or affecting the Midland and South Western Junction Railway Company.

A copy of this Notice, as published in the *London Gazette*, and a plan and section in duplicate of the intended railway 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 the said railway delineated thereon, shewing

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 a copy of the said Notice and of so much of the said plan, section, and book of reference as relates to each of the parishes or extra parochial places before mentioned, 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, all on or before the 30th day of November, 1887.

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

Dated this 16th day of November, 1887.

Mullings, Ellett, and Co.,

Cirencester,

Solicitors for the Bill.

Martin and Leslie,

27, Abingdon-street, Westminster,

Parliamentary Agents.

In Parliament.—Session 1888.

Harrow and Stanmore Railway.

(Deviation of Authorised Railway; Extension of Time for Compulsory Purchase of Land and Completion of Portions of Authorised Railway; Abandonment of other Portion of Authorised Railway; Reduction and Application of Capital, and Application of Deposit to Deviation Railway; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Working and Traffic Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Harrow and Stanmore Railway Company (hereinafter called "the Company") for leave to bring in a Bill to authorise the Company to execute the works, exercise the powers, and effect the objects following, or some of them, that is to say:—

To make and maintain the deviation railway next hereinafter described, with all proper stations, approaches, sidings, works, and conveniences connected therewith, viz.:—

A deviation of Railway No. 3, described in and authorised by the Harrow and Stanmore Railway Act, 1886, commencing in the parish of Harrow-on-the-Hill, at a point 9 chains or thereabouts from the commencement of the said authorised Railway No. 3, as measured on the centre line shewn on the plans thereof, deposited with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green, in the month of November, 1885, thence passing from, in, through, or into the parishes of Harrow-on-the-Hill and Great Stanmore, in the county of Middlesex, and terminating in the said parish of Great Stanmore, at a point on the west side of the public road known as Old Church-lane, 375 yards or thereabouts, measured in a south-easterly direction from the south-east corner of St. John's Church at Stanmore.

To deviate laterally from the line, and also vertically from the levels, of the intended railway, as shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be prescribed by the Bill.

To cross, stop up, alter, or divert, temporarily or permanently, any roads, highways, bridges, tramways, streams, water courses, sewers, drains, culverts, gas, water, and other pipes,

and electric apparatus with which it may be necessary to interfere for any of the purposes of the Bill.

To purchase and take compulsorily or by agreement, lands, houses, and other property, and easements in or over lands for the purposes of the intended railway and works, and to vary or extinguish any rights or privileges connected with the lands and property so purchased or taken.

To levy tolls, rates, and charges upon or in respect of the intended railway, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

To apply any capital or funds raised or authorised to be raised by the Company to the purposes of the Bill, and if, thought fit, to reduce the authorised share and loan capital of the Company, and provide that so much of the stock deposited with the Chancery Division of the High Court of Justice in England as is applicable to the portion of railway to be abandoned by the Bill may be applied and remain as security for the completion of the intended deviation railway.

To abandon so much of Railway No. 3 authorised by the Harrow and Stanmore Railway Act, 1886, as was intended to be situated between the commencement of the intended deviation railway hereinbefore described in the parish of Harrow-on-the-Hill, and the termination of the said authorised Railway No. 3, in the parish of Great Stanmore, and to release the Company from all contracts, obligations, penalties, and forfeitures for the non-completion thereof within the time limited by the said Act of 1886.

To extend the periods limited by the Harrow and Stanmore Railway Act, 1886, for the compulsory purchase of lands, and also for the completion of the railways and works by that Act authorised other than the portion of Railway No. 3 to be abandoned as aforesaid.

To extend and apply to the intended deviation railway, the provisions of section 47 of the Harrow and Stanmore Railway Act, 1886, respecting the payment of interest out of capital during the construction of the railways and works by that Act authorised.

To authorise the Company on the one hand, and the London and North Western Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or of any part thereof, the supply of engines and working stock and plans, and of officers and servants, for the conduct and conveyance of the traffic thereon; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange and transmission, forwarding, or delivery of traffic coming from, or destined for, the railway of the Company; the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts arising therefrom; and the Bill will confirm and give effect to any such contract or agreement as may before the passing thereof be entered into between the Company and the London and North Western Railway Company.

The Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges, and will incorporate all or some of the provisions of

the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and it will amend, enlarge, or repeal some of the provisions of the Harrow and Stanmore Railway Act, 1886, and of the Act 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended deviation railway and works, with a book of reference to such plans, an ordnance map with a line of the intended deviation railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; 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 or extra-parochial place in which the intended deviation railway, or any part thereof, will be situate, together with 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 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 18th day of November, 1887.

Le Brasseur and Oakley, 12, New-court, Lincoln's-inn, London, Solicitors.

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

In Parliament.—Session 1888.

*City of London, Metropolis (Fire Inquests). (Powers, Jurisdiction, and Regulation of Proceedings of Coroners; Defining and Confering Additional Powers with regard to Fire Inquests, &c.; Finding of Verdicts; Inspection of Premises; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act for effecting the following objects and purposes, or some of them (that is to say):—

1. To define, and, if need be, to extend and determine the jurisdiction, powers, rights, duties, and authority, and to regulate the proceedings of the Coroner of the City of London and the liberties thereof, and to enable the Coroner, or his deputy (hereinafter included in the words "the Coroner"), to hold inquests upon the occurrence of fires and injury resulting therefrom, and to inquire into their origin, and to empower the Lord Mayor of the City of London, the Lord Chief Justice of England, or one of Her Majesty's principal Secretaries of State, or such other body or person as the Bill may provide, to order such inquests to be held.

2. To confer upon the Coroner all jurisdictions, authorities, powers, duties, and obligations with respect to such fire inquests, and the appointment of a deputy, as he now has with regard to inquests upon view of a dead body, and to enable him to fully exercise such powers, and the Bill will or may provide for the summoning of jurymen, and will or may prescribe as to their qualification and attendance.

3. To empower the Coroner and the jury, or either of them, to enter on and view, with or without notice, any premises or places within

the said City and the liberties thereof where fires have happened or may be suspected to have originated, and for this purpose to have access through other and any premises, with or without notice.

4. The Bill will or may provide for the finding of a verdict of arson or other verdict by the Coroner's jury, and will or may provide that such verdict shall have the force and effect of an indictment, and will or may regulate and prescribe the method of taking depositions at inquests.

5. To extend, with the sanction of Parliament, the objects and purposes of the Bill to the whole or any part of the Metropolis as defined by the Metropolis Management Act, 1855, or any Act amending the same, and to confer on all or any of the Coroners acting within the Metropolis, or any part thereof, or such other persons as the Bill may provide, all necessary jurisdiction, powers, rights, and privileges for carrying into effect the objects and purposes of the said Bill, or any of them.

6. To alter, extend, amend, and enlarge, and, if need be, to repeal some of the powers and provisions of the following Acts, namely:—25 Geo. II., cap. 29; 7 and 8 Vic., cap. 92; 50 and 51 Vic., cap. 71, and any other Acts or charters which would interfere with carrying into effect the objects and purposes of the Bill.

7. The Bill will vary and extinguish any rights and privileges which would interfere with the objects of the intended Act, and may confer, vary, and extinguish other rights and privileges.

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

Dated this 15th day of November, 1887.

G. Prior Goldney, Remembrancer, Guildhall, E.C.

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

Board of Trade.—Session 1888.

Haywards Heath and District Water.

(Construction of Works and Supply of Water to Haywards Heath, Cuckfield, and other Places in the County of Sussex; Power to Levy Rates, &c.)

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 Water Works Facilities Act, 1870, to authorise and empower the person or persons, or body or bodies of persons to be named in that behalf in the said Order (and hereinafter called "the Promoters") to construct and maintain Waterworks and Works connected therewith within the parish of Cuckfield, and the several parishes or places hereinafter mentioned, in the county of Sussex.

The intended Order will confer upon the Promoters power to make and maintain the works hereinafter described, 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:—

No. 1. A well, pumping station, and buildings to be situate on lands in the parish of Westminster, in the county of Sussex, belonging or

reputed to belong to Henry Charles Lane, Esquire, Justice of the Peace, and lying and being on the south side of the public road leading from Clayton to Westmeston at the distance of 18 chains or thereabouts measured in a south-westerly direction from the lime kilns situate and being on the south side of the village of Westmeston aforesaid.

No. 2. A service reservoir to be situate near the said well on lands also belonging or reputed to belong to Henry Charles Lane aforesaid, and a main pipe or conduit to convey the water arising from the said well to the said reservoir.

No. 3. A road leading from the said well and pumping station running in a north-easterly direction therefrom, and terminating at a point in the road leading from the lime kilns aforesaid to the cross roads at Westmeston aforesaid, and situate at a distance of three chains or thereabouts south-east of the said cross roads.

No. 4. A main pipe or conduit commencing at the said service reservoir and passing in a north-easterly direction to the cross roads at Westmeston aforesaid, thence along the public road by Westmeston-place and the National Schools to Ditchling, passing through Ditchling along the said road, and terminating in the said road in the parish of Cuckfield, near the Sussex Hotel, Haywards Heath.

The conduit will pass from, in, through, or into the parishes, townships, and extra-parochial, and other places following, or some of them, that is to say:—Westmeston, Ditchling, Wivelsfield, Keymer, Cuckfield, and Haywards Heath, all in the county of Sussex aforesaid.

No. 5. Mains or branch mains or pipes issuing out of some or one of the mains hereinbefore described, and passing along and under all and any other public roads in the parishes of Cuckfield, Lindfield, Wivelsfield, Westmeston, and the district of Haywards Heath, or some or one of them.

The district for the supply of water and for the general purposes contemplated by the said Provisional Order will include the several parishes and places of Westmeston, Wivelsfield, Cuckfield and Lindfield, and the said district of Haywards Heath, all situate in the county of Sussex.

The Promoters will, by the said Provisional Order, seek power to lay down and maintain conduits, aqueducts, pipes and other works in, under, over, across and along, and to cross, break up, open, alter, divert or stop up, temporarily or permanently, public and private roads, highways, footpaths, streets, pavements, squares, alleys, bridges, public places, railways, sewers, drains and watercourses in the aforesaid parishes and places.

The intended Order will also authorise the Promoters to effect the following objects, or some of them, namely:—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments for the purposes of their Undertaking.

To supply water for domestic, public, trading, 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 thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Order; and to confer other rights and privileges.

The Order will authorise the Promoters to sell

absolutely, or to lease for a term of years or in perpetuity, or let the whole or any part of the Works and Undertaking, and the water connected therewith, to be authorised by the Order.

The Order 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 other powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon Water Companies.

And notice is hereby given, that on or before the 30th day of November, 1887, a plan and section of the proposed works, and a copy of this advertisement, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and also at the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Order when made, may be obtained on application at the office of Mr. John Charles Buckwell, Solicitor, Clyde House, Haywards Heath; and at the office of Mr. William Bell, 27, Great George-street, Westminster, at the price of one shilling for each copy.

All 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 of the Railway Department of the Board of Trade, on or before the 15th day of January, 1888, and a copy of such representation or objection must at the same time be sent to the Promoters through their Solicitors or Parliamentary Agent, on their behalf.

Dated this 21st day of November, 1887.

Boxall and Boxall, 22, Chancery-lane,
London, W.C.,

Agents for

John C. Buckwell, Clyde House, Haywards Heath, and 3, New-road, Brighton,
Solicitor for the Promoters.

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

Board of Trade.—Session 1888.

The Oakham Gas Company, Limited.

(The Maintenance of existing Gas Works; Manufacture and Storage of Gas and Residual Products; Supply of Gas, Fittings, and Apparatus; Limits of Supply; Levying of Rates and Charges; Opening of Streets; Regulation of Capital and Dividends; Incorporation of Acts.)

NOTICE is hereby given, that the Oakham Gas Company, Limited, intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order under the "Gas and Water Works Facilities Act, 1870," for all or some of the following powers, that is to say:—

1. To authorise the Company to maintain, enlarge, alter, and repair the existing gas works and apparatus connected therewith, and to manufacture and store gas, and to manufacture or convert the products resulting from the manufacture of gas, and store the same upon the lands hereinafter described, that is to say, land belonging to the Company and bounded on the west by Cow-lane, on the north by hereditaments belonging to Mr. David Shilton Royce and the Quakers' Burial Ground, on the east by here-

ditaments belonging to Major Charles Cave John Orme and the Quakers' Burial Ground aforesaid, and on the south by the high road leading from Oakham to Braunston, being partly in the parish of Oakham Lord's Hold and partly in the parish of Oakham Dean's Hold with Barleythorpe, all in the county of Rutland.

2. To authorise the Company to supply gas, subject to the provisions of the "Gas Works Clauses Act, 1847," and the "Gas Works Clauses Act, 1871," to all or any parts of the respective parishes of Oakham Dean's Hold with Barleythorpe, Oakham Lord's Hold, Langham, Burley, Eggleton, and Braunston, all in the county of Rutland; and to provide, fix, sell, or let on hire gas fittings, meters, stoves, engines, or other apparatus and things necessary for and incidental to any of the purposes to which gas is applicable, and to levy rents, rates, and charges for the same.

3. To exercise all such powers, rights, and privileges as are necessary for and incidental to the operations of a gas company, that is to say: To open and break up the soil and pavement of the several streets, roads, highways, lanes, passages, bridges, and other places within the parishes, districts, and places aforesaid; and to remove, divert, or alter, either temporarily or otherwise, any sewers, drains, pipes, or other works under the said streets and places so far as may be necessary to enable the Company to lay down, maintain, alter, remove, and repair any mains, valves, syphons, service pipes, and other works therein for the purpose of such supply.

4. To define and regulate the existing capital of the Company, and to raise additional capital by the creation of new, ordinary, or preference shares or stock, and by loan, subject to all such additional shares or stock being sold by auction or by tender.

And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice and a map, showing the land on which the said works are situate, will be lodged at the office of the Board of Trade, Whitehall-gardens, London, and that a copy of the notice and map will, on or before the same day, be deposited for public inspection with the Clerk of the Peace for the county of Rutland, at his office in Oakham aforesaid, and in the Private Bill Office of the House of Commons.

That 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 as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Livesey and Son, 76, Palace-chambers, Westminster Abbey, agents for the promoters, on payment of one shilling for each copy.

All persons desirous of making representations to the Board of Trade, or bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing. A copy of such objections must at the same time be sent to Messrs. Livesey and Son, 76, Palace-chambers, Westminster Abbey, the agents for the promoters, and the objections sent to the Board must state that a copy has been so sent.

The Provisional Order when granted by the Board of Trade will be published in the same local paper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Rutland, at his office aforesaid, and copies will be

supplied to all persons applying for them at the offices, and on the terms before mentioned.

Dated this 16th day of November, 1887.

Robert Harvey, Leicester, Solicitor.

Livesey and Son, 76, Palace-chambers, Westminster; Parliamentary Agents.

Provisional Order.—Session 1888.

Bradford Corporation Tramways.

(Construction of Tramways in the Borough of Bradford; Power to let same on Lease or otherwise; To use Steam or other Mechanical Power or Electricity; To levy Tolls; Incorporation, Alteration, and Amendment of Acts and Provisional Orders.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Mayor, Aldermen, and Burgesses of the borough of Bradford, in the West Riding of the county of York, acting by the Council of the said borough, as the Local Authority of the district of the said borough (hereinafter called "the Promoters"), for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to lay down, construct, and maintain within the said borough, the following street tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith.

All the proposed tramways hereinafter mentioned will be situate wholly in the township of Bradford, in the parish and borough of Bradford, in the said West Riding, and are as follow, that is to say:—

Tramway No. 1, 1 furlong 5·61 chains in length, in the said township of Bradford, commencing by a junction with the existing tramway in Leeds-road, in the said township, at a point 93 feet west of the centre of Vicar-lane, in the said township, and passing thence in an easterly direction along Leeds-road aforesaid, to and terminating by a junction with the existing tramway in Leeds-road aforesaid at a point 33 feet west of the centre of Richard-street, in the said township.

Tramway No. 1A, 3·27 chains in length, in the said township, commencing by a junction with a proposed tramway authorised to be laid in Well-street, in the said township, by the Bradford Corporation Tramways Provisional Order of 1883, and extended by the Provisional Order of 1886, at a point 83 feet west of the centre of Vicar-lane aforesaid, and passing thence in an easterly direction along Well-street and Leeds-road aforesaid, to and terminating by a junction with Tramway No. 1 at a point 70 feet west of the centre of George-street, in the said township.

The total length of the said Tramways No. 1 and No. 1A, both inclusive, is 1 furlong 8·88 chains, which is entirely single line.

And notice is hereby further given, that application will be made in and by the said Order for power and authority to alter the line of tramway now existing in the centre of Leeds-road aforesaid, between Vicar-lane and Richard-street aforesaid, by relaying the same at the southern side of such road, in order the better to facilitate the construction of the above-named lines of Tramway No. 1 and No. 1A.

And notice is hereby also given, that application will be made for power to let such tramways on lease or otherwise, to use steam or other mechanical power or electricity, to levy tolls, to incorporate any of the powers contained in the Tramways Orders; Confirmation (No. 2) Act, 1880;

the Tramways Orders Confirmation (No. 1) Act, 1883; and the Tramways Orders Confirmation (No. 2) Act, 1886; and also to alter and amend the powers contained in the said Tramways Orders Confirmation (No. 2) Act, 1886, so far as relates to tolls, by enabling the lessee or tenant of the tramways thereby authorised to charge the same tolls as are authorised by the Bradford Corporation Tramways Order, 1883.

And notice is hereby further given, that a plan and sections of the proposed tramways and works and a copy of this Notice, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall, Westminster, and also for public inspection with the Clerk of the Peace for the said West Riding, at his office at Wakefield, and with the Clerk of the Peace for the said borough of Bradford, at his office in Bradford, and also with the Promoters, at the offices of the Town Clerk and Borough Surveyor, Town Hall, Bradford, and that a copy of so much of the said plan and sections as relates to each of the parishes and townships from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the parish clerk of each of such parishes, at his residence.

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 them, at the said Town Clerk's said Office.

Every Company, Corporation, public authority, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the 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, 1888, and copies of the said objection must at the same time be sent to the Promoters, at the said Town Clerk's Office; and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of the same has been sent to the Promoters or their agents.

Dated this 22nd day of November, 1887.

Wm. Thos. McGowen, Town Clerk of the said Borough, Solicitor for the Promoters.

Clabon and Parker, 21, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Lloyd's.

(Power to Erect, Maintain, and Work Signal Stations, &c., and Lay Telegraph and other Wires; Power to Take Lands for such Purposes; To enter into Contracts; Amendment of Act; and 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, namely:—

1. To authorise the Society or Corporation of Lloyds, hereinafter called "Lloyd's" (with the sanction of the Board of Trade), to establish and maintain signal stations, and to erect and place signal houses, with all requisite telegraph and telephone wires, posts, works, roads, appurtenances, and appliances at such places on the

coast of Great Britain and Ireland, and the islands appertaining or belonging thereto, as shall be thought expedient and necessary for the preservation of life and property, and also to enable Lloyds to maintain and work such wires, works, and appliances, with their keepers, officers, and servants, and from time to time to remove, alter, or discontinue any such signal stations or houses, and to dispose of the sites thereof.

2. To authorise Lloyd's to place and maintain posts in, or tubes or pipes under, and to lay wires over or under any lands, houses, buildings, or water which may intervene between any such signal station, or signal house and any post office, telegraph station, or public highway, for the purpose of affording or completing means of telegraphic, telephonic, or electrical communication, and to empower Lloyd's to acquire, by compulsion or agreement, and to hold any lands which may be necessary for all or any of the purposes aforesaid.

3. To authorise Lloyd's to take and purchase, by compulsion or agreement, or to acquire easements and rights in and over any lands, or houses, or water, which may be necessary for the purposes aforesaid.

4. To vary or extinguish all rights and privileges, in any manner connected with any lands, houses, tenements, or hereditaments to be acquired under the powers of the Bill.

5. To provide that the powers aforesaid, as to the erection of signal stations or signal houses, and the taking of lands and houses, shall only be exercised (with certain exceptions) by them, with the approval of the Board of Trade, or subject to such restrictions as Parliament may sanction.

6. To alter, amend, extend, and enlarge the powers and provisions of Lloyd's Act, 1871, and to make better provision for the preservation of lives and property and the acquisition and forwarding of early intelligence affecting shipping, commerce, insurance, trade and other matters, and to prevent and punish fraud connected therewith.

7. To enable Lloyd's, and any and every Department of Her Majesty's Government, to enter into contracts and agreements with respect to the acquisition and speedy conveyance of intelligence affecting the War Department, the Admiralty, the General Post Office, and any other part of Her Majesty's Service, and to provide against the misuse of any intelligence during its conveyance or otherwise, and also against the alteration or detention of telegraphic, telephonic, and other messages; and the Bill will authorise similar contracts and agreements to be entered into between Lloyd's and the Trinity House, of Deptford Strond, and others interested in shipping and in the preservation of life, merchandise, and other property and interests.

8. To authorise Lloyd's to apply any of its corporate or other funds for the purpose of carrying out the provisions of the Bill.

9. To confer, if need be, new and enlarged powers on Lloyd's with regard to making and enforcing of bye-laws, rules, and regulations in connection with the objects and purposes of the Bill.

10. To incorporate with and make applicable to the Bill, with or without modification, all or some of the provisions of the Acts relating to the Corporation of the Trinity House of Deptford Strond; the Merchant Shipping Act, 1854; the Public Health Act, 1875; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the

Lands Clauses Consolidation (Scotland) Act, 1845; the Telegraph Act, 1863, or any Act or Acts amending the same.

11. To vary or extinguish any rights and privileges in any way interfering with the objects of the Bill, and to confer other rights and privileges.

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

Dated this 17th day of November, 1887.

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

In Parliament—Session 1888,

Rhondda and Swansea Bay Railway Company. (Extension of Time for Compulsory Purchase of Lands for and Completion of Works authorised by Rhondda and Swansea Bay Railway (Swansea Extension) Act, 1883; Revival of Powers of Rhondda and Swansea Bay Railway Act, 1882, as to Portions of Railway No. 1 thereby authorized; Release and Application of Deposit made in respect thereof; Construction of New Railway and Works; Compulsory Purchase of and other Powers as to Lands, Tolls, &c.; Application of Funds; Facilities by Great Western Railway Company; Running Powers over Portions of the Taff Vale Railway Company's Railways, &c.; Amendment 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 Rhondda and Swansea Bay Railway Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the following objects, or some of them, that is to say:—

1. To extend the time limited by the Rhondda and Swansea Bay Railway (Swansea Extension) Act, 1883 (hereinafter called "the Act of 1883") for the compulsory purchase of lands for and for the completion of so much of the railways and works by that Act authorized as are not open for public traffic, and if and so far as may be necessary to revive the powers granted by that Act for the construction of and compulsory purchase of lands for such railways and works.

2. To revive the powers conferred upon the Company by the Rhondda and Swansea Bay Railway Act, 1882 (hereinafter called "the Act of 1882") for the construction of the following portions of the Railway No. 1 by that Act authorized situate in the parishes of Ystradyfodwg, Glynorrwg, and Llangynwyd, in the county of Glamorgan, and now in course of construction, that is to say:—

(a) So much of the said railway as will lie between its authorized point of commencement as shewn on the plans deposited in November, 1881, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in respect of the application to Parliament for the Act of 1882 (hereinafter called "the plans of 1882"), and the point shown on the plans deposited in November, 1885, at the aforesaid office, in respect of the application to Parliament for the Rhondda and Swansea Bay Railway Act, 1886 (hereinafter referred to as "the Act of 1886") (and which plans are hereinafter called "the plans of 1886"), as the point of termination of the Deviation Railway No. 2 by that Act authorized; and

(b) So much of the said Railway No. 1 as will

lie between the point of commencement of the aforesaid Deviation Railway No. 2, as shewn on the plans of 1886, and the point of termination as shown on those plans of the Deviation Railway No. 1, authorized by the Act of 1886.

Including the powers for the compulsory acquisition of and dealing with lands and property required for the purposes of the said portions of railway, or either of them, the levying and recovery of tolls, rates, and charges thereon, and all other powers relating thereto, and to empower the Company to construct such portions of railway, and all works connected therewith, in accordance with the plans and sections to be deposited as hereinafter mentioned, and as regards the last-named portion of railway, on different levels from those authorised by or under the Act of 1882.

3. To discharge and relieve the Company from any penalties, liabilities, and obligations which they have incurred or may hereafter incur, by reason of the non-completion of the said portions of railways authorised by the Act of 1882, or either of them, within the period by that Act limited in that behalf.

4. To provide, if thought fit, that the money deposited with the Chancery Division of the High Court of Justice in England, and remaining as security for the completion of the railways authorised by the Act of 1882, or some portion of that money, shall remain as a security for the completion of the said portions of railway, the powers to construct which are proposed to be revived by the Bill, or shall be repaid to the depositors thereof, or to make such other provision as to the application, or for the payment out of court of the said money, or some part thereof, as may be deemed expedient.

5. To enable the Company to make and maintain with all necessary and convenient viaducts, tunnels, rails, sidings, junctions, turntables, stations, approaches, roads, buildings, yards, machinery, and other works and conveniences, the railway and works hereinafter mentioned, or some part or parts thereof, all in the county of Glamorgan, that is to say:—

A railway wholly situate in the parish of Ystradyfodwg, commencing by a junction with the railway of the Company now in course of construction at or near the point shown on the plans of 1882, as denoting the distance of one mile from the commencement of the Railway No. 1 authorised by that Act, and terminating by a junction with the Blaenrhondda Branch Railway of the Taff Vale Railway Company (otherwise known as the Rhondda Valley and Hirwain Junction Railway) at a point thereon 38 chains or thereabouts, measured in a northerly direction along such railway from the point where it crosses on the level the public road leading from Treherbert to Blaenycwm; and

A diversion wholly in the parish of Ystradyfodwg aforesaid, of the public road leading from Treherbert to Blaenycwm, such diversion to commence at a point 2 chains or thereabouts, measured in an easterly direction along the said road from the level crossing thereover of the said Blaenrhondda Branch of the Taff Vale Railway (otherwise the Rhondda Valley and Hirwain Junction Railway), and to terminate at a point on the said road 9 chains or thereabouts, measured in a south-easterly direction along

the said road from the point of commencement above described of the said intended diversion.

A diversion wholly in the parish of Llangynwyd, of the public road numbered 27 in that parish on the plans of 1886, such diversion to commence at a point 1 chain or thereabouts, measured in a southerly direction along the said road from the centre of the bridge carrying the same over the Llynvi and Ogmores Railway of the Great Western Railway Company to the east of the Cymmer Station and to terminate at a point in the public road numbered on those plans 37 in the said parish of Llangynwyd 2½ chains or thereabouts measured, in a southerly direction along that road from the centre of the bridge carrying the same over the said Llynvi and Ogmores Railway near Cymmer.

6. To empower the Company to stop up and extinguish all rights of way and other rights over or affecting so much of the aforesaid public roads as will be rendered unnecessary by the intended diversions thereof respectively.

7. To vest in the Company or in adjoining owners, or partly in the Company and partly in such owners, the site and soil of all roads which the Company may, under the powers of the intended Bill, be authorised to stop up.

8. 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 of such works shown on the sections hereinafter mentioned, and whether in either case within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

9. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, wires, telegraph and electric apparatus, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes aforesaid, or either 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.

10. 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 railway and works and of the Bill, and in addition thereto to purchase and take by compulsion or agreement (a) Certain lands in the said parish of Ystrad-y-fodwg, lying between the Rhondda Fawr Branch Railway of the Taff Vale Railway Company, and the main public road leading from Pontypridd to Treherbert and Blaen-y-cwm, and immediately to the westward of the railway which connects the Rhondda Merthyr Colliery with the said Branch Railway; and (b) Certain lands in the said parish of Llangynwyd adjoining and on the north side of the existing railway of the Company, and numbered in the said parish 57 to 67 (inclusive) on the plans of 1882. And notwithstanding anything in 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, and hereditaments so purchased or taken.

11. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway, and upon the railways and portions of railways, stations, junctions, and works which it is proposed to authorise the Company to run over and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be levied thereon, or in respect thereof, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties respectively leviable by the Company.

12. To extend the time limited by the Lands Clauses Consolidation Act, 1845, for the sale of lands not actually required by the Company for the purposes of their undertaking, and to enable the Company to hold and to let or otherwise dispose of lands or any interest therein, and to purchase by agreement further lands for the purpose of their undertaking.

13. To require the Great Western Railway Company to allow the use of, and to afford facilities for the bringing into use of the junction of the Railway No. 3 authorised by the Act of 1886 with the Llynvi and Ogmores Railway of the Great Western Railway Company, and for the construction of all necessary works in connection therewith, and the purchase or appropriation of land therefor, and, if necessary, in that behalf to amend or repeal any of the provisions of section 13 of the Act of 1886.

14. To empower the Company and any company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description

So much of the railways of, or leased to, or worked by the Taff Vale Railway Company as lies to the north-westward of and including the Treherbert Station of that Company, or some part or parts thereof respectively.

Together with all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, weighing machines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, and to enable the Company to execute and do on the said railways all such works, matters, and things as may be necessary or expedient for facilitating the exercise of such running powers as aforesaid.

15. To enable the Company, for the purposes of the proposed railway and works, and for all or any of the purposes of the Bill, and for the general purposes of the Company, to apply their corporate funds and revenues.

16. To vary and 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): 6 Will. IV,

cap. 82, and any other Act or Acts relating to the Taff Vale Railway Company or their undertaking; the Act of 1882, the Act of 1883, the Rhondda and Swansea Bay Railway Act, 1885, and the Act of 1886, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the said portions of railway, powers to construct which are proposed to be revived by the Bill, and of the new railway and 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 or under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands intended to be taken compulsorily for the purposes of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof at his residence.

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 18th day of November, 1887.

Stricks and Bellingham, Swansea, Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1888.

South Eastern and London, Chatham, and Dover Railway Companies (Arbitration).

(Adjustment and Settlement of Claims; Disputes, Accounts, and Differences, &c., between South Eastern and London, Chatham, and Dover Railway Companies under Continental Traffic Agreement; Provisions for Reference to Arbitration; Constitution of Court of Arbitration and Powers thereto; Power to such Court to make and enforce award, &c., and to Amend or Rescind Agreements; Incorporation and Amendment of Acts, &c.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes:—

To make provision for the settlement of all claims, questions, and differences between the Company and the London, Chatham, and Dover Railway Company (in this notice called "the two Companies") now subsisting or hereinafter arising under or as to the validity, force, effect, or infringement of any agreement or agreements made, or purporting to have been made, between the two Companies for the division of Continental and other traffic, or as to the traffic which is embraced by or included therein, or which is claimed or alleged to be divisible thereunder, and the conduct, control, management, and working of such traffic or any part thereof by the two Companies respectively, and to provide for the adjustment, settlement, or arrangement of all accounts, claims, and demands between the two

Companies in anywise relating to such traffic, and the apportionment or division of the receipts of both or either of the two Companies arising thereunder or relating thereto.

To make such provision for effecting the objects and purposes aforesaid by means of arbitration as may be prescribed by the intended Bill, and to authorise and, if need be, require the two Companies or either of them to submit such claims, questions, and differences to arbitration as may be provided by the said Bill.

To make such provision for the constitution of a Court of Arbitration and for empowering the said Court to deal with, determine, and settle such questions, differences, and claims as the Bill may prescribe or Parliament may determine, including the power to alter, vary, annul, or rescind upon such terms and conditions in all respects as the said Court may determine, and impose any such agreement or agreements as aforesaid, and to enable the said Court if necessary to empower and require the two Companies to make and execute other agreements in lieu and substitution thereof, and to confer and impose upon such Court of Arbitration such powers, rights, and authorities as may be necessary or expedient for enabling the said Court to finally determine the questions, differences, matters, and claims, or any of them, referred to the said Court by or under the intended Act, and for fully and effectually carrying into effect the objects and purposes aforesaid, and to empower the said Court to take evidence on oath and otherwise, and to determine by whom and in what proportion the costs of all or any reference and proceedings before the said Court, and of any award to be made by the said Court (including the fees and charges of such Court) shall be borne and paid, and to empower the said Court to make and enforce rules, regulations, and orders as to the procedure under the intended Act, and as to all other matters and things relating to the matters referred to the said Court.

To provide for giving effect to the award or awards or other decision of the said Court, and for making the same final and without appeal, and binding and conclusive upon the two Companies or either of them, and for the observance, performance, and fulfilment in all respects of the terms and conditions of such award or awards or other decisions as aforesaid, and for enforcing the same, and for conferring and imposing upon the two Companies, or either of them, all such powers, rights, duties, authorities, and obligations as may be needful for giving effect thereto, and to provide that from the passing of the intended Act all civil jurisdiction by or of any Court of Judicature in respect of the matters or things referred to the said Court, and all powers and means of enforcing such jurisdiction shall cease to be exercisable.

To provide that the intended Act shall have no force or effect unless both Companies agree to avail themselves of the powers or any of them thereby conferred.

The Bill will or may incorporate with itself for the purposes thereof, or make applicable thereto with or without amendment or alteration, all or some of the provisions of the Railway Companies Arbitration Act, 1859, and of any other Acts relating to arbitration; and the Bill will or may contain such other provisions as may be expedient or useful for carrying out and giving effect to all or any of the objects and purposes specified in this notice or which may be specified in or provided for by the Bill.

The Bill will or may vary and extinguish

existing rights and privileges and confer other rights and privileges.

The Bill will also alter, amend, or repeal, so far as may be necessary for its purposes, the local and personal Acts following: 6 William IV, cap. 75, and all other Acts relating to the South Eastern Railway Company; the 16th and 17th Vict., cap. 132, "The London, Chatham, and Dover Railway (Kent Lines) Act, 1865," and all other Acts relating to the London, Chatham, and Dover Railway Company.

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 17th day of November, 1887.

W. R. Stevens, 6, St. Thomas-street, S.E.,
Solicitor for the Bill.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, S.W.

C. E. Mortimer, 22, Abingdon-street, S.W.,
Parliamentary Agents.

In Parliament.—Session 1888.

City of London (Fire Inquests).

(Powers, Jurisdiction, and Regulation of Proceedings of the Coroner of the City of London; Defining and Conferring Additional Powers with regard to Fire Inquests, &c.; Finding of Verdicts; Inspection of Premises; Amendments of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor and Commonalty and citizens of the City of London (who are herein referred to as "the Corporation"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act for effecting the following objects and purposes, or some of them (that is to say):—

1. To define, and, if need be, to extend and determine the jurisdiction, powers, rights, duties, and authority, and to regulate the proceedings of the Coroner of the City of London, and the liberties thereof, and to enable the Coroner or his deputy (hereinafter included in the words "the Coroner"), to hold inquests upon the occurrence of fires and injury resulting therefrom, and to inquire into their origin, and to empower the Lord Mayor of the City of London, the Lord Chief Justice of England, or one of Her Majesty's principal Secretaries of State, or such other body or person as the Bill may provide, to order such inquests to be made.

2. To confer upon the Coroner all jurisdictions, authorities, powers, duties, and obligations with respect to such fire inquests, and the appointment of a deputy, as he now has with regard to inquests upon view of a dead body, and to enable him to fully exercise such powers, and the Bill will or may provide for the summoning of jurymen, and will or may prescribe as to their qualification and attendance.

3. To empower the Coroner and the jury, or any or either of them, to enter on and view, with or without notice, any premises or places within the said City and liberties thereof where fires have happened, or may be suspected to have originated, and for this purpose to have access through other and any premises, with or without notice.

4. The Bill will or may provide for the finding of a verdict of arson or other verdict by the Coroner's jury, and will or may provide that such verdict shall have the force and effect of an indictment, and will or may regulate and prescribe the method of taking depositions at inquests.

5. To alter, extend, amend, and enlarge, and, if need be, to repeal some of the powers and provisions of the following Acts, namely:—25 Geo. II., cap. 29; 7 and 8 Vic., cap. 92; 50 and 51 Vic., cap. 71; and any other Acts or charters which would interfere with carrying into effect the objects and purposes of the Bill.

6. The Bill will vary and extinguish any rights and privileges which would interfere with the objects of the intended Act, and may confer, vary, and extinguish other rights and privileges.

Printed copies of the proposed 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 28th day of October, 1887.

G. Prior Goldney, Remembrancer, Guildhall, E.C.

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

In Parliament.—Session 1888.

Metropolitan Board of Works (Local Management, &c.).

(Powers to Metropolitan Board Regulating the Laying of Mains and Pipes; Formation of New Streets; Building Materials; Buildings; General Line of Buildings in Streets; Further Powers to Vestries and District Boards of Works; Paving and Repair of Streets; Prevention of Nuisances; Purchase of Land for Wharves and Street Widening; Hoardings; Demolition of Buildings; Power to Metropolitan Board for Altering Wards in Parishes.)

NOTICE is hereby given that the Metropolitan Board of Works (hereinafter called "the Metropolitan Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes:—

To confer upon the Metropolitan Board and upon the Vestries of Parishes named in Schedule A, and the District Boards of Works named in Schedule B to the Metropolis Management Act, 1855, further powers to control and regulate the laying within their respective districts of mains and pipes for water or gas, or hydraulic power purposes, and to exempt such Vestries and District Boards from liability for damage or injury to such mains and pipes not laid in accordance with their regulations.

To confer on the said Boards and Vestries further powers with reference to the formation of streets and roads, and to prevent the removal of gravel or other subsoil in the formation thereof, and the substitution of other material otherwise than in accordance with bye-laws and regulations to be made by the said Boards and Vestries.

To confer on the Board further powers as to the regulation and control of making new streets and buildings, and materials for building, for prevention of improper building or materials, for the prevention of buildings projecting beyond the building line, the removal and pulling down of irregular buildings and structures.

To provide for appeals against decisions of the Superintending Architect as to general line of building in streets.

To confer further powers on the Vestries and District Boards of Works in the Metropolis as to the following matters:—Streets, footways, paving new streets and footways, including cases where streets or houses therein are partly in one parish and partly in another, or others, whether within or without the Metropolis, and as to the apportionment and recovery of the expenses thereof from owners or occupiers. Prevention of nuisances and removal

of offal or offensive matters in streets and public places. Acquiring land by agreement or compulsorily for wharf accommodation. For repairing roadways and new streets temporarily, and watering or executing works therein, without prejudice to their power of subsequently requiring them to be paved and made up.

To require proper hoardings to be erected for the safety of passing traffic before demolition of buildings is commenced, and to purchase land and property for widening and improvement of streets, and to compel the concurrence of owners of reversionary terms and interests in lands and property required for those purposes.

To confer further powers on the Board for lending money to Vestries and District Boards of Works for street paving and other like purposes.

To confer further powers on the Board for altering the Wards of Parishes in the Metropolis, and for forming portions of Parishes into Wards.

To impose penalties for offences against the provisions of the intended Act, and to authorise and provide for the recovery thereof.

Dated this 9th day of November, 1887.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

Local Government Board.—Session 1888.

Wilton Corporation Gas (Provisional Order).

(Purchase of the Works and Property of the Wilton Gas, Coke, and Coal Company; Confirmation of Agreements respecting the same; Maintenance of Works; Manufacture and Storage of Gas, and Residual Products; Additional Lands; Limits of Supply; to Supply and Fix Meters and Fittings; Borrowing of Money; Levying of Rates and Charges; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Wilton, in the county of Wilts, (hereinafter called "the Corporation"), intend pursuant to the Public Health Act, 1875, to apply to the Local Government Board, on or before the 23rd day of December next, for a Provisional Order, subject to the provisions of the Gas and Water Works Facilities Act, 1870, for the following, or some of the following powers, that is to say:—

To empower the Corporation to purchase, acquire, and hold, and the Wilton Gas, Coke, and Coal Company (hereinafter called "the Company"), to sell the undertaking, lands, works, mains, pipes, plant, and other property and effects of the Company, or some part or parts thereof respectively (hereinafter referred to as, and included in the expression, "the undertaking").

To confirm any agreement already made, or hereafter to be made, respecting the purchase of the undertaking by the Corporation, or by any person on their behalf, pending the confirmation of the said Order.

To authorise the Corporation, upon the lands hereinafter described, to maintain and continue, and from time to time to enlarge, alter, and repair the existing works of the Company, for the manufacture and storage of gas, and the residual products arising from such manufacture, and the machinery and apparatus connected therewith, and to manufacture and store gas, and to convert and manufacture all the products resulting from the manufacture of gas, that is to say:—

A piece of land, containing 2 roods, 25 perches, now belonging to and in the occupation of the Company, situate in the parish of South Newton, in the county of Wilts, bounded on the north by land belonging to the Great Western Railway Company, on the south by the garden wall of the Wilton Union Workhouse, on the east by an ancient road called Kingway, and on the west by the garden ground attached to the said workhouse.

To authorise the Corporation to purchase by agreement, or to take on lease, for the general purposes of their gas undertaking, other than the manufacturing or storing of gas, or of residual products, such other lands as may hereafter be required, subject to such regulations and conditions as may be defined by the said Order.

To supply gas in the parishes of Wilton, Burcombe, Fugglestone St. Peter, and South Newton, all in the county of Wilts, and to supply and fix meters and fittings for the use of gas, within the said parishes, and to exercise all such powers as are necessary for and incidental to the supply of gas in such parishes, and to sell and deal in coal, and also in coke, culm, tar, oil, ammonical liquor, and other residual products and things.

To levy rates and charges for the supply of gas, and for the hire or use of meters and fittings within the said parishes, and to vary and extinguish all rights and privileges, if any, inconsistent with or which would interfere with, or impede the object of the said Order.

To borrow money for the purposes of the said Order, upon the security of the revenues derived from the undertaking, and the general district rates, and all or any other rates or property of the Corporation.

The said Order will incorporate with itself the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1847, Amendment Act, 1871, or so much thereof as is applicable to the case of a local authority supplying gas.

And notice is hereby further given, that on or before the 30th day of November, 1887, a copy of this notice, as published in the London Gazette, and a map or plan of the lands proposed to be used for the manufacture of gas, or of residual products arising from the manufacture of gas, will be deposited at the offices of the Local Government Board, Whitehall, and for public inspection with the Clerk of the Peace for the county of Wilts, at his office in Marlborough, in the said county.

On and after the 23rd day of December, 1887, printed copies of the draft Provisional Order, as deposited at the offices of the Local Government Board, can be obtained at the price of one shilling each, by all persons applying for the same at the office of the Town Clerk at Wilton, and at the offices of Messrs. Lewin, Gregory, and Anderson, 24, King-street, Westminster.

Any company, corporation, or person, desirous of making any representation to the Local Government Board, or of bringing before them any objections respecting this application, may do so by letter, addressed to the Secretary of the Local Government Board, Whitehall, London, to be lodged with the said Board on or before the 15th day of January next ensuing, and copies of such objections must at the same time, be sent to the Corporation, at the office of the Town Clerk in Wilton.

In forwarding such objections to the Local Government Board, the objectors or their agents must state that a copy of the same has been so forwarded to the Corporation.

And notice is hereby further given, that printed copies of the said Provisional Order, when made by the Local Government Board, will be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office in Marlborough, and printed copies thereof will be supplied to all persons applying for the same at the aforesaid offices of the Town Clerk, and Messrs. Lewin, Gregory, and Anderson, at the price of one shilling for each copy, or at such price as the Local Government Board may direct.

Dated this 10th day of November, 1887.

Henry J. King, Town Clerk, Wilton.

Lewin, Gregory, and Anderson, 24, King-street, Parliament-street, Westminster, London, Parliamentary Agents.

In Parliament.—Session 1888.

Uckfield Water.

(Incorporation of Company; Powers to Supply Water in the Parish of Uckfield, in the County of Sussex; Construction of Works; Powers to Manufacture and Provide Meters, Pipes, Fittings, and Appliances; Agreements with and Powers to Sanitary Authorities, Companies, Bodies, and Persons; 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 for all or some of the following among other purposes, that is to say:—

1. To incorporate a Company (hereinafter called "the Company"), and to confer upon the Company all or some of the powers hereinafter mentioned, that is to say:—

2. To supply with water for public and private purposes the whole or any part of the parish of Uckfield, in the county of Sussex.

3 To make and maintain the works hereinafter described, or some of them, that is to say:—

(a.) A well and pumping station to be situate in the said parish of Uckfield, in the north-western portion of a field lying and being on the eastern side of King's Head-lane and the southern side of Brown's-lane, and adjoining those lanes at or near the junction thereof, and numbered 251 on the $\frac{1}{2500}$ Ordnance map of the said parish of Uckfield.

(b.) A service reservoir to be situate in the parish of Buxted in the said county, in a field lying and being on the north side of and adjoining Brown's-lane, and numbered 1334 on the $\frac{1}{2500}$ Ordnance map of the said parish of Buxted, at or near the southern boundary of the said field, and 170 yards or thereabouts measured in an easterly direction from the point where the said Brown's-lane joins the high road from Uckfield to Maresfield, and 23 yards or thereabouts measured in a northerly direction from Brown's-lane.

(c.) An aqueduct, conduit, or line of pipes commencing at the intended well and pumping station, and terminating in the intended reservoir, and to be wholly situate in the said parishes of Uckfield and Buxted.

(d.) All necessary and proper embankments, walls, filtering beds, softening tanks, dams, drains, sluices, catchpits, conduits, culverts, channels, bye-washes, weirs, wells, stand-pipes, tanks, engines, buildings, mains, pipes, machinery, appliances, roads, approaches, and other works and conveniences.

4. To take, collect, divert, impound, appropriate and use all underground springs, streams and

waters on or near the site of the intended works, or which can or may be taken or abstracted by means of the said works or any of them, or which may be found in or under or near any of the lands to be acquired under the powers of the Bill.

5. To purchase by compulsion or agreement, and acquire, and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments within the parishes mentioned in this Notice, or either of them, which may be required for the purposes of the intended works, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

6. To deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned or as may be provided by the Bill, and to deviate vertically to any extent from the levels of those works as shown upon the sections hereinafter mentioned.

7. To cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, pipes, sewers, drains, rivers, streams, brooks, watercourses, in the parishes before mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

8. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

9. To supply water by measure and to manufacture, purchase, sell, let, or provide on hire, lay down and fix meters, fittings, pipes, cisterns, apparatus, appliances, articles and things, and to levy and recover rates, rents, charges, and payments for the same.

10. To make effectual provision for the protection of the works and property of the Company, and for preventing the waste, fouling, misuse and undue consumption of their water, and for defining and regulating the supply of water by them, whether by meter or otherwise, and the terms and conditions of such supply.

11. To enable the Company, on the one hand, and any local or sanitary authority, company, corporation, public body, officers or persons, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company both within and beyond their limits of supply to any such local or sanitary authority, company, corporation, public body, officers or persons, of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorise any such local or sanitary authority, corporation, company, public body, officers or persons respectively, to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

12. To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges,

13. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869"; "The Waterworks Clauses Acts, 1847 and 1863"; and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

14. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

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, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees and occupiers of the lands to be taken compulsorily under the powers of the Bill, 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 Sussex, at his office at Lewes, and with the respective Parish Clerks of the said parishes of Uckfield and Buxted, at their respective residences, and

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

Dated this 14th day of November, 1887.

Langham and Son, Uckfield and Eastbourne, Solicitors.

John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1888.

North Staffordshire Water.

(Incorporation of Company; Construction of Works; Limits of Supply; Power to supply Water in Bulk beyond limits; Power to levy Rates; Agreements with Local and Sanitary Authorities, &c.; Repeal of portion of Section 57 of Stafford Corporation Act, 1880; Amendment of Acts, &c.)

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 purposes following, that is to say—

To incorporate a Company (hereinafter referred to as "the Company") and to authorise the Company to supply water for all purposes within the parishes, townships, extra parochial and other places following, all in the county of Stafford, that is to say: Stone, Moddershall, Kibblestone, Walton, Great Aston, Barston and Stoke, Little Aston, Yarlett, Whitgreave, Marston, Cresswell, and Tillington, Weston-upon-Trent, and Sandon, and so much and such parts of the parishes of St. Mary and St. Chad as are not situate within the municipal boundary of the borough of Stafford.

To authorise the Company to make and maintain all or any of the works situate wholly in the county of Stafford hereinafter described, that is to say:—

(1.) A shaft or well together with all necessary adits, drifts, and other works connected therewith (hereinafter referred to as Work No. 1) situate wholly in the township of Moddershall, in the parish of Stone, in the south-west corner of a field or wood known as Moddershall Oaks, at a point thereon 25 yards or thereabouts east of the north end of the Moddershall Millpool.

(2.) An aqueduct, conduit, or line of pipes (hereinafter referred to as Work No. 2) situate in the townships of Moddershall, Kibblestone, Stone, and Walton, all in the parish of Stone, commencing by a junction with Work No. 1, and terminating at the township boundary line of Walton, at a point in the public highway leading from Stone to Stafford, distant 320 yards or thereabouts south-east of the south-east side of the entrance gates of the drive to the residence known as "The Brooms."

(3.) An aqueduct, conduit, or line of pipes (hereinafter referred to as Work No. 3) situate in the townships of Great Aston, Burston and Stoke, and Little Aston, in the parish of Stone, and the townships of Yarlett, Marston, and Whitgreave, in the parishes of St. Mary and St. Chad, commencing by a junction with Work No. 2, at its point of termination, and terminating at a point in the public highway leading from Stone to Stafford, 660 yards or thereabouts south of the south side of the Greyhound public house.

(4.) A covered service reservoir (in this section referred to as Work No. 4) situate wholly in the township of Marston, in the parishes of St. Mary and St. Chad, including all necessary pipes and connections with the Work No. 3 and Work No. 5, to be formed partly by excavation, and partly by embankment, and occupying a square space of one and a half acres in area or thereabouts in a field numbered 40A on the $\frac{1}{6250}$ scale Ordnance map, and situate on the south-east side of the public highway leading from Stone to Stafford.

(5.) An aqueduct, conduit, or line of pipes (hereinafter referred to as "Work No. 5"), situate wholly in the parish of Cresswell, and in the townships of Marston, Whitgreave, and Tillington, in the parishes of St. Mary and St. Chad, commencing by a junction with Work No. 3 as its point of termination, and terminating at a point in the public highway leading from Stone to Stafford, 250 yards or thereabouts north-west of the south-east corner of the "Antelope Inn."

To empower the Company to construct and maintain in the parishes, townships, and places aforesaid, approaches, roads, and ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and all other works and appliances and conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, storing, purifying, and distributing the water so to be collected and distributed.

To empower the Company to purchase and take compulsorily or by agreement lands, houses, mills, springs, streams, wells, waters, weirs, dams, and other property for the purposes of the intended works, and also to take and acquire way-leaves, water-leaves, and easements, in and over the same, and to confer, vary, or extinguish any rights, easements, or privileges connected therewith, or which would in any way interfere with the objects and purposes of the Undertaking.

To empower the Company to deviate in the construction of the intended works laterally and vertically to the extent to be shewn on the plans and sections to be deposited as hereinafter mentioned or to be defined in the intended Act.

To authorise the Company to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under,

across, and over public highways, streets, roads, streams, canals, paths, and railways, and for the purposes of the intended Act to break up, cross, alter, divert, stop up (either permanently or temporarily), and interfere with any roads, streets, highways, footways, bridges, canals, towing-paths, railways, sewers, drains, streams, brooks, watercourses, and telegraph or telephone wires, mains, and pipes, and to appropriate the soil and surface of the streets, highways, roads, and paths stopped up or disused.

To make provision for or with respect to the waste, misuse, undue consumption or contamination of the water to be supplied by the Company, and as to the fittings to be used for the purposes of such supply, and for the protection of the works, fittings, property, and water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses in the use of water, and to empower the Company from time to time to make, vary, and rescind bye-laws, rules, and regulations for or with respect to such matters, and to impose and recover penalties for the breach or non-observance of any such bye-laws, rules, or regulations, or any of the provisions of the intended Act, and to empower the Company and their officers to enter any premises for the time being supplied with water by the Company, or in which any pipes or fittings for such supply are situate, and to repair, replace, or remove any such pipes or fittings, and to empower the Company to make, supply, and let on hire water meters and fittings.

To empower the Company to make, demand, take, and recover rates, rents, and charges in respect of the supply of water, water meters, and fittings, and to grant exemptions therefrom, and to enter into and carry into effect special contracts for the supply of water in bulk or otherwise, with any Corporation, urban or rural sanitary authority, and any railway company, and any other companies, bodies, or persons, whether within or beyond the limits of supply, and to vary or rescind any such contracts; and the intended Act will confer all necessary powers in that behalf upon all such authorities, bodies, and persons, and will enable them to raise or apply for the purposes of such contracts the necessary funds and levy the necessary rates.

To repeal so much of Section 57 of the Stafford Corporation Act, 1880, as includes the parishes or places of Stone, Weston-upon-Trent, and Sandon, within the limits within which the Corporation of Stafford may supply water.

To incorporate the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands.

To alter, amend, vary, or to repeal some or any of the provisions of the following Acts local, viz., the Stafford Corporation Act, 1876, and the Stafford Corporation Act, 1880.

Duplicate plans and sections of the proposed works, and of the lands and other property in or through which the same will be made, or which may be required for the purposes thereof, together with a book of reference to the 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 at the office of the Clerk of the Peace for the county of Stafford at his office at Stafford, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended works are intended to be made, and also a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant

be also deposited with the parish clerk of each such parish at his usual 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 16th day of November, 1887.

H. W. Stanbury, Albion-place, Hanley,
Staffordshire, Solicitor;
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Thames Tunnel (Blackwall.)

(Alteration in line of Tunnel; New Tunnel in substitution for authorised Tunnel; Purchase of Land and Easements; Amendment of Act.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are in this Notice referred to as the Board) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes—

To authorise the Board to alter the line of tunnel under the River Thames, authorised by the Thames Tunnel (Blackwall) Act, 1887, and to authorise and empower the Board to make and maintain instead of that tunnel a tunnel on the western side thereof.

The alteration will commence at a point on the line of tunnel or subway authorised by the said Act (as shown on the plans deposited in relation thereto in November last with the Clerks of the Peace for the counties of Middlesex and Kent) at or near Norfolk-street, in the parish of All Saints', Poplar, and county of Middlesex, and will terminate at a point on the line of the Road A authorised by the said Act (as shown on the said plans), at a point between Ordnance-road and Blackwall-lane about 100 yards to the southward of the "Ordnance Arms" public house, in the parish of Greenwich and county of Kent

To confer upon the Board all the powers for making and maintaining the tunnel as proposed to be altered, which they have under the said Act with respect to the tunnel and the works thereby authorised, and to make applicable to the altered tunnel all the powers and provisions of the said Thames Tunnel (Blackwall) Act, 1887, or such of them as the Board may think proper.

To confer further powers upon the Board as to the formation of the footway under the River Thames, and the making of approaches thereto.

To enable the Board to purchase or acquire by agreement or compulsion the land and buildings necessary for the proposed alteration, and to abandon so much of the tunnel and works authorised by the said Act as will become unnecessary by reason of the alteration.

To enable the Board to purchase and acquire compulsorily an easement or right of constructing the said altered tunnel under land and buildings without purchasing the same, and to enable the Board to purchase so much only of any property as may be required for the purposes of the altered tunnel and works, and to exempt the Board from the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, and from the provisions of the said Act with respect to the sale of superfluous lands.

To amend or repeal any of the provisions of the Thames Tunnel (Blackwall) Act, 1887, so far as may be expedient for the purposes aforesaid.

Duplicate plans and sections describing the line, situation, and levels of the proposed alteration, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, E.C., and with the clerk of the peace for the county of Kent, at his office at Maidstone.

And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes hereinafter mentioned, together with a copy of this notice, will be deposited as follows:—

So far as relates to the parish of All Saints', Poplar, with the Clerk to the Board of Works for the Poplar district, at his office at the Town Hall, 117, High-street, Poplar, E.

So far as relates to the parish of Greenwich, with the Clerk to the Board of Works for the Greenwich district, at his office at the Town Hall, 141, Greenwich-road, S.E.

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

Dated this 9th day of November, 1887.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, S.W.

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

In Parliament.—Session 1888.

Buenos Ayres and Ensenada Port Railway Company (Limited).

(Further Provisions as to Arrears of Dividends on Certain Preference Shares; Increase of Capital; Conversion of Shares into Stock; Consolidation of Shares or Stock; Provisions as to Rights of Shareholders in the event of Sale of Undertaking; Amendment of Memorandum and Articles of Association, and of Act of 1884.)

NOTICE is hereby given, that the Buenos Ayres and Ensenada Port Railway Company (Limited) (hereinafter called "the Company"), intend to apply to Parliament in the next Session for an Act for the following purposes, or some of them, that is to say:—

1. To make further provision with reference to the extinction of the arrears of dividend on certain preference shares of the Company, and to require the holders of such shares to accept the increased dividend authorised by the Buenos Ayres and Ensenada Port Railway Company's Act, 1884, with and subject to the terms and conditions therein provided, or otherwise, as may be prescribed by the intended Act.

2. To empower the Company to increase their capital and to raise further money for all or any of the purposes of or to be authorised by the intended Act, and for the general purposes of the Company by the creation and issue of new ordinary and preference shares and stock, with such rights or privileges attached thereto as the intended Act may prescribe, and by borrowing, and by the creation of debenture stock, or by any of such means.

3. To convert into stock all or some of the preference and ordinary shares of the Company.

4. To make provision with reference to the consolidation, conversion, or exchange of all or some of the preference and ordinary shares or stock of the Company into or for shares or stock of the same or other denominations, and having the same or such other rights and privileges as may be prescribed or provided for by the intended Act.

5. To prescribe and declare, and, if necessary, alter the rights of the holders of the several classes of shares and stock in the capital of the Company, as between themselves, in the event of a sale or transfer of their undertaking.

6. To alter and amend or repeal the Memorandum and Articles of Association of the Company and the said Act of 1884 to such an extent and for such purposes as may be prescribed or authorised by the intended Act.

7. To alter, vary, or extinguish any existing rights or privileges which would or might impede or interfere with the objects or purposes of the intended Act, or which it may be necessary to alter, vary, or extinguish in giving effect thereto, and to confer other rights and privileges.

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, 1887.

Dated this 18th day of November, 1887.

Bircham, Drake, and Co., 50, Old Broad-street, London, Solicitors.

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

In Parliament—Session 1888.

Mersey Railway.

(Abandonment of Railways Nos. 3 and 4, authorised by the Mersey Railway Act, 1887; Release of portion of Deposit; Repeal of Agreements with London and North Western and Great Western Railway Companies, and Corporation of Birkenhead, scheduled to Act of 1887; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Mersey Railway Company (hereinafter called "the Company") for an Act for the purposes following (that is to say):—

To authorise the Company to abandon and relinquish the construction of Railways Nos. 3 and 4, described in and authorised by the Mersey Railway Act, 1887, and to provide for the release of the Parliamentary deposit applicable to those railways, and to cancel and rescind all contracts and agreements in relation thereto, and particularly the Agreements contained in the first and third Schedules to the said Act of 1887, and confirmed by that Act.

The intended Act will vary or extinguish all rights and privileges which may interfere with its objects, and it will amend, enlarge, or repeal, some of the powers and provisions of the Mersey Railway Acts, 1866, 1871, and 1887, and any other Act or Acts relating to or affecting the 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 17th day of November, 1887.

Baxters and Co., 5 and 6, Victoria-street, Westminster. }
Gill, Archer, and Maples, 14, } Solicitors.
Cook-street, Liverpool. }

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

In Parliament.—Session 1888.

Manchester Ship Canal.

(Purchase of Additional Lands in the Parishes of Eastham and Frodsham in Cheshire, compulsorily and by agreement; Application of Funds; Incorporation of Acts; Repeal and Amendment of Acts.)

IT is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To enable the Manchester Ship Canal Company (herein referred to as "the Company") to purchase, compulsorily or by agreement, the following or some of the following lands, all in the county of Chester, or some part or parts thereof respectively, that is to say:—

(1) Certain lands (including in the word "lands" where used in this notice, houses, buildings, and other property) partly in the township of Eastham and partly in the township of Hooton, both in the parish of Eastham, belonging, or reputed to belong, to Richard Christopher Naylor, and included in a line drawn from the southern end of Eastham Pier, along the edge of the cliff and the flood bank on the southern side of the estuary of the River Mersey, to the northern corner of the Sea Rough Wood, and thence in a westerly direction for a distance of about three furlongs and six chains, and thence in a straight line in a northerly direction to the said southern point of Eastham Pier.

(2) Certain lands in the township of Netherpool, in the said parish of Eastham, belonging, or reputed to belong, to the said Richard Christopher Naylor, bounded on the north by the line of high water of ordinary spring tides, on the west by the boundary between the said townships of Hooton and Netherpool, on the south by a line drawn in an easterly direction for a distance of about ten chains from a point situate at a distance of about four furlongs from the said line of high water, measured along the left bank of Pool Hall Brook, and on the easterly side by a line drawn parallel with the said bank of the said brook, and at a distance of 10 chains east thereof.

(3.) Certain lands, partly in the Township of Frodsham, and partly in the Township of Frodsham Lordship, both in the parish of Frodsham, bounded on the northern and eastern sides by the northern and eastern flood banks on Frodsham Score, on the eastern side, by the Holpool Gutter, and on the southern side by a line drawn from the said western to the said eastern boundary, parallel with the said northern flood bank, and at a distance of about 2 furlongs south thereof.

2. To authorise the Company to apply their existing funds and any moneys which they have still power to raise for the purposes of the Bill.

3. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Lands Clauses Acts, 1845, 1860, and 1869," and it will repeal, alter, amend, and enlarge the necessary powers and provisions of the Manchester Ship Canal Act, 1885 (and especially sub-section 7 of section 63, and sub-section 5 of section 70 of that Act), and of any other Acts relating to the Company.

4. Duplicate plans, describing the lands proposed to be taken, together with a book of reference to such plans, containing the names of

the owners, or reputed owners, and lessees, or reputed lessees, and of the occupiers of such lands; 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 Chester, at his office at Chester; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

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

Dated this 18th day of November, 1887.

Grundy, Kershaw, Saxon, and Samson,
Solicitors for the Bill, Manchester.

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

In Parliament.—Session 1888.

Worcester and Broom Railway.

(Extension of Time for Purchase of Land; Completion of Railway; Amendment of Act.)

APPLICATION is intended to be made to Parliament in the ensuing session by the Worcester and Broom Railway Company (in this notice called "the Company") for leave to bring in a Bill to extend the time limited by the Worcester and Broom Railway Act, 1885, for the compulsory purchase of lands, houses, and other property, and the completion of the railway and works authorized by that Act.

The Bill will vary and extinguish all rights and privileges which would interfere with its objects, and so far as may be necessary repeal or amend the provisions, or some of them, of the said Act.

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

Dated this 12th day of November, 1887.

George Davis, Son, and Co., 80, Coleman-
street, London, E.C., Solicitors for the
Bill.

C. J. Hanly and Co., 2, Princes-street,
Great George-street, Westminster,
S.W., Parliamentary Agents.

In Parliament.—Session 1888.

Bridgewater Railway.

(Extension of Time for Completion of Works;

Power to increase Dividends on Preferential Shares; Provisions as to Surrender of Shares; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Bridgewater Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To further extend the period limited by the Bridgewater Railway Act, 1882, and extended by the Bridgewater Railway Act, 1886, for the completion of the railway authorised by the said first-mentioned Act.

2. To alter, amend, extend or repeal, so far as may be necessary, Section 8 of the Bridgewater Railway Act, 1886, and to authorise the Company to attach to any preference shares created and issued in pursuance of that Section a preferential dividend or interest of such rate (exceeding the rate thereby prescribed) as shall be defined by the Bill.

3. To confer further powers with reference to the surrender and cancellation of shares, and to

authorise trustees, executors, administrators, and other incapacitated persons to surrender any shares in the capital of the Company held by them to the Company, and to authorise the Company to accept surrenders of such shares, on such terms and conditions, and either for or without any pecuniary or other considerations as may be agreed on between the Company and any such persons.

4. To confer on the Company all rights, powers, privileges, and authorities for carrying the objects and purposes of the Bill into complete and full effect, to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

5. 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 Bridgewater Railway Act, 1882, The Bridgewater Railway Act, 1886, and all other Acts relating to or which may be affected by the Bill.

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

Dated this 17th day of November, 1887.

William Toogood, 16, Parliament-street,
Westminster, Solicitor.

John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1888.

London Coal and Wine Duties Continuance Act.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for an Act to continue the London Coal and Wine Duties, and to alter such duties, and to confer, vary, or extinguish exemptions therefrom, and to provide for the appropriation and application thereof to such public improvements, open spaces, and works, or in such manner as may be prescribed by Parliament; and for the purposes aforesaid it is intended to amend and enlarge the powers and provisions of the several London Coal and Wine Duties Acts, including, amongst others, the London Coal and Wine Duties Continuance Acts, 1861, 1863, and 1868.

Dated this 11th day of November, 1887.

G. Prior Goldney, Remembrancer, Guildhall, London, E.C.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, S.W.

In Parliament.—Session 1888.

Llangammarch and Neath and Brecon Junction Railway.

(Extension of Time for Compulsory Purchase of Lands, and Completion of Railway; Amendment of Acts.)

NOTICE is hereby given, that the Llangammarch and Neath and Brecon Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament in session 1888 for an Act to extend the time limited by the Llangammarch and Neath and Brecon Junction Railway Act, 1882, and the Llangammarch and Neath and Brecon Junction Railway Act, 1885, and the Llangammarch and Neath and Brecon Junction Railway Act, 1887, for the compulsory purchase of lands, houses, and other property, and the completion of the railway and works authorized by the said Act of 1882.

The intended Act will vary and extinguish all

rights and privileges which would interfere with its objects, and, so far as may be necessary for any of the purposes thereof, will or may alter, extend, and enlarge some of the provisions of the said Acts of 1882, 1885, and 1887.

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

Dated this 10th day of November, 1887.

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

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

In Parliament.—Session 1888.

United Telephone Company.

(Powers to carry Wires for Telephonic Communication over, along, or across any Highways, Streets, Footpaths, or other public places, and any Houses or Lands within 12 miles of the General Post Office, and within other parts of the County of Middlesex. Powers to Vestries and other Public Bodies and Companies to enter into agreements for facilitating Telephonic Communication; Powers to break up Streets, erect Posts on, and lay or carry Wires for Telephonic Communication under or over any Land, House, Street, or other place within the limits aforesaid; Powers of Supervision to Board of Trade, Metropolitan Board of Works, Commissioners of Sewers, or other Public Authority; if so determined, to Dissolve the Company, and to incorporate the Shareholders of the dissolved Company with other and extended Powers; to authorise the granting of Licenses, and for other purposes; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made by the United Telephone Company (Limited), hereinafter called "the Company" to Parliament in the ensuing Session for an Act for all or some of the following among other purposes:—

To authorise the Company or the Company to be incorporated by the intended Act (hereinafter called "the New Company"), or their agents, licensees, or other persons, to lay down, suspend, place, erect, and maintain, and at all reasonable times to have access to pipes, wires, posts, pillars, insulators, conductors, and other works and apparatus connected therewith, in, through, across, along, under, and over highways, streets, roads, lanes, passages, footways and other places, tramways, railways, canals, docks, basins, waters, rivers, bridges, houses, works, and other buildings within a radius of 12 miles from the General Post Office, in the parish of St. Martin-le-Grand, in the city of London, and also within all other parts of the county of Middlesex, and for such purposes temporarily to break up, open, or otherwise interfere with such highways, streets, roads, lanes, and other places and properties hereinbefore enumerated therewith, and also any sewers, drains, water or gas mains, and pipes, and all other works in, over, or under such highways, streets, roads, lanes, or other places and properties as aforesaid respectively, as may be necessary or convenient for the full and efficient formation and maintenance of telephonic communication, upon such terms and subject to such conditions, restrictions, and regulations as may from time to time be prescribed by the Board of Trade, the Metropolitan Board of Works, the Commissioners of Sewers of the city

of London and the liberties thereof, or other public authority, or otherwise as shall be provided by the intended Act.

To authorise the Company, or the new Company, to purchase and take upon lease or otherwise, and hold such lands, tenements, hereditaments, premises, rights, privileges, and easements, in or over lands, tenements, and hereditaments, and premises as may be necessary or expedient for offices, stations, or otherwise, to enable the Company, or the new Company, to carry out the purposes of the intended Act.

To authorise the Company, or the new Company, on the one hand, and all corporations, trustees, commoners, vestries, local and highway boards, or parochial boards, and other public bodies, officers, or other persons, and all railway, canal, and other Companies within the limits aforesaid, on the other hand, to enter into and carry out agreements with respect to the matters aforesaid, or any of them, or which may be proper or requisite for carrying out the purposes of the intended Act, or any of them, upon such terms and conditions as to compensation, supervision, or otherwise, as to the parties to the said agreements shall seem reasonable.

To authorise the Company, or the new Company, for the purposes of the intended Act, to acquire, sell, manufacture under, or otherwise use any patents and licenses for the transmission of telephonic communication, and also to grant licences to manufacture under, or use any such patents either within or without the limits aforesaid.

To authorise the Company, or the new Company, for the purposes of the intended Act, to make, levy, and recover rates, rents, and charges, and to grant exemptions from the payment of such rates, rents, and charges.

To enable the Company, or the new Company, to make and enforce bye-laws, and to impose penalties for the purposes of the intended Act.

The powers and provisions of the intended Act will be either conferred upon, or be made applicable to, the Company as at present constituted, or if found necessary or desirable the Company will be dissolved and the shareholders therein re-incorporated, either with or without other persons or bodies as may be provided by the intended Act, and in such event the powers and provisions of the intended Act, as well as the other, or some of the other powers now exercisable by the Company, or necessary for the carrying out of the objects and purposes of their incorporation as defined by their Memorandum and Articles of Association, will be conferred upon the new Company, and the said Memorandum and Articles will be cancelled, annulled, or altered.

And the said intended Act will or may incorporate with itself or make applicable to the purposes thereof, with or without modification or amendment, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Telegraph Act, 1863," and "The Telegraph Act, 1878," and any Acts extending or amending the same; and it will confer upon the Company, or the new Company, all other powers, rights, and privileges, and contain all other provisions necessary for carrying into effect the objects of the intended Act; and it will alter, vary, and extinguish all existing rights and privileges which would be inconsistent with, or in any manner impede or interfere with the attainment of such objects or any of them.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the

House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1887.

Waterhouse, Winterbotham, and Harrison,
1, New-court, Lincoln's-inn, Solicitors;
Ashurst, Morris, Crisp and Co., 6, Old
Jewry, Solicitors.
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Isle of Axholme Railway (Extension of Time).
(Extension of Time for Compulsory Purchase of
Lands, &c., and Construction and Completion
of Works; Amendment of Acts, &c.)

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

1. To extend the period limited by the "Isle of Axholme Railway Act, 1885," for the compulsory purchase of lands and houses, and for the construction and completion of the railways and works authorised by that Act.

2. To vary and extinguish all rights and privileges which would interfere with the objects and purposes of the proposed Bill, and, so far as necessary, to repeal, alter, and amend the "Isle of Axholme Railway Act, 1885."

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

Dated this 10th day of November, 1887.

Parkin and Co., Doncaster, Solicitors for
the Bill.

Jordan and Son, 3, Westminster-chambers,
Victoria-street, S.W., Parliamentary
Agents.

In Parliament.—Session 1888.

London and Blackwall Railway.
(Extension of time for compulsory purchase of
lands for, and completion of works authorised
by the Company's Act of 1885; Further
capital powers; Amendment of Section 33 of
Act of 1885; Special provisions as to capital
authorised by that Act; Modification of Section
13 of same Act; Arrangements with and
Powers to the Great Eastern Railway Com-
pany; Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the London and Blackwall Railway Company (in this notice called "the Company") for leave to introduce a Bill for the purposes or some of the purposes following that is to say:—

To extend the periods respectively limited by the London and Blackwall Railway Act 1885 (in this notice referred to as "the Act of 1885") for the compulsory purchase of lands and houses for, and for the completion of the works by that Act authorised.

To authorise and empower the Company to raise further money by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing on mortgage and by debenture stock, and (if so thought expedient) to declare that all or some of the shares or stock so to be created, and all or some of the debentures and debenture stock so to be granted or created, shall be respectively deemed to be additional share capital or stock, or to be or represent debentures as the case may be, granted or issued for the purposes and within the meaning of the lease from the Company to the Great Eastern.

Railway Company, dated the 30th day of December, 1865, and if and so far as may be necessary to amend the provisions or some of the provisions of Section 33 of the Act of 1885.

To vary or modify or repeal and re-enact, with or without modification, the provisions of Section 43 of the Act of 1885 with respect to the amount and times and conditions of issue of shares or stock created or to be created under the powers of that Act, and to vary or rescind any agreement made or to be made between the Company and the Great Eastern Railway Company, for any of the purposes mentioned in the said Section 43, and to empower the said two Companies from time to time to enter into and carry into effect, vary or rescind agreements for any such purposes with reference to the shares or stock, debentures and debenture stock to be created, granted, or issued under the powers of the Bill, and to apply to the last-mentioned shares, stock, debentures, and debenture stock all or some of the provisions of the said Act of 1885, and especially of the 43rd section thereof with or without modifications. To make further provision as to the circumstances in which, or the conditions under which the Company may be wholly or partially relieved from all or any of the obligations contained in Section 13 of the Act of 1885, and if necessary to repeal or amend the provisions or some of the provisions of that Section.

And the Bill will vary or extinguish any rights or privileges inconsistent with its objects or provisions, and confer other rights and privileges, and so far as may be necessary or expedient, will vary or repeal the provisions or some of the provisions of the following local and personal Acts or some of them (that is to say): 6 and 7 Wm. IV, cap. 123, the London and Blackwall Railway (Lease) Act 1865, the Act of 1885, and all or any other Acts relating to the Company, and 25 and 26 Vic., cap 223, and 28 and 29 Vic., cap. 100, and all or any other Acts relating to the Great Eastern Railway Company.

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

Dated this 17th day of November, 1887.

Hollingsworth, Tyerman, and Andrewes,
4, East India-avenue, London, E.C.

W. Fred. Fearn, Liverpool-street Station,
Great Eastern Railway, E.C., Solicitors
for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Rotherham and Bawtry Railway.

(Abandonment of Undertaking and Release of Deposit; Dissolution and Winding-up of Company.)

NOTICE is hereby given, that the Rotherham and Bawtry Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for the following purposes, or some of them, that is to say:—

To provide for and authorize the abandonment and relinquishment of the railways and works authorized by the Rotherham and Bawtry Railway Act, 1881, and the Rotherham and Bawtry Railway Act, 1882, respectively, and to relieve the Company from all liabilities, penalties, and obligations in respect of the non-completion thereof.

To cancel and put an end to all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto, and to provide for the release and pay-

ment out of Court of the deposit funds mentioned in the said Acts, respectively, being the moneys now standing in the High Court of Justice as security for the completion of the said railways.

To provide for the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company.

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

To amend or repeal all or some of the provisions of the Rotherham and Bawtry Railway Act, 1881, the Rotherham and Bawtry Railway Act, 1882, the Rotherham and Bawtry Railway Act, 1884, the Rotherham and Bawtry Railway Act, 1886, and of any other Act or Acts relating to the Company.

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 10th day of November, 1887.

Bircham and Co., 46, Parliament-street,
Westminster.

Few and Co., 19, Surrey-street, Strand,
Solicitors for the Bill.

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

In Parliament.—Session 1888.

Greenwich and Millwall Subway.

(Extension of Time for Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that the Greenwich and Millwall Subway Company intend to apply to Parliament in the ensuing Session for an Act to extend the time limited by the Greenwich and Millwall Subway Act, 1877, as extended by the Greenwich and Millwall Subway Acts, 1882 and 1885, for the completion of the subway and works by the said Acts authorised.

To alter, amend, extend, or repeal all or any of the provisions of the said Acts, and of any other Act relating to the said Company.

Printed copies of the said 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 17th November, 1887.

Fowler and Co., Solicitors to the Com-
pany.

In Parliament.—Session 1888.

New Zealand and Australian Land Company.

(Amendment or Repeal of certain Provisions of the New Zealand and Australian Land Company Limited Act, 1877; and of the Memorandum and Articles of Association of the Company; Regulation of the Capital and Borrowing Powers of the Company; Provisions as to Ordinary and Deferred Stock; Defining Rights of Holders of such Stock in Regard to Dividends, Voting, and otherwise; Power to Create Debenture Stock and Provisions in Relation thereto; Provisions for Facilitating Sale of Company's Lands; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the New Zealand and Australian Land Company Limited (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") to effect the following, or some of the following, among other purposes, that is to say:—

To alter, amend, extend, vary, or repeal, so

far as may be necessary or desirable for any of the purposes of the intended Act, certain provisions of the New Zealand and Australian Land Company Limited Act, 1877, and of the memorandum and articles of association of the Company, dated the 23rd day of October, 1877, and registered under the Companies Acts, 1862 to 1877, and the regulations under which the Company is now constituted and governed.

To define and regulate the capital and borrowing powers of the Company.

To provide for the division of the existing ordinary capital of the Company into ordinary and deferred stock, and to define the rights of holders of such stocks to the profits of the Company available for dividend.

To regulate the rights of voting of the different classes of stockholders.

To make further provisions for facilitating the sale of the lands of the Company, and the mode of dealing with the purchase-money, and for dealing with the sums from time to time standing in Land Suspense Account.

To authorise the Company to create and issue debenture stock, and to make provisions and regulations in regard thereto, and to make provision for creating a general floating charge.

To provide for the intended Act being judicially taken notice of by judges, justices, and others in the Colonies of New Zealand and Australia, and the United Kingdom.

To make provision for citing the public Act, 5 and 6 Will. IV, cap. 62, by the short title of the Statutory Declarations Act, 1835.

To vary or extinguish all rights and privileges which may interfere with any of the objects of the intended Act, and to confer all rights and privileges necessary or expedient for effecting those objects or in relation thereto.

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 4th day of November, 1887.

Maclay, Murray, and Spens, 169, West George-street, Glasgow;

Young, Jones, and Company, 2, St. Mildred's-court, London;

Solicitors for the Bill.

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

In Parliament.—Session 1888.

Milford Docks.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; Power to increase authorised and create New Debenture Stocks; Extension of Provisions of Milford Docks Act, 1883, as to Payment of Interest on Debenture Stocks; Application of Funds, &c.; Extension and Amendment of Existing, and Further Powers as to Rates, Tolls, &c., and Recovery of Expenses of Company and Customs' Duties; Issue of Negotiable Certificates and Warrants; Power to Pass Entries at Custom House; Amendment, &c., of Acts and other Matters.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of The Milford Docks Company (hereinafter called "the Company") for leave to bring in a Bill for the purposes following or some of them, that is to say:—

1. So far as may be necessary to revive and extend the time limited for the exercise of the powers of the Company for the compulsory purchase of land for the purposes of the docks and

works respectively authorised by the Milford Docks Act, 1874, and the Milford Docks Act, 1875 (herein respectively referred to as "the Act of 1874" and "the Act of 1875") and to extend the time limited for the completion of such docks and works or any of them.

2. To enable the Company or the Board of Directors of the Company to create and issue further or increased amounts of the debenture stocks authorised to be created and issued by the Milford Docks Act, 1883 (hereinafter called "the Act of 1883"), or of any of those stocks with the same priorities over other debenture stocks, mortgages, securities, and charges of or against the Company as are now attached or attachable to such respective stocks, and to extend to such increased amounts of authorised debenture stocks all or any of the provisions of the Act of 1883, relating to the respective stocks by that Act authorised, and to enable the Company, or the Board of Directors of the Company to create and issue one or more classes of new debenture stock, and to attach to any such class or classes of new debenture stock any preference or priority over all or any existing or authorised debenture stocks, securities, mortgages, and charges of or against the Company.

3. To extend the period limited by the Act of 1883, during which the interest on debenture stock B, authorised to be created by that Act, may be paid by the issue of preference shares of the Company, and to enable the Company to apply to such purpose any preference shares authorised to be created and issued by them under the powers of the Milford Docks Further Powers Act, 1882.

4. To empower the Company to apply any increase of their authorised debenture stocks, or any new debenture stocks created and issued under the Bill, or any monies to arise therefrom respectively, and any funds in their hands or which they may have power to raise, to any purposes to which any debenture stocks of the Company, or monies to arise therefrom, are authorised to be applied, and to the payment of interest on any of such new debenture stocks, and to the purposes, or any of the purposes of the Bill, and to other the general purposes of the Company.

5. To empower the Company to perform all necessary services in connection with the docking and undocking of vessels into and out of the graving docks of the Company, and to levy and recover tolls, rates, dues, and charges for or in respect of such services, and for the use of sidings and other conveniences provided by the Company, and in respect of lighters or barges entering or leaving, or using, or frequenting any of the docks of the Company, and to extend the powers of the Company of levying tonnage rates on ships and vessels, and to alter the rates, dues, and charges authorised by the Act of 1874, and to confer, vary, and extinguish exemptions from the payment thereof, and to amend the provisions of the said Act with respect to the rates, dues, and charges thereby authorised to be demanded and taken, and to confer upon the Company further powers with respect to the recovery thereof, and for the sale of animals and goods for the purpose of paying the same, or any rent due to the Company, or any Customs duties, or defraying any expense incurred by the Company in relation to such animals or goods.

6. To authorise the remission and return by the Company of rates on any vessels or goods in such cases as the Company think fit.

7. To make provision for the passing by the Company of warehouse and other entries at the Custom House, and for the issue and delivery by the Company of certificates of goods having been warehoused, stored, or deposited with them, or warrants for the delivery of such goods; and to provide that such certificates and warrants shall be deemed documents of title to the goods specified therein, and transferable by indorsement, and other provisions for the issue of negotiable certificates and warrants for defining property in goods and the rights of holders of such certificates and warrants.

8. 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 so far as may be necessary alter, amend, enlarge, or repeal all or some of the provisions of the following Acts:—(Local and Personal) that is to say, The Act of 1874, The Act of 1875, the Milford Docks (Extension of Time) Act, 1880, the Milford Docks (Further Powers) Act, 1882, The Milford Docks Act, 1883, and The Milford Docks Act, 1884, and any other Act or Acts relating to the Company or their undertaking.

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, 1887.

Stretton, Hilliard, Dale, and Newman, 75, Cornhill, London, E.C., Solicitors for the Bill.

Bees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Clifton Suspension Bridge.

(By-Laws for Regulation of Traffic; Speed of Vehicles; Bridge for Police purposes to be in City of Bristol only; Providing for Transfer of Somersetshire Approach to Highway Authority; Tolls on Hand Carts; Bicycles, &c.; Additional Capital; Repeal Incorporation and Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing Session by the Clifton Suspension Bridge Company (hereinafter referred to as the Company) for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

1. To empower the Company from time to time to make and enforce (by penalty or otherwise) by-laws for the regulation of the traffic and generally for the management of the Clifton Suspension Bridge and the approaches thereto.

2: To prohibit by the imposition of penalties and otherwise any vehicle or any horse or beast of burthen with or without a vehicle from passing along the Bridge or the approaches thereto, or any part thereof respectively at other than a walking pace.

3. To repeal Section 53 of "Clifton Suspension Bridge Act, 1861," and provide that for all matters of police, the said bridge (excluding the approach thereto in the county of Somerset, hereinafter called the Somersetshire approach), shall be deemed to be solely within the city and county of Bristol and the jurisdiction of the Justices of the Peace, the Court of Quarter Sessions, and the police thereof, and to extend to the said bridge such of the by-laws relating to the highways of the said city and county as may be thought expedient.

4. To empower the Company on the one hand, and the Long-Ashton District Highway Board,

Somerset, on the other hand, to enter into and fulfil contracts and agreements for constituting the Somersetshire approach, a public highway of the parish of Long Ashton, repairable by the inhabitants thereof at large, upon such terms and conditions as to payment by the Company of a gross or annual sum, and generally as may have been or may be agreed on between the Company and the said highway authority, and to confirm any such agreement as may have been or as prior to the passing of the said Bill may be entered into touching the matters aforesaid.

5. To authorise the Company to levy tolls in respect of the use of the said bridge and approaches thereto, or any part thereof respectively, by bicycles, tricycles, or other like mechanical contrivances, hand-carts, trucks, barrows, wheel-chairs, and any vehicle propelled by electricity or by human or other power, and to confer, vary, and extinguish exemptions from the payment of tolls.

6. To authorise the Company for all or any of the purposes of the said Bill to apply their existing funds, and to raise additional capital by the creation and issue of new ordinary preference or guaranteed shares, and by borrowing on debenture, or by the creation and issue of debenture stock, or wholly or partly by any one or more of those modes.

7. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will repeal, alter, amend, and extend such of the provisions as may be deemed expedient of the following local Acts, that is to say:—11 Geo. IV, cap. 69; 6 and 7 Will. IV, cap. 6; 4 and 5 Vict., cap. 29; 8 and 9 Vict., cap. 24; 11 and 12 Vict., cap. 4; and "Clifton Suspension Bridge Act, 1861," and any other Act relating directly or indirectly to the said bridge, or the trustees thereof, or the Company, and will or may incorporate such of the provisions as may be thought expedient of the said Acts, and of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

Printed copies of the said 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 18th day of November, 1887.

Osborne, Ward, Vassall, and Co., Solicitors, Bristol;

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

In Parliament.—Session 1888.

Liverpool and Birkenhead Subway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; Alterations of Authorised Tolls, Rates, and Charges; New Tolls, Rates, and Charges; Amendment of Acts; and other Purposes.)

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

To extend the time and powers limited by the Liverpool and Birkenhead Subway (Extension of Time) Act, 1885, for the compulsory purchase of lands and for the completion of the works authorised by the Liverpool and Birkenhead Subway Act, 1880.

To alter existing tolls, rates, and charges, and to levy new tolls, rates, and charges.

The intended Act will vary and extinguish all rights and privileges which would interfere with its objects, and will confer other rights and privileges.

And powers will be taken, in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of "The Liverpool and Birkenhead Subway Act, 1880," "The Liverpool and Birkenhead Subway (Extension of Time) Act, 1885," and any other Acts relating to or affecting the 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 16th day of November, 1887.

Oliver Jones, Billson, Jones, and Madg
Liverpool, Solicitors for the Bill.

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

Board of Trade.—Session 1888.

Liverpool Corporation Tramways.

(Powers for the Use of Electrical, Steam, or other than Animal Power on certain portions of their Tramways; Bye-Laws and Regulations; Repeal and Amendment of Acts and Orders.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the city of Liverpool, in the county of Lancaster (hereinafter called the Corporation), intend to apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following, or some of the following amongst other purposes, that is to say:—

1. To empower the Corporation from time to time to authorise all persons, bodies, and Companies, lawfully using under their grant or authority the tramways of the Corporation authorised by "The Liverpool Tramways Act, 1868," and "The Liverpool Tramways Act, 1871," to work and use the said tramways, or any or either of them, by means of carriages and engines propelled by electrical, steam, or any mechanical or other power, and either in addition to or in substitution for animal power, and subject to such conditions as the Board of Trade may prescribe.

2. To empower the Board of Trade from time to time to make, and the Corporation to enforce, bye-laws and regulations for regulating the use of electrical, steam, mechanical, or other power on the said tramways, and for insuring the protection and accommodation of passengers on the tramcars, and traffic in and along the streets in which the tramways are laid.

3. To repeal, alter, and extend so far as may be necessary for the purposes of the intended Order, the provisions of "The Liverpool Tramways Act, 1868"; "The Tramways Act, 1870"; "The Liverpool Tramways Act, 1871"; "The Liverpool Tramways (Purchase) Act, 1872"; "The Liverpool Tramways Act, 1880"; "The Liverpool Corporation Tramways (Extension) Order, 1884," confirmed by Parliament; and any other Acts or Orders which would in any way interfere with the objects of the intended Order.

4. To confer on the Corporation all such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Order, and to vary and extinguish

all rights and privileges which may interfere with any such purposes.

5. And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and also with the Town Clerk of the said city, at his office in Liverpool, and with the parish clerk of each parish to which the Order will relate, at his residence; and in the case of any extra-parochial place with the parish clerk of an adjoining parish, at his residence.

On or before the same date a copy of this notice also be deposited at the Board of Trade, Whitehall.

The draft of the proposed Provisional Order, and a list of every Provisional Order and Act of Parliament of the Corporation, will be deposited at the office of the Board of Trade, Whitehall, 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 offices of the Town Clerk at Liverpool, or at the offices of Messrs. Clabon and Parker, 21, Great George-street, Westminster.

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 day of January, 1888, and copies of such representations or objections must at the same time be sent to the promoters, and in forwarding to the Board of Trade such representations or objections, the objectors, or their agents, should state that a copy has been sent to the Corporation, or their Solicitors, or agents, at their address as at foot.

Dated this 12th day of November, 1887.

George J. Atkinson, Town Clerk of the
city of Liverpool.

Clabon and Parker, 21, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1888.

Selsey Railway and Pier.

(Incorporation of Company for Construction of a Railway from Chichester to Selsey and a Pier or Landing Stage; Agreements with London, Brighton and South Coast Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for all or some of the following purposes:—

1. To incorporate a Company (hereinafter called "the Company"), and to empower the Company to make and maintain the railway and pier or landing stage, and other works hereinafter described, with all necessary stations, sidings, approaches, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Saint Bartholomew, Chichester, in the county of Sussex, by a junction with the main line of the London, Brighton and South Coast Railway at a point 2 chains or thereabouts to the east of the signal-box on the south-east end of Chichester Station platform, and terminating in the parish of Selsey, in the

same county, at a point 2 chains or thereabouts north-east of the Selsey Coastguard Station, and 7 chains or thereabouts north-west of high water mark, which said intended railway will pass from and into and be situate in the several parishes of Saint Bartholomew, Hunston, North Mundham, Sidlesham, and Selsey, all in the county of Sussex;

A pier or landing stage commencing in the parish of Selsey, in the county of Sussex, on the north-east shore of the English Channel, at a point 7 chains or thereabouts north-east of Beacon House, and 2 chains or thereabouts north-west of high water mark, and extending into the Channel for a distance of 100 yards or thereabouts from high water mark.

2. To empower the Company to purchase and take by compulsion or agreement lands, houses and hereditaments and easements therein for the purposes of the intended railway, pier and works and of the intended Act, and to take part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

3. To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance or use of the said intended railway, pier and works, or any of them, and to confer other rights and privileges.

4. To empower the Company to deviate laterally and vertically in the construction of the said intended railway, pier and works, and to cross, alter, divert, and stop up permanently as well as temporarily, such turnpike, highway, or other roads; railways, tramways, streets, paths passages, rivers, canals, brooks, streams, waters, watercourses, sewers, drains, pipes, and telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railway, pier and other works.

5. To empower the Company to levy, demand and recover tolls, rates and charges in respect of the said intended railway, pier and works, and to grant exemptions from the payment of tolls, rates and charges.

6. To empower the Company and the London, Brighton and South Coast Railway Company (hereinafter called the Brighton Company) to enter into and carry into effect agreements with reference to the construction and use of the junction of the intended railway with the railway of the Brighton Company, and the works connected therewith, and the alteration and use of the station at Chichester and the platforms, sidings, works and conveniences connected therewith, and the interchange of traffic thereat and also with reference to the working, use, management and maintenance of the intended railway, pier and works, or any part thereof, and the supply of rolling and working stock, and of officers and servants, for the conduct and conveyance of the traffic on the intended railway, pier and works, and the payments to be made and the conditions to be performed in reference to such working, use, management, and maintenance, and with respect to the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the Company and the Brighton Company, and with respect to the fixing of the tolls, rates and charges to be demanded, taken and recovered in respect of such traffic, and to confirm or to give effect to any agreement which may have been or may before the passing

of the intended Act be entered into with reference to any of the matters aforesaid.

7. To amend the Act (Local and Personal) 9 and 10 Vic., cap. 283, and any other Acts of Parliament relating to the Brighton Company.

8. On or before the 30th day of November instant, plans and sections of the intended railway and pier or landing stage and works, a book of reference to such plans, an Ordnance map with the line of the railway delineated thereon, and a copy of this Notice, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes. And on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each of the before-mentioned parishes will be deposited with the parish clerk of 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.

9. On or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1887.

In Parliament.—Session 1888.

Lambourn Valley Railway.

(Extension of Time for Completion of Railway; Powers as to Method of Construction and Working; Power to Borrow by Installments; Amendment of Act.)

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

To extend the time limited by the Lambourn Valley Railway Act, 1883 (hereinafter called "the Act of 1883") for the completion of the railway and works authorised by that Act.

To authorise the Company to make, maintain, and work the railway, or any part thereof, on any gauge of not less than three feet, or, if deemed expedient, by means of a single rail, in accordance with the system known as the Lartigue Elevated Single-Rail Railway, and if the railway or any part thereof be made on the latter system, the Company may at any time change the method of construction and make, work, and maintain the railway, or any part thereof, in the usual manner, on any gauge of not less than three feet, or by such other means as may be prescribed by the intended Act.

To empower the Company to borrow by instalments the money authorised to be borrowed by the Act of 1883.

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

To amend or repeal, so far as may be requisite or desirable, for any of the purposes of the intended Act, the provisions, or some of the provisions, of the Act of 1883.

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 8th day of November, 1887.

Lake, Beaumont, and Lake, 10, New-square, Lincoln's-inn, London, Solicitors for the Bill.

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

In Parliament.—Session 1888.

Manchester, Middleton, and District Tramways. (Extension of Time for Compulsory Purchase of Lands and Construction of Tramways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Manchester, Middleton, and District Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

To extend the time limited by the Manchester, Middleton, and District Tramways Act, 1885, and extended by the Manchester, Middleton, and District Tramways Act, 1887, for the purchase of lands for and for the construction and completion of the tramways and works authorized by the said Act of 1885, and, if expedient, to confer upon the Company further powers in reference thereto.

To amend or repeal, as 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 Acts 1885 and 1887.

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

Dated this 17th day of November, 1887.

Elmslie, Forsyth, and Elmslie, 27, Leadenhall-street, London, E.C., Solicitors for the Bill,

C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1888.

Bexley Heath Railway (Abandonment). (Abandonment of Undertaking; Release of Deposit Fund; Dissolution of Company; Amendment or Repeal of Acts.)

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

To authorise and require the Bexley Heath Railway Company (in this notice called "the Company") to abandon and relinquish the construction of the railways, road, and sewer, and works connected therewith, authorised by the Bexley Heath Railway Act, 1883, the Bexley Heath Railway Act, 1886, and the Bexley Heath Railway Act, 1887, and to release the Company from all liabilities, penalties, obligations, and forfeitures for the non-completion thereof within the periods limited by the said Acts.

To rescind, 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 railways, road, sewer, and works, or the purchase or appropriation of land for the purposes of the undertaking, or any part thereof.

To authorise the Company, subject to such conditions as may be prescribed by the Bill, to withdraw and to provide for the repayment or re-transfer of the money or stock deposited with the Chancery Division of the High Court of Justice in England, and now remaining in the name or custody of Her Majesty's Paymaster-General, as security for the completion of the said railways and works, together with any interest or dividends which may have accrued thereon.

To provide for the winding-up and dissolution

No. 25761.

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of the Company, and the distribution of the assets; and to alter, amend, or repeal all or some of the provisions of the Bexley Heath Railway Act, 1883; the Bexley Heath Railway Act, 1886; the Bexley Heath Railway Act, 1887; and the South Eastern Railway Act, 1885; and vary or extinguish all rights or privileges which would interfere with any of the before-mentioned objects, and confer other rights and privileges.

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

Dated this 11th day of November, 1887.

Dollman and Pritchard, 3, Lawrence Pountney-hill, Cannon-street, London, Solicitors.

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

In Parliament.—Session 1888.

Plymouth, Devonport, and South Western Junction Railway.

(Amendment of Clause 38 of Plymouth, Devonport, and South Western Junction Railway Act, 1883, relating to a Viaduct over the River Tavy; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament by the Plymouth, Devonport, and South Western Junction Railway Company (hereinafter called "the Company") in the ensuing Session for leave to bring in a Bill for the purpose, or some of the purposes following (that is to say):—

To repeal, alter, or amend the provisions of Clause 38 of the Plymouth, Devonport, and South Western Junction Railway Act, 1883, so far as relates to the carrying of a viaduct over the River Tavy, the estuary and shallow waters thereof, and to enable and empower the Board of Trade to direct and authorise the Company to carry their Railway No. 2 by the said Act authorised over the River Tavy, the estuary and shallow waters thereof, partly by an embankment and partly by a viaduct. And the said Bill will vary or extinguish all or any rights and privileges inconsistent with its objects, and will confer other rights and privileges. And it is intended to amend or repeal, so far as may be necessary for the purposes of the Bill, all or some of the Local and Personal Acts following, that is to say:—The Plymouth, Devonport, and South Western Junction Railway Act, 1833, and all other Acts relating to the Company.

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 17th day of November, 1887.

In the Matter of the Companies Acts, 1862 and 1867, and of the Manhattan Freehold Gold and Silver Mining 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 25th day of November, 1887, presented to Her Majesty's High Court of Justice by Edward Smith, of 8 and 9, Martin's-lane, Cannon-street, in the city of London, Solicitor, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Kay, on the 3rd day of December, 1887; 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.

Edward Smith and Co., of 8 and 9, Martin's-lane, Cannon-street, in the city of London, Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.
Mr. Justice Stirling.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Anglo-American Clay Pigeon Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by Her Majesty's High Court of Justice, Chancery Division, was, on the 23rd day of November, 1887, presented to the High Court of Justice by the Ligowsky Clay Pigeon Company, of 68, West Third-street, Cincinnati, in the United States of America, creditors, and Jacob E. Bloom, of 71, Broadway, New York, in the said United States of America, and Leon Napoleon Loeb, of Church-alley, Basinghall-street, in the city of London, contributories of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Stirling, on Saturday, the 3rd day of December, 1887; 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 23rd day of November, 1887.

Michael Abrahams, Son, and Co., of No. 8, Old Jewry, E.C., and 23, Rue Taitbout, Paris, Solicitors for the Petitioners.

In the High Court of Justice.—Chancery Division.
Mr. Justice Stirling.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bounds Green Pottery Limited.

NOTICE is hereby given, that the Honourable Mr. Justice Stirling has fixed Monday, the 5th day of December, 1887, at twelve o'clock at noon, at his chambers, Royal Courts of Justice, Strand, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 21st day of November, 1887.

In the High Court of Justice.—Chancery Division.
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Morewood and Company Limited.

NOTICE is hereby given, that Mr. Justice Kay has by an Order, dated the 4th day of November, 1887, appointed Charles Lee Nichols, of No. 1, Queen Victoria-street, in the city of London, Chartered Accountant, to be Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1887.

In the High Court of Justice.—Chancery Division.
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Morewood and Company Limited.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1887, to send their names and ad-

dressses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to Charles Lee Nichols, of No. 1, Queen Victoria-street, in the city of London, Chartered Accountant, the Official Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice Kay, in the Royal Courts of Justice, Strand, London, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Monday, the 16th day of January, 1888, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 22nd day of November, 1887.

In the High Court of Justice.—Chancery Division.
Mr. Justice North at Chambers.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Cunard Cycle Company Limited.

MR. JUSTICE NORTH has by an Order, dated the 25th day of October, 1887, appointed Thomas Oswald Williams, of Birmingham, in the county of Warwick, Chartered Accountant, to be Official Liquidator of the above-named Company.—Dated this 15th day of November, 1887.

In the High Court of Justice.—Chancery Division.
Mr. Justice North at Chambers.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Cunard Cycle Company Limited.

THE creditors of the above-named Company are required, on or before the 21st December, 1887, 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 Mr. Thomas Oswald Williams, of 16, Bennett's-hill, Birmingham, in the county of Warwick, Chartered Accountant, the Official Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice North, at the Royal Courts of Justice, Strand, London, 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. Wednesday, the 18th January, 1888, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 15th November, 1887.

In the High Court of Justice.—Chancery Division.
Mr. Justice North.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the New Hollingbourne Paper Mills Company Limited.

THE Honourable Mr. Justice North has by an Order, dated the 16th day of November, 1887, appointed David Raphael Bryce, of No. 41, Coleman-street, in the city of London, Chartered Accountant, to be the Official Liquidator of the above-named Company.—Dated this 24th day of November, 1887.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the New Hollingbourne Paper Mills Company Limited.

THE creditors of the above-named Company are required, on or before the 31st day of December, 1887, to send their names and ad-

addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to David Raphael Bryce, of 41, Coleman-street, in the city of London, Chartered Accountant, the Official Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Honourable Mr. Justice North, at the Royal Courts of Justice, Strand, London, 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. Thursday, the 12th day of January, 1888, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 24th day of November, 1887.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Nieman Cornish and Company Limited.

THE creditors of the above-named Company are required, on or before the 29th day of December, 1887, 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 Arthur William Blunt, of 14, Queen Victoria-street, in the city of London, the Official Liquidator of the said Company; and if so required by notice, in writing, from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice Stirling, at the Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Tuesday, the 17th day of January, 1888, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 21st day of November, 1887.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854; and of the Northern Electrical Engineering Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery of the County Palatine of Lancaster, was, on the 24th day of November, 1887, presented to the Right Honourable the Chancellor of the Duchy and County Palatine of Lancaster, by John Alexander McInnes, of Heath Bank, Wallasey, in the county of Chester, Patent Composition Manufacturer, Frederick Hanson Perry, of 70, Chatham-street, in the city of Liverpool, in the county of Lancaster, Electrician, shareholders and contributories of the said Company, and Henry Edwards, of 16 and 18, William Moulst-street, in the city of Liverpool aforesaid, Engineer, trading alone under the style or firm of H. Edwards and Co. at 16 and 18, William Moulst-street aforesaid, as Engineers and Millwrights, a creditor of the said Company; and that the said petition is directed to be heard before his Honour Vice-Chancellor Bristowe, on the 6th day of December, 1887; 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.

Bremner, Son, and Pennington. Westminster-chambers, 1, Crosshall-street, Liverpool, Solicitors for the Petitioners.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Starmount Printing Company Limited; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

BY an Order made in the above matters, by his Honour Vice-Chancellor Sir Henry Fox Bristowe, Q.C., dated the 14th day of November, 1887, on the petition of Alexander Ellinger, of No. 8, Minshull-street, in the city of Manchester, Shipper, trading as Ellinger and Co., it was ordered that the above-named Starmount Printing Company Limited, be wound up by this Court, under the provisions of the Companies Acts, 1862 to 1880; and it was ordered that the said petitioner and the said Company and the Leipsiger Disconto Gesellschaft and Messrs. Behrens and Sons 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 Registrar.—Dated this 23rd day of November, 1887.

Boote and Edgar. 18 and 20, Booth-street, in the city of Manchester, Solicitors for the said Petitioner.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the City and County Finance Company Limited; and in the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

BY an Order made in the above matters by his Honour the Vice-Chancellor, dated the 14th day of November, 1887, on the petition of John Wright, of Club Moor, West Derby, in the county of Lancaster, Gentleman, and also on the petition of Charles Burton Walker, of 80, Canning-street, in the city of Liverpool, Gentleman, it was ordered that the said City and County Finance Company Limited be wound up by the Court of Chancery of the County Palatine of Lancaster, under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that William Knox, the Provisional Official Liquidator of the said Company, be continued as such Provisional Official Liquidator until the appointment of an Official Liquidator; and it was ordered that the petitioners respectively and the said Company, and the persons named in the schedule to the said Order (being creditors and shareholders of the said Company), be allowed their costs of and relating to the said petitions respectively (including in the costs of the said Charles Burton Walker and the said Company, their costs of the applications whereupon the Orders, dated respectively the 6th, 14th, and 18th days of October, 1887, as to the appointment of the said Provisional Official Liquidator, were made, and including in the costs of the said Charles Burton Walker all disbursements incurred in connection with the convening of meetings of creditors and shareholders since the presentation of the said petitions, and his Solicitors' costs of

attending such meetings), out of the assets of the said Company, such costs to be taxed by the Registrar. — Dated the 23rd day of November, 1887.

Danger and Neville, Central-buildings,
41, North John-street, Liverpool, Soli-
citors for the Petitioner, John Wright.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Devon.

In the Matter of the Companies Acts, 1862 to
1883, and of the Gobbett Tin Mine Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court was this day presented to the Vice-Warden of the Stannaries by William J. Wilkinson, of 42A, King-street, Leicester, in the county of Leicester, Hosier, and George D. Long, of 2, Exchange-place, Middlesborough, in the county of York, shareholders of the said Company; and that the said petition is directed to be heard before the Vice-Warden, at the Law Institution, in Chancery-lane, London, on Saturday, the 3rd day of December next, at half-past ten o'clock in the forenoon; 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, Solicitor, or Agent for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated Truro, November 22, 1887.

Hodge, Hockin, and Marrack, of Truro,
Cornwall; Agents for
Beall and Co., of 20, Bucklersbury, Lon-
don, Solicitors for the Petitioners.

Brent's Coffee Tavern Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the Brent's Schoolroom, Preston, near Faversham, in the county of Kent, on the 18th day of October, 1887, the following Special Resolution was 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 8th day of November, 1887, the following Special Resolution was duly confirmed:—

"That the Brent's Coffee Tavern Company Limited be forthwith wound up."

F. Fryer, Chairman.

The Children's Own Paper Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 67, Piccadilly, Manchester, in the county of Lancaster, on the 21st day of October, 1887, the following 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 7th day of November, 1887, the following Special Resolutions were duly confirmed:—

1. "That it is expedient to effect an amalgamation of this Company with the Christian Worker Company Limited, and that with a view thereto this Company be wound up voluntarily; and that Gilbert Richardson Kirlaw, of No. 67, Piccadilly, in the city of Manchester, Merchant, be and he is hereby appointed Liquidator for the purpose of such winding up.

2. "That the conditional agreement, dated the 13th day of July, 1887, and made between the said Gilbert Richardson Kirlaw, on behalf of this Company, of the one part, and the Christian Worker Company Limited, of the other part, submitted to this meeting, be and the same is hereby approved; and that the Liquidator be and be is hereby authorized to adopt the said agreement and carry the same into effect."

Leonard Kilbee Shaw, Chairman.

In the Matter of the Companies Acts, and of the
Wotherton Barytes and Lead Mining Com-
pany Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the above-named Company, duly convened and held at 17, Canning-place, Liverpool, in the county of Lancaster, on Friday, the 4th day of November, 1887, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at 17, Canning-place, Liverpool, in the county of Lancaster, on Monday, the 21st day of November, 1887, the following Special Resolution was duly confirmed:—

"That this Company be wound up voluntarily; and that H. D. B. Wall, Esq., of Liverpool, be appointed Liquidator for the purposes of such winding up."

H. D. B. Wall, Chairman.

The Victoria Money Club.

AT a Special General Meeting of the Members of the above Club, duly convened and held at the registered office, Victoria Inn, Victoria-street, Huddersfield, in the county of York, on Tuesday, the 25th day of October, 1887, the following Special Resolutions were duly passed; and at a subsequent General Meeting of the Members, held at the same place, on Tuesday, the 15th day of November, 1887, the said Resolutions were duly confirmed:—

1. "That the objects for which the Club was established having been accomplished, in accordance with Article 55 of the Articles of Association it is hereby resolved that the Club be wound up voluntarily.

2. "That Mr. Benjamin Crook, of Market-walk, Huddersfield aforesaid, Gentleman, be appointed Liquidator for the purpose of such winding up, and that his remuneration be fixed by the Directors."

George Moorhouse, Chairman.

Loughboro Reform Club Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at 119, Coldhorbour-lane, Brixton, in the county of Surrey, on the 17th day of November, 1887, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of the Company that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that accordingly the Company be wound up voluntarily, under the provisions in that behalf of the Companies Acts, 1862 and 1867.

2. "That John Steer Wills, of 61, Thurlow Hill, West Dulwich, Accountant, be appointed Liquidator for the purpose of winding up the affairs of the Company."

Dated the 17th day of November, 1887.

Alexander Love, Chairman.

The Sheffield Mortgage and Estates Company
Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the Sheffield Mortgage and Estates Company

Limited, duly convened and held at the offices of Messrs. Parker and Brailsford, Solicitors, situate in North Church-street, Sheffield, in the county of York, on Friday, the 18th day of November, 1887, at half-past three o'clock in the afternoon, the following Extraordinary Resolutions were duly passed:—

"1. That it has been proved to the satisfaction of the Company, that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the same be wound up voluntarily.

"2. That Mr. William Hubert Smith, of Sheffield aforesaid, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of winding up and distributing the property of the Company." Benj. Chatterton, Chairman.

Alliance Gold Prospecting Association Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at No. 4, Lothbury, in the city of London, on Friday, the 30th day of December, 1887, at three o'clock in the afternoon, 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; 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 24th day of November, 1887.

Henry Dever, Liquidator.

The Tynedale Hydropathic Establishment Company Limited.—In Liquidation.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at the offices of Thomas Bowden, 42, Mosley-street, Newcastle-upon-Tyne, on Friday, the 30th day of December next, at three o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding of the Company up 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 23rd day of November, 1887.

Thomas Bowden, Liquidator.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the West Rosedale Ironstone Company Limited.

NOTICE is hereby given, that the creditors of the above-named Company are required, on or before the 20th day of January, 1888, 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 Messrs. Thomas Reynoldson, Christopher North Coates, and John Linley Pexton, the voluntary Liquidators of the said Company, care of Messrs. R. and R. P. Dale, Solicitors, 26, Blake-street, York, and if so required, by notice in writing from the said voluntary Liquidators, are, by their Solicitors, or personally, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts or claims are proved.—Dated this 23rd day of November, 1887.

R. and R. P. Dale, 26, Blake-street, York, Solicitors for the Liquidators.

In the Matter of the Companies Acts, 1862 and 1887, and in the Matter of the Anglo-American Menagerie and Riding School Company Limited.

NOTICE is hereby given, that the creditors of the above-named Company are required, on or before the 10th day of December, 1887, 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 Mr. John Shaw, of No. 1, High-street, Boston, in the county of Lincoln, Engineer, one of the Liquidators of the said Company, and if so required, by notice in writing from the said Liquidators, are, by their Solicitors, to come in and prove their said debts or claims, at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 23rd day of November, 1887.

J. Shaw, } Liquidators.
G. Harliiss, }

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Joseph Bonsor, Frederick Garland Burmester, Thomas Joseph Samuel Ruthven, George Edward Long, and Joseph Albion Crane, carrying on business as Wholesale Clothiers at 126, Houndsditch, in the city of London, and at 50, Wellington-street, Leeds, in the county of York, under the style or firm of J. R. Bousfield and Co.'s Successors, has this day been dissolved, by mutual consent, so far as concerns the said Thomas Joseph Samuel Ruthven, who retires from the firm. All debts due to or owing from the said late firm will be received and paid by the said William Joseph Bonsor, Frederick Garland Burmester, George Edward Long, and Joseph Albion Crane, who will continue the said business under the present style or firm of J. R. Bousfield and Co.'s Successors.—As witness our hands this 22nd day of November, 1887.

William J. Bonsor.
Frederick G. Burmester.
Thomas Joseph Samuel Ruthven.
George E. Long.
Joseph Albion Crane.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ferdinand Herz, Charles Schmalz, Charles Naphtali Rosenfeld, and Charles Herz, carrying on business as Diamond Merchants, at No. 59, Rue de Chateaudun, Paris, under the style or firm of Herz, Schmalz, and Cie., and at No. 1, Saint Andrew-street, Holborn Viaduct, in the city of London, under the style or firm of Herz, Rosenfeld, and Co., has been dissolved, by mutual consent, as and from the 31st day of October, 1887. All debts due to and owing by the said late firm will be received and paid by the said Ferdinand Herz, Charles Naphtali Rosenfeld, and Charles Herz, who will continue to carry on the business in Paris under the style of Herz and Cie., and in London under the style of Herz, Rosenfeld, and Co.—Dated this 5th day of November, 1887.

Ferdinand Herz. Chas. N. Rosenfeld.
Ch. Schmalz. Charles Herz.

NOTICE is hereby given, that the Partnership which heretofore subsisted between the undersigned, James Goodman and Josiah Goodman, under the style or firms of J. and J. Goodman and Goodman and Co., at Cumberland Wharf, Green-street, Bethnal Green, in the county of Middlesex, at Malmesbury-road, Bow, in the same county, at No. 72, Bishopsgate-street Within, in the city of London, and at Mostyn-road, Brixton, in the county of Surrey, in the trade or business of Lime and Cement Merchants, Builders, and Dealers in all kinds of Building Materials, was dissolved, by mutual consent, as on and from the 31st day of December, 1885, from which date the said James Goodman has taken over, and continues separately from the said Josiah Goodman the business heretofore carried on by the parties hereto at No. 1, Mostyn-road, Brixton aforesaid; and the said Josiah Goodman has taken over and continues separately from the said James Goodman the businesses heretofore carried on by the parties hereto at Cumberland Wharf, at Malmesbury-road, and at 72, Bishopsgate-street aforesaid.—As witness our hands this 22nd day of November, 1887.

James Goodman.
Josh. Goodman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business as Contractors and Dealers in Building Materials, at Durham-grove, Hackney, Middlesex, under the style or firm of Mayes Bros., has been dissolved as from the 16th day of November, 1887. All debts due to and owing by the said late firm will be received and paid by the said Andrew Mayes.—Dated this 16th November, 1887.

J. W. Mayes.
A. Mayes.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Frederick Charlton and Francis Robert Lucas, as Lightermen and Contractors, under the name or style of Charlton and Co., at Old Trinity House, Water-lane, E.C., and Maze Hill, Greenwich, Kent, has been dissolved, by mutual consent, as from the day of the date hereof.—Dated the 21st November, 1887.

William Frederick Charlton.
Francis Robert Lucas.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Wheelhouse Buckle and Alfred Cooper, carrying on business as Manufacturers of Laver, at 13, Tobin-street, Notting Hill, London, under the style or firm of Buckle and Co., has this day been dissolved by mutual consent.—Dated this 21st day of November, 1887.

J. Wheelhouse Buckle.
Alfred Cooper.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Rea Coffey and Isaac Jacob, under the firm of Coffey and Jacob, at No. 90, Cowcross-street, in the city of London, as Provision Merchants, has this day been dissolved by mutual consent.—Dated this 22nd day of November, 1887.

T. R. Coffey.
Isaac Jacob.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hewetson Bertolacci and John Quinton Bown, in the business of Medical Practitioners, and carried on at St. John's Hill, New Wandsworth, Surrey, has been dissolved as from the 8th instant.—Dated the 16th day of June, 1887.

J. Hewetson Bertolacci.
John Quinton Bown.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Rate, Thomas Chattaway, and William Bradbury, carrying on business as Boot and Shoe Manufacturers, at Leicester, in the county of Leicester, under the style or firm of Rate, Chattaway, and Bradbury, has been dissolved, by mutual consent, as from the day of the date hereof.—Dated this 20th day of September, 1887.

George Rate.
Thomas Chattaway.
William Bradbury.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Peat and Thomas Fox, carrying on business at Church, in the county of Lancaster, as Chemists and Druggists, under the style or firm of J. Peat and Co., has this day been dissolved by mutual consent. All debts due and owing by the late firm will be received and paid by the said Joseph Peat, who will in future carry on the said business on his own account.—Dated this 9th day of November, 1887.

Thomas Fox.
Joseph Peat.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Bond Morgan and Walter Shaw Christian, carrying on business in copartnership as Cotton Brokers, at H 17, Exchange-buildings, in the city of Liverpool, under the style or firm of Joseph B. Morgan and Company, was, on the 30th day of September, 1887, dissolved by mutual consent.—Dated this 21st day of November, 1887.

Joseph B. Morgan.
Walter Shaw Christian.

NOTICE is hereby given, that the Partnership which has heretofore been carried on by Herbert Willmott and Alfred Dawson, under the style of H. Willmott and Co., at Great Grimsby, in the county of Lincoln, as Engineers and Fitters, was this day dissolved by mutual consent; and that the business will henceforth be carried on by the said Alfred Dawson, who will receive all debts owing to, and will pay all debts owing by, the said firm.—Dated this 22nd day of November, 1887.

Herbert Willmott.
Alfred Dawson.

NOTICE is hereby given, that the Partnership subsisting between the undersigned, James Wainwright, George William Wainwright, and Richard Wainwright, as Corn Dealers, at 150, Butler-street, Manchester, under the style of Wainwright and Sons, was dissolved, by mutual consent, from the 18th day of October last. All debts of the firm will be received and paid by James Wainwright, who will continue the said business on his separate account.—As witness our hands this 23rd day of November, 1887.

James Wainwright.
George William Wainwright.
Richard Wainwright.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Thomas Bayley and Henry Bayley, under the style of Bayley Brothers, at Walsall, in the county of Stafford, in the trade or business of Metal Workers and Manufacturers of Ornamental Glass Work and Electric Apparatus, and other Ware, is dissolved by mutual consent, the said Thomas Bayley retiring from the firm, as from the 18th day of October last. The debts due to and by the late firm will be received and paid by the said Henry Bayley, who will continue the business under the present style or firm of Bayley Brothers.—Dated the 21st day of November, 1887.

Thomas Bayley.
Henry Bayley.

NOTICE is hereby given, that the Partnership which has heretofore been carried on by George Lawrence Whiteing and Ernest William Robert Farebrother, under the style of Nightingale and Co., at Great Grimsby, in the county of Lincoln, as Wood Block Flooring Manufacturers, was this day dissolved by mutual consent; and that the business will henceforth be carried on by the said George Lawrence Whiteing, who will receive all debts owing to the said firm.—Dated this 21st day of November, 1887.

Geo. L. Whiteing.
E. W. R. Farebrother.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Hookham, William Hookham, and Mark Hookham, carrying on business as Builders, at Eastbourne, in the county of Sussex, under the style or firm of Hookham Brothers, 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 William Hookham and Mark Hookham.—Dated this 22nd day of November, 1887.

Thomas Hookham.
William Hookham.
Mark Hookham.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Matthew Broadbent and Jonas Wagstaff, carrying on business as Stone Merchants at Dunford Bridge, near Sheffield, in the county of York, under the style or firm of Broadbent and Wagstaff, was 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 Jonas Wagstaff.—Dated this 16th day of November, 1887.

Matthew Broadbent.
Jonas Wagstaff.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Bottomley, Thomas Holland Bottomley, and William Bottomley, carrying on business as Cotton Waste Dealers, at Harrop-street, Stalybridge, in the county of Lancaster, under the style or firm of Bottomley Bros., was dissolved as from the 1st day of October, 1887, by mutual consent. All debts due and owing to and from the said late firm will be received and paid by the said John Bottomley and Thomas Holland Bottomley, who will carry on the said business at the above address as heretofore, under the style of Bottomley Bros.—Dated this 31st day of October, 1887.

John Bottomley.
Thomas Holland Bottomley.
Wm. Bottomley.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Russell, John Alfred Hope, and Edward Batman Steward, as Iron Merchants and Commission Agents, at Cardiff, in the county of Glamorgan, and elsewhere, under the style or firm of Russell, Hope, and Steward, has been dissolved, by mutual consent, as and from the 1st day of May, 1887.—Dated this 14th day of November, 1887.

J. Russell.
John A. Hope.
Ed. B. Steward.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edwin Pursglove and Frederick Thos. Hair, carrying on business as Coal and Coke Merchants, at 26, Harriet-street and 11, City-road Wharf, Derby, under the style or firm of Pursglove, Hair, and Co., has been dissolved, by mutual consent, as and from the 17th day of November, 1887. All debts owing by the said late firm will be paid by the said Frederick Thomas Hair.—Dated this 18th day of November, 1887.

*Edwin Pursglove.
Frederick Thos. Hair.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Henry Varley, William Varley, David Varley, and Walter Varley, at Whitworth, near Rochdale, under the style of Varley Bros., in the trades or businesses of Plumbers, Tinplate Workers, and Ironmongers, is dissolved, by mutual consent, as from the 27th day of September last. The business of the partnership will be continued by the said Henry Varley, David Varley, and Walter Varley, under the style aforesaid, by whom all debts due to or from the late partnership will be received or paid.—Dated this 18th day of November, 1887.

*Henry Varley. David Varley.
William Varley. Walter Varley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Franklin and Joseph Franklin, carrying on business as Farmers and Carriers, at Royton, in the county of Lancaster, under the style or firm of W. and J. Franklin, has been dissolved, by mutual consent, as and from the 31st day of October last. All debts due to and owing by the said late firm will be received and paid by the said William Franklin, who will henceforth carry on the said businesses in his own name.—Dated this 17th day of November, 1887.

*William Franklin.
Joseph Franklin.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frank Syson, David Henry Grant, and James Seymour Clinch, carrying on business as Hosiers and Athletic Outfitters, at Liverpool and Southport, under the style or firm of Syson, Grant, and Clinch, has been dissolved, by mutual consent, as and from the 1st day of October, 1887. All debts due to and owing by the said late firm will be received and paid by the said Frank Syson and James Seymour Clinch, who will continue the business as heretofore, under the style or firm of Syson and Co.—Dated this 31st day of October, 1887.

*Frank Syson.
David Henry Grant.
Jas. Seymour Clinch.*

NOTICE is hereby given, that by an Order of the County Court of Monmouthshire, holden at Tredegar, dated the 13th day of October, 1887, made in an action, No. P. 2,071, of James versus Edmunds and others, it was ordered that the Partnership theretofore subsisting between Walter James, Mrs. Edmunds, George Bevan, Henry Harris, Charles Hillman, Thomas Hillman, Thomas Josiah Evans, and George Hillman, as Proprietors of the Blanca Recreation Ground, be dissolved as from the said 13th day of October, 1887. All claims against the said Partnership are to be sent to the Registrars of the above Court on or before the 1st day of December, 1887.

[Extract from the Cape of Good Hope Government Gazette, Tuesday, November 18, 1887.]

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Joseph Lezard, and Edward Joseph Lezard, and Myer Lewis Isaacs, and Annie Levi, and Barnett Henry Joseph, and Joseph Joseph, carrying on business as General Merchants, at Du Toit's Pan-road, Kimberley, South Africa, under the style of L. Courlander and Co., has been dissolved, by mutual consent, as from the 25th day of May, 1887.

Dated this 29th day of July, 1887.

*Joseph Lezard.
Edward J. Lezard.
M. L. Isaacs.
Annie Levi.
B. H. Joseph.
J. Joseph.*

Witness to the signatures of Barnett Henry Joseph and Myer Lewis Isaacs:—Hermann H. Myer, 30

and 31, New Bridge-street, Solicitor, E.C.

Witness to the signature of Joseph Joseph:—Edward Rowlands, Solicitor, 71, Colmore-row, Birmingham
Witness to the signatures of Joseph Lezard, Edward Joseph Lezard, and Annie Levi:—Hermann H. Myer.

JAMES TOULMIN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Toulmin, late of Preston and Liverpool, both in the county of Lancaster, Cheese Factor and Provision Merchant, deceased (who died on the 11th day of May, 1886, and whose will was, on the 22nd day of October, 1886, proved in the Lancaster District Registry attached to the Probate Division of Her Majesty's High Court of Justice), are hereby required to send particulars of their debts or claims upon or against the estate of the said deceased to the undersigned, as Solicitors for George Toulmin, of Preston aforesaid, Newspaper Proprietor, Thomas Walmsley, of Preston aforesaid, Agent, and Joseph Toulmin, of Preston aforesaid, Cheesefactor, the trustees and executors of the said will, on or before the 1st day of January, 1888, after which date the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they may have had notice.—Dated this 22nd day of November, 1887.

W., A., and R. ASCROFT, 35, Winckley-square, Preston, Solicitors for the said Executors.

DANIEL CRAFT, 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 Daniel Craft, late of Nelson's-place, Lymington, in the county of Southampton, Gentleman, deceased (who died on the 24th day of August, 1887, and whose will was proved in the Winchester District Registry attached to the Probate Division of Her Majesty's High Court of Justice, on the 18th day of November, 1887, by Joseph Hobbs and Thomas Rashley, the executors therein named), are hereby required to send in the particulars, in writing, of their claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 1st day of March, 1888, 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 those 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 22nd day of November, 1887.

COXWELL and POPE, 1, High-street, Lymington, Hants, Solicitors for the said Executors.

GEORGE WILMSHURST, 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 George Wilmshurst, late of No. 12 Grosvenor-mansions, Victoria-street, Westminster, in the county of Middlesex, Gentleman, deceased (who died on the 21st day of August, 1886, and whose will was proved by Frank Bessell and Edmund Garston, the executors named in the said will, on the 15th day of March, 1887, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send particulars of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 28th day of February next; and notice is also hereby given, that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice.—Dated the 23rd day of November, 1887.

SAMUEL COPPING, 5, Godliman-street, Doctor's Commons, London, E.C., Solicitor for the said Executors.

Re MARY FENTON, Deceased.

Notice to Creditors.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Mary Fenton, late of 22, Winston-street, Darlington, in the county of Durham, deceased (who died at Darlington aforesaid on the 16th day of November, 1885, and whose will was proved by Joseph John Armstrong, of Darlington aforesaid, Railway Clerk, and Charles Gale, of Hornby, Great Smeaton, in the county of York, Farmer, in Her Majesty's High Court of Justice, at the Principal Registry of the Probate Division thereof, on the 19th day of October, 1886), are hereby required, pursuant to the 29th Section of the Act of Parliament intituled "An Act to further amend the Law of Property, and to relieve Trustees," to send, in writing, particulars of their claims or demands to the undersigned, William John Stewart, the Solicitor for the said Joseph John Armstrong and Charles Gale, at his office, Feethams, Darlington aforesaid, on or before the 31st day of December, 1887, after which day the said Joseph John Armstrong and Charles Gale will proceed to distribute the assets of the said Mary Fenton among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said Joseph John Armstrong and Charles Gale have then had notice; and that they will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands the said Joseph John Armstrong and Charles Gale have not had notice at the time of such distribution.—Dated the 21st day of November, 1887.

W. J. STEWART, Feethams, Darlington, Solicitor for the said Executors.

Statutory Notice to Creditors.

In the Goods of MARY PARSLEY, 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 claims or demands upon or against the estate of Mary Parsley, formerly of 102, but late of 101A, Roman-road, Old Ford, Bow, in the county of Middlesex, Widow, deceased (who died on the 24th day of October, 1887, and whose will was proved by Peter Graves and Henry Thomas Pegler, the executors therein named, on the 19th day of November, 1887, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to us, the undersigned, as Solicitors for the said executors, on or before the 19th day of December, 1887; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1887.

SURMAN and QUEKETT, 35, Lincoln's-inn-fields, London, W.C., Solicitors for the Executors.

JOHN SHRIMPTON, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims upon the estate of John Shrimpton, late of North End, Droxford, in the county of Southampton, Farmer, deceased (who died on the 2nd day of April, 1885, and whose will was proved by Edward Shrimpton and Alfred Shrimpton, the executors therein named, on the 1st day of June, 1885, in the District Registry at Winchester of the Probate Division of Her Majesty's High Court of Justice), are required to send particulars of their claims to us, their Solicitors, on or before the 31st day of December, 1887, after which date the executors will proceed to distribute the assets of deceased among the parties entitled thereto, regard only being had to the claims of which they shall then have notice; and they will not be liable for the assets so distributed.—Dated this 19th day of November, 1887.

BOWKER and SON, Winchester, Hants, Solicitors for the Executors.

GEORGE FERRY, late of Markfield, in the county of Leicester, Gentleman, Deceased.

Pursuant to an Act of Parliament made and passed in the twenty-second and twenty-third years of the reign of Her present Majesty, 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 claims or demands for or against the estate of George Ferry, late of Markfield, in the county of Leicester, Gentleman, deceased (who died on or about the 18th day of April, 1887, and whose will was proved

by William Smith, Farmer, John Spriggs, Tailor, and Susannah Ferry, Widow, all of Markfield aforesaid, the executors therein named, on the 14th day of May, 1887, in the Leicester District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, Solicitors for the said executors, on or before the 22nd 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 this 22nd day of November, 1887.

G. STEVENSON and SON, 11, New-street, Leicester, Solicitors for the Executors.

FREDERICK MUSSON, late of No. 11, Seymour-street, Leicester, Boot Maker, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 claims or demands for or against the estate of Frederick Musson, late of Leicester, in the county of Leicester, Boot Maker, deceased (who died on or about the 30th day of October last, and whose will was proved by Francis Charles Musson, of 16, Upper Charles-street, Leicester, Boot Maker, and Mary Johnson, of 11, Seymour-street, Leicester, Spinster, the executors therein named, on the 18th day of November inst., in the Leicester District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said Francis Charles Musson, or to the undersigned, Solicitors for the said executors, on or before the 25th day of January 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 this 22nd day of November, 1887.

G. STEVENSON and SON, 11, New-street, Leicester, Solicitors for the Executors.

HANNAH WALSH, Deceased.

Pursuant to 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claim against the estate of Hannah Walsh, late of West Vale, Wife of Robert Walsh, Carter, deceased (which said Hannah Walsh died on the 19th day of October, 1883, and letters of administration to whose personal estate and effects were, on the 18th day of November, 1887, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice to David Smithies, of Wood View, West Vale aforesaid, Woollen Manufacturer), are hereby required to send, in writing, particulars of their respective claims to us, the undersigned, Solicitors for the said administrator, on or before the 24th day of December next, after which date the said administrator will proceed to distribute the deceased's assets, having regard only to the claims of which he shall then have had notice.—Dated this 23rd day of November, 1887.

INGRAM and HUNTRISS, 4, Hopwood-lane, Halifax, Solicitors for the said Administrator.

RICHARD ANDREWS, Deceased.

Pursuant to Statute.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Richard Andrews, late of Upper Boddington, in the county of Northampton, deceased (who died on the 6th day of July, 1837, and to whose estate letters of administration were granted by the Northampton District Registry of the High Court of Justice, on the 22nd day of November, 1887, to Mary Ann Jones, of Wardington, in the county of Oxford, Widow), are required to send written particulars of the same to the undersigned on or before the 1st day of January, 1888, after which day the said administratrix will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and she will not thereafter be liable for the assets of the said deceased, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 23rd day of November, 1887.

KILBY and MACE, Banbury, Solicitors for the Administratrix.

JOHN GOULD, 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 claim or demand on or against the estate of John Gould, late of Chard, in the county of Somerset, Retired Tailor and Draper, deceased (who died at Chard aforesaid on the 6th day of July last, and whose will was proved by James Hawker the younger, of Chard aforesaid, Builder, one of the executors therein named, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Taunton, on the 21st day of October last), are hereby required to send full particulars, in writing, of such claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 27th day of December next, after which day the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims or demands of which he shall then have had notice; and the said executor will not be liable for the assets so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 15th day of November, 1887.

CLARKE and LUKIN, Chard, Somerset, Solicitors for the said Executor.

Re GEORGE SHEPHARD, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of George Shephard, late of 41, Falkland-road, Kentish Town, Middlesex, Retired Tailor (who died on the 28th day of October, 1887, and whose will, with two codicils, has been proved by Edward Crosby, of 19, Althorpe-road, Upper Tooting, Clerk, and Joseph Thornley, of 122, St. Paul's-road, Camden-square, Gentleman, the executors named in the said will), are hereby required to send, in writing, the particulars of their claims or demands to me, the undersigned, at either of the under-mentioned addresses, on or before the 31st day of December, 1887, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim and demand the said executors shall not then have had notice.—Dated the 23rd day of November, 1887.

A. W. CLAREMONT, Marlborough-chambers, 49, Pall Mall, S.W., and 134, High-street, Camden Town, N.W., Solicitor for the Executors.

WILLIAM HARVEY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Harvey, late of No. 4, Mount Pleasant-place, Plymouth, in the county of Devon, deceased (who died on the 31st day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 16th day of November, 1887, by John William Blower, of Plymouth aforesaid, the executor therein named), are hereby requested to send particulars, in writing, of their claims or demands to me, the undersigned, at No. 10, Courtenay-street, Plymouth, on or before the 5th day of December, 1887, after which date the said executor 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 he shall then have had notice; and he 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 he shall not then have had notice.—Dated this 21st day of November, 1887.

FREDK. RYALL, Solicitor for the said Executor.

Re DAVID GILBERT CASEY, 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 David Gilbert Casey, late of the Common Gate Inn, Markhouse-road, Walthamstow, in the county of Essex, Licensed Victualler (who died on the 17th day of August, 1887, and whose will was proved by Jane Casey, Widow, the executrix therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 6th day of

October, 1887), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executrix, on or before the 22nd day of December, 1887; and notice is hereby given, that at the expiration of that time the said executrix will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand she shall not then have had notice.—Dated this 22nd day of November, 1887.

HOUGHTONS and BYFIELD, 85, Gracechurch-street, E.C., Solicitors for the said Executrix.

JOSEPH THORNTON, Deceased.

Pursuant to the Statute of the 22 and 23 Vic., c. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Thornton, late of New-street, Huddersfield, in the county of York, Temperance Hotel Proprietor, deceased (who died intestate on the 3rd day of October, 1887, and of whose personal estate and effects letters of administration were granted by the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1887, to Sarah Ann Bottom, daughter of Joseph Thornton aforesaid, the lawful representative of the deceased), are hereby required to send the particulars of their claims and demands to Poppleton and Appleby, of 7 and 8, Byram-arcade, Huddersfield, Chartered Accountants, on or before the 24th day of December next, after which date the said administratrix will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and the said administratrix will not be accountable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 21st day of November, 1887.

SARAH ANN BOTTOM.

FRANCIS JOSEPH AUGARDE, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Francis Joseph Augarde, late of View Mount, in the county of Waterford, in Ireland, and of Saint Julian's-road, Priory-road, Kilburn, in the county of Middlesex, Esq., deceased (who died on the 6th day of July, 1887, and whose will was proved by Elizabeth Josephine Fanning, the Wife of John Henry Fanning, the executrix therein named, on the 9th day of November, 1887, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in particulars of their debts or claims to us, the undersigned, on behalf of the said executrix, on or before the 31st day of December, 1887; and notice is hereby also given, that after that day the said executrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 21st day of November, 1887.

SAXTON and MORGAN, 29, Somerset-street, Portman-square, W., Solicitors for the Executrix.

ALFRED HODGETTS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

THE creditors of Alfred Hodgetts, late of Abbot's Court, Saint Bees, in the county of Cumberland, Iron Ore Master, deceased (who died on the 30th day of July, 1887, and whose will and codicil were proved at Carlisle, on the 22nd day of October, 1887, by Henry Palmer and Augustus Helder, two of the executors named in the said will), are, on or before the 31st day of December next, to send particulars of their debts or claims to us, the undersigned; and notice is hereby given, that the said executors of the said Alfred Hodgetts, deceased, will, after the said 31st day of December next, proceed to distribute the assets of the said Alfred Hodgetts, deceased, having regard only to the claims of which they shall then have had notice.—Dated this 22nd day of November, 1887.

BROCKBANK, HILDER, and BROCKBANK, Whitehaven, Solicitors for the said Executors.

Re WILLIAM ROBERTS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of William Roberts, of Wendover, in the county of Buckingham, Gentleman, deceased (who died on the 24th day of September, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 26th day of October, 1887, by Mr. Thomas Williams, of 70, King-street, Hammersmith, Middlesex, the surviving executor), are hereby required to send in particulars, in writing, of their claims or demands to the said Thomas Williams on or before the 17th day of December, 1887, after which day the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims or demands of which he shall then have had notice; and the said executor will not be liable or accountable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim he shall not then have had notice.—Dated this 23rd day of November, 1887.

W. H. MARSHAL, 96, King-street, Hammersmith, Solicitor for the said Executor.

MARIA NASH, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Maria Nash, late of St. Leonard's Hill, Clewer, in the county of Berks, Spinster (who died on the 2nd day of July, 1887, and whose will was proved in the Oxford District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 3rd day of August, 1887, by Francis Tress Barry, Esq., the executor appointed in and by the said will), are hereby required to send in the particulars of their debts, claims, and demands to us, the undersigned, on or before the 23rd day of December next, after the expiration of which time the said executor 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 executor shall then have had notice; and that the said executor will not be liable for the said assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 23rd day of November, 1887.

LONG, DURNFORD, and LOVEGROVE, 4, Park-street, Windsor, Solicitors for the said Executor.

THOMAS DIGINAN LENEHAM, otherwise THOMAS LANEHAN, otherwise THOMAS DIGNAM LENEHAN, deceased.

Pursuant to the Act of Parliament 22 and 23 Vict., 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 or upon the estate of Thomas Dignan Leneham, otherwise Thomas Lanehan, otherwise Thomas Dignam Lenehan, formerly of Sandhurst, in the colony of Victoria, Australia; afterwards of Milton, Otago, New Zealand; afterwards of No. 112, Clifton-street, Finsbury, in the county of Middlesex; but late of No. 40, Bishops-gate-street Without, in the same county, Roman Catholic Priest (who died on the 19th day of August, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 6th day of September, 1887, by Robert Beswick, the executor therein named), are hereby required to send particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said executor, on or before the 1st day of February, 1888, after which day the said executor will proceed to distribute the assets of the said deceased amongst the parties legally entitled thereto, having regard only to the claims 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 claims and demands he shall not then have had notice.—Dated this 21st day of November, 1887.

GEO. E. EAST, 10, Basinghall-street, London, Solicitor for the said Executor.

JOHN HAYES, Esq., Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Hayes, late of the Manor House, Pittensor, in the county of Stafford, Doctor of Medicine, deceased (who died on the 18th day of September, 1887, and to whose estate and effects letters of administration were

granted by the Lichfield District Registry attached to the Probate Division of Her Majesty's High Court of Justice, on the 21st day of November, 1887, to Myra Elizabeth Hayes, the administratrix), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the administratrix, on or before the 10th day of December, 1887, after which date the said administratrix 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 she shall then have had notice; and she 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 and demands she shall not then have had notice.—Dated this 23rd day of November, 1887.

LLEWELLYN and ACKRILL, Tunstall, Staffs., Solicitors for the Administratrix.

GEORGE PREVETT, Deceased.

Statutory Notice to Creditors.

Pursuant to the 29th section of the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of George Prevett, late of Newdigate, Surrey, Farmer, deceased (who died at Newdigate on the 17th day of April, 1887, and whose will was duly proved by George Prevett, of Charlwood, Surrey, Draper, the Son of the said deceased, and James Voice, of Newdigate aforesaid, Farmer, in the Principal Registry of the Probate Division of the High Court of Justice, on the 18th day of June, 1887), are hereby required to send, in writing, the particulars of their claims or demands to the undersigned, John Merrick Head, the Solicitor for the said George Prevett, the Son, and James Voice, at his office at Reigate, Surrey, on or before the 10th day of January, 1888; and notice is hereby also given, that at the expiration of the last-mentioned day the said George Prevett, the Son, and James Voice will proceed to distribute the assets of the said George Prevett, deceased, amongst the parties entitled thereto, having regard to the claims of which the said George Prevett, the Son, and James Voice, have then had notice; and that the said George Prevett, the Son, and James Voice will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they have not had notice at the time of the distribution.—Dated this 22nd day of November, 1887.

J. MERRICK HEAD, Solicitor for the said George Prevett, the Son, and James Voice.

JOHN ROBERT ASHBY, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of John Robert Ashby, late of the Bricklayers' Arms, No. 43, Mount-street, Grosvenor-square, in the county of Middlesex, and also of the White Swan, Mount-street aforesaid, Licensed Victualler (who died on the 22nd day of January, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 9th day of March, 1887, by Charles William Ashby, the executor named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executor, at the office of his Solicitors, Messrs. Martineau and Reid, at No. 2, Raymond-buildings, Gray's-inn, in the county of Middlesex, on or before the 27th day of December, 1887, after the expiration of which time the said executor 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 executor shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 23rd day of November, 1887.

MARTINEAU and REID, Solicitors for the said Executor.

JOHN CALDWELL, Deputy Inspector-General of Hospitals and Fleets (Retired), Deceased.

ALL persons having claims against this estate are required to send particulars thereof to the undersigned before the 21st day of January, 1888, when the executors of deceased's will, proved in the Principal Registry on the 17th instant, will distribute the assets.—Dated this 22nd day of November, 1887.

R. G. MARSDEN and WILSON, 20, Old Conduit-street, London, W., Solicitors for the said Executors.

EDWARD FOLIGNO, Deceased.

Pursuant to Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors and others having any claims or demands against the estate of Edward Foligno, formerly of 87, Cornwall-road, Notting Hill, subsequently of 30, Delamere-crescent, Westbourne Park, but late of 42, Torrington-square, all in the county of Middlesex, Esq., deceased (who died on the 5th day of October, 1887, and whose will, with three codicils thereto, was proved on the 16th day of November, 1887, by David de Pass, Joseph Sebag Montefiore, and Lewis Emanuel, three of the executors therein named), are requested to send written particulars of their claims or demands to the undersigned, as Solicitors for the said executors, on or before the 25th day of December, 1887, after which date the said executors will distribute the assets, having regard only to the claims of which they shall have had notice; and they will not be liable for the assets so distributed to any person or persons of whose claims they shall not then have had notice.—Dated this 23rd day of November, 1887.

EMANUEL and SIMMONDS, 36, Finsbury-circus, E.C., Solicitors for the said Executors.

STEPHEN FAUX SALMON, 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 Stephen Faux Salmon, late of Louth, in the county of Lincoln, Cabinet Maker and Upholsterer, deceased (who died on the 8th day of January, 1886, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 6th day of March, 1886, by Thomas Falkner Allison, of Louth aforesaid, Gentleman, and William Ashton, of Louth aforesaid, Shoemaker, 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 14th day of January, 1888, 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 14th day of November, 1887.

ALLISONS and ALLISONS, Louth, Lincolnshire, Solicitors.

CHARLES TABOR, Deceased.

Pursuant to the Statute 22 and 23 Victoria, c. 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 Charles Tabor, late of Normanville, Church-road, Teddington, in the county of Middlesex, Fish Salesman (who died on the 24th day of August, 1887, at 11, Victoria-road, Forest Gate, in the parish of West Ham, in the county of Essex, and whose will was proved by Charles James Tabor, the executor therein named, on the 19th day of October, 1887, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send the particulars of their claims and demands to us, the undersigned, Solicitors for the said executor, on or before the 7th day of January, 1888; and notice is hereby given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executor shall then have notice; and that he will not be liable for any assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 21st day of November, 1887.

PEDLEY and BARTLETT, 23, Bush-lane, E.C., Solicitors for the Executor.

ROBERT WILSON, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., c. 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 Robert Wilson, late of Kirkby-upon-Bain, in the county of Lincoln, Gentleman, deceased (who died on the 30th day of October, 1887), are hereby required to send the particulars, in writing, of their claims or demands either to Mr. Robert Morrison Wilson, of Kirkby-upon-Bain, in the county of Lincoln, to Mr. Herbert Howard, of 74, Chatham-street, Tiverpool, or to Mr. Alexander Cassels, of 19, Brunswick-street, Liverpool,

the executors of the said Robert Wilson, on or before the 31st day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and for the assets, or any part thereof, so administered or distributed the said executors will not be liable to any person of whose claim or demand they shall not then have had notice; and all persons indebted to the said estate of the said deceased are requested forthwith to pay the amount of their respective debts to the said executors, or to either of them.—Dated the 22nd day of November, 1887.

WM. HARRISON, Lincoln, Solicitor for the Executors.

JOHN ALLAN, Deceased.

Pursuant to the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Allan, late of Bedford, in the county of Bedford, Draper (who died on the 20th day of August, 1887, and whose will was proved on the 15th day of October, 1887, by Louisa Anne Allan, the executrix), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executrix, on or before the 18th day of January, 1888, after which date the assets of the said deceased will be distributed amongst the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 23rd day of November, 1887.

HENRY TEBBS, Bedford, Solicitor for the Executrix.

RICHARD EDWARD BROWN-GREAVES, Deceased. Pursuant to the Statute 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 creditors and other persons having any debts, claims, or demands against the estate of Richard Edward Brown-Greaves, late of Woodthorpe Hall, in the parish of Handsworth, in the county of York, Esq. (who died on the 2nd day of October, 1887, and whose will was proved by one of the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 16th day of November instant), 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 25th day of January, 1888; and notice is hereby given, that at the expiration of that time the said executor will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which 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 had notice.—Dated this 23rd day of November, 1887.

ARNOLD, FOOKS, CHADWICK, and CO., 60, Carey-street, Lincoln's-inn, London, Solicitors for the said Executor.

ELIZABETH HILL, Deceased.

Pursuant to 22 and 23 Victoria, cap. 35.

ALL persons having any claim against the estate of Elizabeth Hill, late of Bowlingreen, in the parish of Illogan, Cornwall, Spinster, deceased (who died on the 2nd day of October last intestate), are hereby required to send the particulars thereof, in writing, to the undersigned on or before the 17th day of December next.—Dated this 19th day of November, 1887.

REGINALD N. ROGERS, Falmouth, Solicitor for the Administrator.

Mr. JOHN SHORTER, Deceased.

Pursuant to Statute 22 and 23 Vic., c. 35.

ALL persons having claims against the estate of John Shorter, late of Birdwood House, Edenbridge, Kent, Carpenter (who died on the 11th day of October, 1887), are required to send particulars of their claims to us, the undersigned, the Solicitors for Mrs. Margaret Sarah Sherwood, the administratrix, before the 12th day of January, 1888, after which date the administratrix will distribute the estate of the deceased without regard to the debts or claims of which she shall not then have had notice.—Dated this 21st day of November, 1887.

PEARLESS and SONS, East Grinstead, Sussex, Solicitors for the said Administratrix.

Re DAVID ROSE, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of David Rose, of No. 17, Charrington-street, Oakley-square, in the county of Middlesex, but late of 92, Manor-street, Clapham Common, in the county of Surrey, Silversmith, deceased (who died on the 4th day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 15th day of November, 1887, by the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 1st day of February, 1888, 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 then be liable for the assets of the said deceased, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1887.

ALFRED C. CRONIN, 22, Southampton-street, Bloomsbury, W.C., Solicitor for the said Executors.

WILLIAM TOWSE, Deceased.

ALL persons having any claim or claims against the estate of William Towse, late of London-borough, in the county of York, Master Carpenter, deceased, are requested to send particulars thereof, in writing, on or before the 16th day of December next, to Elizabeth Thirk, of Holme, on Spalding Moor, in the said county of York, the administratrix of the estate of the said deceased, or to me, the undersigned, her Solicitor; and all persons who were indebted to the said deceased at the date of his death are required to pay the amount of their debts to me forthwith.—16th November, 1887.

HERBERT USHER, Market Weighton, Solicitor for the Administratrix.

NANCY LAWTON, 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 Nancy Lawton, late of 111, Fairfield-road, in Droylsden, in the county of Lancaster, Widow, deceased (who died on the 14th day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 9th day of November, 1887, by Herbert Bottomley, of Sidebottom Fold, in Stalybridge, in the county of Chester, Bank Accountant, and Henry Leigh, of Copley Cottage, in Stalybridge aforesaid, Cotton Mill Manager, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 20th day of December, 1887, 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 23rd day of November, 1887.

JOSH. HYDE, of Stamford-street, Stalybridge, Solicitor for the Executors.

GEORGE DANIEL RANSOM, 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 George Daniel Ransom, formerly of Tollehunt Knights, in the county of Essex, but late of Tiptree, in the said county, Miller and Farmer, deceased (who died on the 14th day of March, 1884, and whose will, with two codicils, was proved in the Ipswich District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 9th day of May, 1884, by Joseph Norfolk and George May, both of Birch, in the said county of Essex, Farmers, two of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of December, 1887, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only

to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November, 1887.

ADOLPHUS E. CHURCH, Crouch-street, Colchester, Solicitor for the said Executors.

CHARLES EDWARD HASLAM, 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 Charles Edward Haslam, late of Toddington, in the county of Bedford, deceased (who died on the 4th day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 1st day of November, 1887, by Marianne Haslam, of Toddington aforesaid, the executrix 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 executrix, on or before the 1st day of December, 1887, after which date the said executrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 24th day of November, 1887.

SIDNEY OLLARD and CO., 1, Clifford's-inn, E.C., Solicitors for the Executrix.

THOMAS SIMPSON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Thomas Simpson, late of 564, Fulham-road, Fulham, in the county of Middlesex, deceased (who died on the 14th day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 12th day of November, 1887, by Frances Matilda Simpson, of 564, Fulham-road aforesaid, the Widow and executrix 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 executrix, on or before the 12th day of January, 1888, after which date the said executrix 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 she shall then have had notice; and she will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person of whose claims or demands she shall not then have had notice.—Dated this 21st day of November, 1887.

LOXDALE and JONES, 3, Sydney-terrace, Brompton, S.W., Solicitors

SELINA PAUL (Wife of Thomas Dennis Paul, Esq.) Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon the estate of Selina Paul (the Wife of Thomas Dennis Paul, Esq.), late of Albert Grove, in the borough of Leicester, deceased (who died on the 13th day of May, 1887, and whose will was proved in the District Registry at Leicester of the Probate Division of the High Court of Justice, on the 2nd day of September, 1887, by John Dennis Paul, of 118, Regent-road, in the said borough, Iron Merchant, and Henry Edward Hunt, of 5, Thurland-street, in the town of Nottingham, Solicitor, the executors named in the said will), are hereby required to send, in writing, full particulars of such claims and demands to the said executors, or to the undersigned, Messrs. Hunt and Williams, of 5, Thurland-street, Nottingham, their Solicitors, on or before the 7th day of January, 1888, after which date the said executors will proceed to distribute the assets of the said testatrix among the persons entitled thereto, having regard only to the claims and demands of which they shall then have notice; and that they will not be liable for the assets of the said testatrix, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 19th day of November, 1887.

HUNT and WILLIAMS, Solicitors for the Executors.

HERMANN HENRY BOSTELMANN, Deceased.
Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any debts, claims, or demands upon or against the estate of Hermann Henry Bostelmann, late of the Jolly Coopers, Clerkenwell Close, in the county of Middlesex, Licensed Victualler, deceased (who died on the 20th day of January, 1887, and whose will was proved by John Beach Flenret the younger, one of the executors therein named, on the 25th day of February, 1887, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their debts, claims, and demands to me, the undersigned, as Solicitor for the said executor, on or before the 16th day of December, 1887; and notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have 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 had notice.—Dated this 23rd day of November, 1887.

T. G. VICKERY, Church Court-chambers, Old Jewry, E.C., Solicitor for the Executor.

ROBERT WALFORD, Deceased.

Pursuant to the Act 22 and 23 Vict., cap. 35, s. 29.

ALL creditors and others having any claims against or to the estate of Robert Walford, late of 4, Argyll-street, Regent-street, in the county of Middlesex, Medical Practitioner (who died on the 2nd day of October, 1887, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 28th day of October, 1887, by Mary Walford, of 4, St. Mary's-terrace, Colchester, in the county of Essex, Spinster, the sole executrix named in the said will), are hereby required to send particulars, in writing, of their claims to the said executrix, at the office of her Solicitors, Messrs. Coldicott and Son, 22, Basinghall-street, in the city of London, on or before the 24th day of December, after which date the said executrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard to the claims of which the said executrix shall then have had notice; and she will not be liable for the assets, or any part thereof, so distributed to any person of whose claim she shall have had such notice as aforesaid.—Dated this 24th day of November, 1887.

COLDICOTT and SON, 22, Basinghall-street, E.C., Solicitors for the said Executrix.

WILLIAM LEWIS, Deceased.

Pursuant to the Act 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of William Lewis, late of Wandsworth Common, in the county of Surrey, Gentleman, deceased (who died on the 3rd day of August, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 8th day of September, 1887, by Benjamin Lewis and Robert Ord, two of the executors named in the said will), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said executors, on or before the 15th day of January, 1888, 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 then shall have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 18th day of November, 1887.

G. BRASH WHEELER, 11, Queen Victoria-street, E.C., Solicitor for the Executors.

SUSANNA PHEBE KNIGHT (otherwise DAVIES); Deceased.

NOTICE is hereby given, pursuant to the Act 22 and 23 Vict., cap. 35, that all persons having any claims against the estate of Susanna Phebe Knight, otherwise Davies, late of No. 2, Lammermoor-road, Balham, Surrey, deceased, are required, on or before the 31st day of December next, to send in notice and full particulars of such claims to us, the undersigned; and that after the said day the administrator of the said estate will proceed to distribute the same, having regard only to claims of which notice shall have then been given as aforesaid.—Dated this 24th day of November, 1887.

TATHAM and SON, Library-chambers, Gray's-inn, Solicitors for the Administrator.

Lieutenant-General WILLIAM HENRY FREESE, Deceased.

Pursuant to the 22nd and 23rd Vic., c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Lieutenant-General William Henry Freese, formerly of the Elms, St. Clement's Hill, Norwich, and late of Athol, St. Ronan's-road, Southsea (who died on the 31st of May, 1887, and whose will was proved by Captain John Binny Scott, R.N., and Mr. Harry Woodward, the executors, on the 4th of July, 1887), are required to send in particulars of their claims to the undersigned on or before the 1st of January, 1888, after which date the assets of the deceased will be distributed, and regard will be had only to the claims then sent in.—Dated this 22nd of November, 1887.

RAVENSCROFT, HILLS, and WOODWARD, 15, John-street, Bedford-row, London, W.C., Solicitors.

REBECCA GRAVETT, Deceased.

Statutory Notice 22 and 23 Vict., cap. 35.

NOTICE—All persons having any claims against the estate of Rebecca Gravett, late of Worthing, in the county of Sussex, Widow, are hereby required to send particulars, in writing, of their claims to us, the undersigned, on or before the 1st day of January, 1888, after which date the administrator will proceed to distribute the assets of the deceased, and he will not be liable for the assets so distributed to any person to whose debt or claim he shall not then have had notice.—Dated this 22nd day of November, 1887.

COLLET and MINTON, 41, Chapel-road, Worthing, Solicitors for the Administrator.

THOMAS DEWSNAP, Deceased.

Pursuant to the Act 22nd and 23rd Vic., c. 35.

NOTICE is hereby given, that all creditors and other persons having claims or demands against the estate of Thomas Dewsnap, formerly of Lydgate-lane, but late of 23, Oxford-street, Sheffield, Retired Case Maker (who died 3rd July, 1887, and whose will was proved at Wakefield, 3rd September, 1887, by Wilfred Walker and Frederick Jervis Dickinson, the executors thereof), are hereby required to send particulars to the said executors, at the under-mentioned address, before 1st January, 1888.—Dated this 18th day of November, 1887.

HERBERT BRAMLEY, 6, Paradise-square, Sheffield, Solicitor for the said Executors.

EMMA SANDFORD, 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 upon or against the estate of Emma Sandford, late of Castle Frome, Ledbury, in the county of Hereford, Spinster, deceased (who died on the 7th day of October, 1887, intestate, and letters of administration of whose personal estate were on the 16th day of November, 1887, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice to John Sandford, of the Leche, near the city of Chester, Coachman, the administrator therein named), are hereby required to send in particulars, in writing, of their claims or demands to the said administrator, under cover, addressed to me, the undersigned, Solicitor for the said administrator, on or before the 2nd day of January, 1888, after which date the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and the said administrator will not be liable or accountable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 22nd day of November, 1887.

CHAS. ROBERTS, Court House, Brandon-street, Birkenhead, Solicitor for the Administrator

Benjamin Hooper.

In the High Court of Justice.—Chancery Division.

PURSUANT to an Order made in an action re Hooper, Hooper v. Hooper, 1887, H., 433, all persons claiming to be the next of kin according to the statutes for the distribution of intestates' estates of Benjamin Hooper, late of Romsey, in the county of Hants, who died in the month of January, 1831, living at the time of his death or to be the legal personal representatives of such of the said next of kin as are now dead, are, by their Solicitors, on or before the 9th day of January, 1888, to come in and prove their claims at the chambers of Mr. Justice Stirling, at the Royal Courts of Justice,

Strand, London, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 23rd day of January, 1888, at twelve o'clock at noon, is appointed for hearing and adjudicating on the claims.—Dated this 17th day of November, 1887.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in an action in the matter of the estate of Thomas Horner, deceased, Roberts v. Horner, 1887, H. 3702, the creditors of Thomas Horner, late of Manuden, in the county of Essex, Hay Dealer, who died in or about the month of April, 1887, are, on or before the 31st day of December, 1887, to send by post, prepaid, to Edward Betteley, of 14, Finsbury-circus, in the city of London, the Solicitor 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 Order. Every creditor holding any security is to produce the same before Mr. Justice Kay, at his chambers, the Royal Courts of Justice, Strand, London, on Wednesday, the 11th day of January, 1888, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 21st day of November, 1887.

BEAUMONT, SON, and RIGDEN, 33, Chancery-lane, London; Agents for
BAKER and THORNEYCROFT, of Bishop's Stortford, Hertford, Solicitors for the Plaintiff.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Alfred Meadows, late of No. 27, George-street, Hanover-square, in the county of Middlesex, Esq., M.D. deceased, between Anna Gertrude Meadows, plaintiff, and Sara Stirling Meadows, defendant, 1887, M., 3116, the creditors of Alfred Meadows, late of No. 27, George-street, Hanover-square, in the county of Middlesex, Esq., M.D., who died on or about the 19th day of April, 1887, are, on or before the 21st day of December, 1887, to send by post, prepaid, to John Charles Tucker Steward, of the firm of Messrs. Clowes, Hickley, and Steward, of No. 10, King's Bench-walk, Temple, in the city of London, the Solicitors of the defendant, the executrix of the deceased, their Christian and surname, together with those of any partner or partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice North, at his chambers, situated in the Royal Courts of Justice, Strand, London, on Thursday, the 12th day of January, 1888, at one of the clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1887.

CLOWES, HICKLEY, and STEWARD, 10, King's Bench-walk, Temple, Defendant's Solicitors.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Worcestershire, holden at Great Malvern, made in an action Cross against Cross and another, the creditors of, or claimants, as next of kin or otherwise, against the estate of John Cross, late of the parish of Suckley, in the county of Worcester, Labourer, who died in or about the month of July, 1887, are, on or before the 12th day of December, 1887, to send by post, prepaid, to the Registrar of the County Court of Worcestershire, holden at Great Malvern, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 14th day of December, 1887, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 21st day of November, 1887.

WALTER E. FERRIN HARDWICKE, Registrar.

In the Matter of a Deed of Assignment for the Benefit of his Creditors, executed by Thomas William Bateman, of Middleton Hall, in the parish of Youlgreave, in the county of Derby, Esq.

NOTICE is hereby given, that Frederick Luke Sowter, of Derby, in the county of Derby, Accountant, the Trustee under the above-mentioned deed, intends to declare a Dividend thereunder, and notice of any debt owing by the said Thomas William Bateman must be given to the said Trustee, at his offices, situate at No. 7,

Corn Market, Derby aforesaid, on or before the 17th day of December next; and notice is hereby also given, that the said Trustee will, after the said 17th day of December next, be at liberty to distribute the assets of the said Thomas William Bateman, or any part thereof, amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated the 22nd day of November, 1887.

ROBOTHAM, ATTWOOD, and ROBOTHAM, of 3, St. Mary's-gate, Derby, Solicitors for the said Trustee.

In the Matter of a Deed of Assignment, dated the 9th day of March, 1887, by John Amos Lowe, of Hornsey Steam Printing Works, Clarendon-road Hornsey, and of 3, Hornsey Park-road, Hornsey, both in the county of Middlesex, Letter Press Printer.

NOTICE is hereby given, that the Trustee under the above deed will, on the 13th day of December 1887, or as soon thereafter as conveniently may be, declare a Final Dividend under the above deed of the estate of the said John Amos Lowe amongst the creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the 3rd day of December, 1887, send the same to Mr. Sidney Chapman, of 10, Pancras-lane, Queen Victoria-street, in the city of London, Solicitor, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 23rd day of November, 1887.

SIDNEY CHAPMAN, 10, Pancras-lane, Queen Victoria-street, London, E.C., Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge, in Bankruptcy.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Sewell, of Little Sampford Rectory, Braintree, in the county of Essex, Clerk.

A MEETING of the creditors of the above-named debtor is hereby summoned, and will be held on Thursday, the 8th day of December, 1887, at two o'clock in the afternoon, at the office of Messrs. Lawrance, Baker, and Waldron, 14, Old Jewry-chambers, in the city of London, for the following purposes:—1. To consider, and, if approved of, to sanction the acceptance by the trustee or an offer by or on behalf of the debtor; (a) To pay to the trustee, on or before the 31st December, 1887, or within seven days of the date of the confirmation by the Court of the resolutions passed at the said meeting, a sum sufficient to pay to the creditors (other than the Revd. Dr. J. E. Sewell and the executors of H. Sewell, died) the balance of their debts, without interest, after deducting dividends already paid and property or income now available for payment of creditors; (b) To pay to the trustee, within three months from the approval by the Court of the resolutions passed at the said meeting, a sum sufficient to pay to the Revd. J. E. Sewell, D.D., and the executors of H. Sewell, died, 2s. 6d. in the pound upon the debts due to them, in addition to dividends already paid; (c) To pay the proper costs and charges of the proceedings not already paid; (d) Performance of the terms of these resolutions to be guaranteed by the Revd. J. E. Sewell, D.D., and to be accepted by the creditors in satisfaction and discharge of their respective debts. 2. That upon approval by the Court of the resolutions passed at the said meeting, the trustee shall do and concur in all acts necessary for removing the sequestration of the profits of the debtor's benefice. 3. To fix the close of the liquidation and consider and, if resolved on, grant the release of the trustee, and to pass such resolutions in relation to the premises as may be determined.—Dated 24th day of November, 1887.

LAWRANCE, BAKER, and WALDRON, 14, Old Jewry-chambers, London, Solicitors for Joseph John Suffery, the Trustee.

The Bankruptcy Act, 1869, and the Bankruptcy (Li-charge and Closure) Act, 1887.

In the County Court of Staffordshire, holden at Stafford, In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Gilbert Jackson, formerly of the Three Tuns Inn, Goolgate-street, Stafford, in the county of Stafford, Licensed Victualler.

TAKE notice, that the above-named debtor, Thomas Gilbert Jackson, now of the Granville Hotel, Clarence-street, Hanley, in the county of Stafford, Innkeeper, has applied to the Court for his Discharge, and that the Court has fixed the 8th day of December, 1887, at twelve o'clock, for hearing the application.—Dated this 19th day of November, 1887.

The Bankruptcy Act, 1869.

The Bankruptcy Act, 1883.

The Bankruptcy (Discharge and Closure) Act, 1887.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Robert Haldenby Keyworth and Henry Joseph Keyworth, both of Liverpool, in the county of Lancaster, carrying on business there in partnership as Agricultural Engineers and Shipowners, under the firm or style of J. and H. Keyworth and Co.

ON the 16th day of December, 1887, at eleven o'clock in the forenoon, at the Court-house, Government-buildings, Queen Victoria-street, Liverpool, the above-named John Robert Haldenby Keyworth and Henry Joseph Keyworth not having obtained their discharge, will apply to the Court for an Order of Discharge.—Dated this 18th day of November, 1887.

JOHN R. H. KEYWORTH,

HENRY J. KEYWORTH,

The above-named Debtors.

The Bankruptcy Act, 1869.

In the High Court of Justice in Bankruptcy.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Werner Edmund Sibeth, Charles John Sibeth, Albert Sibeth, and Paul Frederick Theodore Sibeth, all of 35, Lime-street, in the city of London, Merchants and Bankers, carrying on business in copartnership under the style or firm of Suse and Sibeth, the said Werner Edmund Sibeth residing at 41, Cleveland-square, in the county of Middlesex, Charles John Sibeth residing at Pomona, Sutton Park, Guildford, in the county of Surrey, Albert Sibeth residing at 41, Cleveland-square aforesaid, and Paul Frederick Theodore Sibeth residing at Ingatestone, in the county of Essex.

THE separate creditors of the above-named Werner Edmund Sibeth, Charles John Sibeth, Albert Sibeth, and Paul Frederick Theodore Sibeth, who have not already proved their debts, are required, on or before the 15th day of December, 1887, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Dever, of 4, Lothbury, 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 24th day of November, 1887.

HENRY DEVER, Trustee.

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 John Horder, of No. 408, Gloucester-road, Horfield, in the county of Gloucester, Grocer and Tea Dealer and Builder, and residing at No. 408, Gloucester-road, Horfield, in the county of Gloucester aforesaid.

THE creditors of the above-named John Horder, who have not already proved their debts, are required, on or before the 3rd day of December, 1887, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Thomas Collins, of No. 39, Broad-street, Bristol, 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 23rd day of November, 1887.

EDWD. THOS. COLLINS, Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy, transferred from the County Court of Devonshire, holden at East Stonehouse.

In the Matter of John Grepe, of No. 7, Saint James-terrace, Plymouth, in the county of Devon, Gentleman, adjudicated Bankrupt on the 15th day of March, 1880.

NOTICE is hereby given, that a Meeting of the creditors of the above-named John Grepe will be held at the offices of Messrs. Henry Kimber Elliott and Company, No. 79, Lombard-street, London, on Tuesday, the 6th day of December, 1887, at a quarter-past eleven o'clock in the forenoon, for the following purposes:— 1. To consider the position of the bankrupt's estate generally, as from the 20th day of June, 1886, the date of the last meeting of the creditors; 2. To consider an application from the bankrupt to the Trustee; 3. To transact such other business as may properly be brought before the meeting, and to pass such resolutions as may be found expedient.—Dated this 23rd day of November, 1887.

H. W. DEMAIN SAUNDERS, Trustee.

In the High Court of Justice, in Bankruptcy.

A FINAL Dividend of 8d. in the pound has been declared in the matter of Helen Richardson, of No. 5, London-street, Norfolk-square, Paddington, in the county of Middlesex, Widow, adjudicated bankrupt on the 23rd day of February, 1882, and will be paid by me, at No. 3, Bucklebury, in the city of London, on and after the 28th day of November, 1887.—Dated this 24th day of November, 1887.

JOHN LORD, Trustee.

In the County Court of Lancashire, holden at Salford.

On the 9th day of January, 1887, at half-past one o'clock in the afternoon, John Robert England, of 68, Stock-street, Cheetham, in the county of Lancaster, previously thereto of Roebuck-lane, Sale, in the county of Chester, Clerk, adjudicated bankrupt on the 15th day of June, 1883, will apply for an Order of Discharge.—Dated this 23rd day of November, 1887.

In the County Court of Pembrokeshire, holden at Pembrokeshire Dock.

On the 14th day of December, 1887, at half-past eleven o'clock in the forenoon, George Thomas, of the firm of Parsell and Thomas, Tenby, in the county of Pembrokeshire, Grocers, Mineral Water Makers, and General Dealers, adjudicated bankrupt on the 19th day of February, 1883, will apply for an Order of Discharge.—Dated this 21st day of November, 1887.

In the County Court of Kent, holden at Greenwich.

A Dividend is intended to be declared in the matter of Charles Broughton Luddy, late of 193, Burrage-road, Plumstead, in the county of Kent, Electro Plate Manufacturer, at the date of the petition residing at 22, Kingston-terrace, Lower-road, New Charlton, Kent, out of business, and now residing at 39, Rue Louis Duflos, Boulogne-sur-Mer, in France, adjudicated bankrupt on the 9th day of May, 1879. Creditors who have not proved their debts by the 24th day of February, 1888, will be excluded.—Dated this 24th day of November, 1887.

William Wilberforce, Trustee.

The Bankruptcy Act, 1861.

Notice of Dividend Meeting.

A Meeting of the Creditors of the Bankrupt hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:—

At the County Court of Devonshire, holden at the Court-house, Tiverton, before a Registrar.

William Setty Curtis, of Bampton, in the county of Devon, General-shop Keeper and Dealer, adjudicated bankrupt on the 27th day of November, 1866. A Dividend Meeting will be held on the 10th day of December, 1887, at eleven o'clock in the afternoon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit a statement of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

In the County Court of Hampshire, holden at Winchester. In the Matter of Edward Hoare, of 14, Highfield-villas, Winchester, in the county of Southampton, formerly a Linen Draper and Silk Mercer, now out of business, a Bankrupt.

An Order of Discharge, dated the 16th day of November, 1887, was granted to Edward Hoare, of 14, Highfield-villas, Winchester, who was adjudicated bankrupt on the 25th day of August, 1887.—Dated this 16th day of November, 1887.

THE BANKRUPTCY ACT, 1883.

RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4335	Benjamin, Hyam ...	35, Avenue-road, Regent's Park, Middlesex ...	No occupation	High Court of Justice in Bankruptcy	Aug. 2, 1887...	899 of 1887	Nov. 21, 1887	790	Creditor's...	Sec. 4-1 (G.)
4336	Cutler, Herbert L. ...	Lately trading at 174, Regent-street, Middlesex, with Herbert Alderton Broad, as H. A. Broad	Glover and General Fancy Dealer	High Court of Justice in Bankruptcy	Nov. 17, 1887	1309 of 1887	Nov. 21, 1887	791	Creditor's...	Sec. 4-1 (D.)
4337	De Valhermey, Charles Mauris, Comte (commonly known as Charles, Count de Valhermey)	37, Ladbrooke-road, Notting Hill, Middlesex	... ..	High Court of Justice in Bankruptcy	Aug. 13, 1887	955 of 1887	Nov. 22, 1887	793	Creditor's...	Sec. 4-1 (G.)
4338	Ellis, Edwin	10, North-crescent, Bedford-square, Middlesex	Artist	High Court of Justice in Bankruptcy	Nov. 21, 1887	1325 of 1887	Nov. 21, 1887	789	Debtor's	
4339	Hambrough, Windsor John Beauchamp	37, Park-village East, Regent's Park, Middlesex	Gentleman	High Court of Justice in Bankruptcy	Nov. 4, 1887...	1247 of 1887	Nov. 23, 1887	797	Creditor's...	Sec. 4-1 (G.)
4340	Hoar, Charles (trading as Charles Hoar and Co.)	11, Leadenhall-street, London... ..	Timber Merchant	High Court of Justice in Bankruptcy	Oct. 28, 1887	1218 of 1887	Nov. 23, 1887	794	Creditor's...	Sec. 4-1 (G.)
4341	Holmes, Frank	18, Wood-street, London, and 152, Southwark Bridge-road, Surrey	Warehouseman's Clerk ...	High Court of Justice in Bankruptcy	Sept. 19, 1887	1078 of 1887	Nov. 23, 1887	795	Creditor's...	Sec. 4-1 (G.)
4342	Kavanagh, Maurice Denis	21, Mount Grove-road, Highbury, Middlesex, and of the Middle Temple	Barrister-at-Law... ..	High Court of Justice in Bankruptcy	Aug. 11, 1887	942 of 1887	Nov. 23, 1887	796	Creditor's...	Sec. 4-1 (G.)
4343	Kirby, Theodore	Ravenna House, Green Gate, Plaistow, Essex	Oilman	High Court of Justice in Bankruptcy	Nov. 22, 1887	1330 of 1887	Nov. 22, 1887	792	Debtor's	
4344	Owen, Richard	Bwlch, Pistyll, Carnarvonshire	Farmer	Bangor	Nov. 21, 1887	73 of 1887	Nov. 21, 1887	70	Debtor's	

RECEIVING ORDERS—continued.

No. 25761.

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No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4345	Gammon, William Henry	Bear-street, Barnstaple, Devonshire ...	Grocer	Barnstaple ...	Nov. 12, 1887	16 of 1887	Nov. 23, 1887	12	Creditor's...	Sec. 4-1 (E.)
4346	Bankart, Alfred ...	27, Green-park, Bath	Esquire	Bath	Nov. 5, 1887	28 of 1887	Nov. 23, 1887	27	Creditor's...	Sec. 4-1 (D.)
4347	Allcock, Charles ...	24, Market-street, Birkenhead, Cheshire ...	Greengrocer	Birkenhead ...	Nov. 12, 1887	19 of 1887	Nov. 23, 1887	16	Creditor's...	Sec. 4-1 (A.)
4348	Dyer, William ...	Hartington-buildings, 78, Branston-street, Birmingham, Warwickshire, and residing at 16, Mayfield-road, Handsworth, Staffordshire	Jeweller	Birmingham ...	Nov. 21, 1887	128 of 1887	Nov. 21, 1887	122	Debtor's	
4349	Toye, Charles ...	6, Stafford-street, Birmingham, Warwickshire	Boot and Shoe Dealer ...	Birmingham ...	Nov. 22, 1887	129 of 1887	Nov. 22, 1887	123	Debtor's	
4350	Lupton, Edith ...	42, Peel-square, Bradford, Yorkshire ...	Spinster	Bradford ...	Nov. 8, 1887	75 of 1887	Nov. 21, 1887	77	Creditor's...	Sec. 4-1 (G.)
4351	Mercer, Albert ...	Late 7, Ross-street, Brown Royd, now West View, Daisy Hill, both in Bradford, Yorkshire	Greengrocer	Bradford ...	Nov. 22, 1887	80 of 1887	Nov. 22, 1887	78	Debtor's	
4352	Coates, James Steele Coates, Robert James and Coates, Edward James	Bury St. Edmonds, Suffolk	Coach-builders	Bury St. Edmonds	Nov. 22, 1887	8 of 1887	Nov. 22, 1887	8	Debtor's	
4353	Francis, John ...	Cotton, Suffolk	Farmer and Threshing Machine Proprietor	Bury St. Edmonds	Nov. 22, 1887	10 of 1887	Nov. 23, 1887	10	Debtor's	
4354	Francis, Thomas Richer	Mendlesham, Suffolk	Farmer	Bury St. Edmonds	Nov. 22, 1887	9 of 1887	Nov. 23, 1887	9	Debtor's	
4355	Coningsby, Alfred Richard	Whaddon, Cambridgeshire	Farmer and Coal Merchant	Cambridge ...	Nov. 23, 1887	22 of 1887	Nov. 23, 1887	20	Debtor's	
4356	Ruse, John ...	Ashdon, Essex	Farmer	Cambridge ...	Nov. 23, 1887	23 of 1887	Nov. 23, 1887	21	Debtor's	

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy provided in Creditor's Petition.
4357	Smith, James ...	17, Cotswold-terrace, Cheltenham, Gloucestershire	Jeweller ...	Cheltenham ...	Nov. 21, 1887	28 of 1887	Nov. 21, 1887	28	Debtor's	
4358	Wallis, Thomas ...	Cemetery-road, Long Eaton, Derbyshire; late the New George Inn, Water-gate, Nottingham, Nottinghamshire	Out of business; late Licensed Victualler	Derby ...	Nov. 11, 1887	46 of 1887	Nov. 22, 1887	43	Creditor's	Sec. 4-1 (G.)
4359	Yeadon, Alfred ...	Healey-lane, Batley, Yorkshire	Rag and Flock Merchant	Dewsbury ...	Nov. 23, 1887	39 of 1887	Nov. 23, 1887	39	Debtor's	
4360	Brewer, William ...	28, Fore-street, Brixham, Devonshire	Bootmaker	East Stonehouse	Nov. 21, 1887	59 of 1887	Nov. 21, 1887	46	Debtor's	
4361	De Chassiron, Baron ...	Box Hall, Silver-street, Enfield; and Boodle's Club, Saint James-street, both in Middlesex	No occupation	Edmonton ...	Oct. 24, 1887	21 of 1887	Nov. 23, 1887	19	Creditor's	Sec. 4-1 (G.)
4362	Dawson, Charles ...	4, Mangle-street, New Clee, Lincolnshire	Fish Merchant	Great Grimsby ...	Nov. 22, 1887	57 of 1887	Nov. 22, 1887	57	Debtor's	
4363	Naulls, Alfred ...	62, Guildford-street, New Clee, Lincolnshire	Smack Captain	Great Grimsby ...	Nov. 19, 1887	56 of 1887	Nov. 19, 1887	56	Debtor's	
4364	Jenkerson, Thomas ...	Laura House, Boreham-road, Great Yarmouth, Norfolk	Smack Owner	Great Yarmouth	Nov. 23, 1887	43 of 1887	Nov. 23, 1887	43	Debtor's	
4365	Porter, John ...	Willoughby-on-the-Wolds, Nottinghamshire	Farmer, Carrier, and Coal Dealer	Leicester ...	Nov. 23, 1887	74 of 1887	Nov. 23, 1887	70	Debtor's	
4366	Wilkins, George ...	80, St. Saviour's-road, Leiceste	Builder	Leicester ...	Nov. 10, 1887	69 of 1887	Nov. 21, 1887	69	Creditor's	Sec. 4-1 (H.)
4367	Thompson, Parkinson ...	Market Rasen, Lincolnshire	Tailor and Hatter	Lincoln ...	Nov. 23, 1887	26 of 1887	Nov. 23, 1887	24	Debtor's	
4368	Brayn, Henry Samuel Deffett	Lately 21, Bishop-road, Anfield, Liverpool, now residing at 45, Nursery-street, Fairfield, Liverpool, and carrying on business at 58, South John-street, Liverpool	Insurance Company's Agent	Liverpool ...	Nov. 10, 1887	136 of 1887	Nov. 22, 1887	120	Creditor's	Sec. 4-1 (G.)
4369	Manley, William ...	Lords Close Farm, Fazakerley, Lancashire	Contractor	Liverpool ...	Oct. 14, 1887	123 of 1887	Nov. 22, 1887	121	Creditor's	Sec. 4-1 (G.)

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4370	Lewis, John Lewis, Richard Lewis, William, and Lewis, Hugh (trading as Lewis Brothers)	Both residing at S. York-villas, Walton Breck-road, Liverpool, Lancashire Residing at Simddawen, Llanfechell, Anglesea Residing at Llewellyn Lodge, Bododern, Anglesea 3, Taylor-street, Liverpool	Builders	Liverpool	Nov. 23, 1887	145 of 1887	Nov. 23, 1887	122	Debtor's	
4371	Mason, John	8 and 13, Church-street, Macclesfield, Cheshire	Provision Dealer	Macclesfield	Oct. 27, 1887	22 of 1887	Nov. 17, 1887	14	Creditor's	Sec. 4-1 (D.)
4372	Clifford, John	Ridding Farm, Lenham, Kent	Farmer	Maidstone	Nov. 21, 1887	12 of 1887	Nov. 21, 1887	10	Debtor's	
4373	Fourness, Henry (formerly trading as Henry Fourness and Co.)	9, Pritchard-street, Chorlton-upon-Medlock, Manchester, formerly 116, Princess-street, Manchester, and residing at Talbot House, Victoria Park, Manchester	Gas Engineer	Manchester	Nov. 22, 1887	102 of 1887	Nov. 22, 1887	78	Debtor's	
4374	Mitton, Daniel	41, Brunswick-street, Chorlton-on-Medlock, Manchester, Lancashire	Earthenware Dealer	Manchester	Nov. 8, 1887	98 of 1887	Nov. 23, 1887	79	Creditor's	Sec. 4-1 (A.)
4375	Durkin, Thomas Joseph	19, Earle-street, Crewe, Cheshire	Draper and Hosiery	Nantwich and Crewe	Nov. 23, 1887	18 of 1887	Nov. 23, 1887	18	Debtor's	
4376	Goodfellow, Jacob	8 and 19, Middle-street, Consett, county of Durham	Draper	Newcastle-on-Tyne	Nov. 23, 1887	89 of 1887	Nov. 23, 1887	86	Debtor's	
4377	Mitchelson, Thomas	89, Queen-street and Station Approach, South-Shields, county of Durham	Confectioner	Newcastle-on-Tyne	Nov. 23, 1887	90 of 1887	Nov. 23, 1887	87	Debtor's	
4378	Trigg, Henrietta Lucy (trading as Mrs. Thomas Trigg)	17, Pilgrimage-street, Newcastle-on-Tyne	Manicure and Costumes Maker and Ladies' Out-fitter	Newcastle-on-Tyne	Nov. 22, 1887	88 of 1887	Nov. 22, 1887	85	Debtor's	
4379	Jenkins, Edward	61, Dock-street, Newport, Monmouthshire	Grocer	Newport, Mon.	Nov. 23, 1887	52 of 1887	Nov. 23, 1887	51	Debtor's	

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4380	Story, Philip William ...	Fawsley, Northamptonshire	Clerk in Holy Orders ...	Northampton ...	Nov. 23, 1887	32 of 1887	Nov. 23, 1887	31	Debtor's	
4381	Girling, John Fisher (sometimes called Gur- ling)	Tibenham, Norfolk	Farmer	Norwich ...	Nov. 22, 1887	38 of 1887	Nov. 22, 1887	36	Debtor's	
4382	Wightman, George ...	Byard-lane, Bridlesmith-gate, Nottingham ...	Fancy Box Manufacturer	Nottingham ...	Nov. 10, 1887	100 of 1887	Nov. 21, 1887	102	Creditor's ...	Sec. 4-1 (A.) and (H.)
4383	Marshall, James ...	High-street, West Bromwich, Staffordshire ...	Builder	Oldbury ...	Nov. 11, 1887	23 of 1887	Nov. 21, 1887	23	Creditor's ...	Sec. 4-1 (H.)
4384	Hacker, Isaac ...	Newbury-street, Wantage, Berkshire, formerly residing and trading at West Lavington, Wiltshire	Baker's Assistant, for- merly Baker, Grocer, and Beer Retailer	Oxford ...	Nov. 23, 1887	31 of 1887	Nov. 23, 1887	28	Debtor's	
4385	Davies, Evan ...	Pontyclown, Glamorganshire	Mason and Coffee Tavern Keeper, formerly Builder	Pontypridd ...	Nov. 21, 1887	30 of 1887	Nov. 21, 1887	30	Debtor's	
4386	Marson, Richard ...	Scampston and Wintringham, Yorkshire ...	Blacksmith	Scarborough ...	Nov. 22, 1887	47 of 1887	Nov. 22, 1887	44	Debtor's	
4387	Carr, Richard Heels ...	20, Abbey-terrace and 28, Flowergate, both in Whitby, Yorkshire	Lodging-honse Keeper, Boot and Shoe Maker, and Dealer in Boots and Shoes	Stockton-on-Tees and Middles- borough	Nov. 21, 1887	63 of 1887	Nov. 21, 1887	55	Debtor's	
4388	Grosvenor, John ...	Long-lane, Halesowen, Worcestershire ...	Builder and Contractor ...	Stourbridge ...	Nov. 15, 1887	9 of 1887	Nov. 15, 1887	9	Debtor's	
4389	Moss, Thomas ...	Carley Hill Farm, Southwick, county of Dur- ham	Farmer	Sunderland ...	Nov. 22, 1887	10 of 1887	Nov. 22, 1887	10	Debtor's	
4390	Witty, Charles ...	Lower Reed-street, West Hartlepool, county of Durham, and formerly trading at Meadowfield-place, Brandon Colliery, near Durham, with Richard Witty and Chris- topher Witty, as C. Witty and Co.	Provision Merchant, for- merly Contractor, Fur- niture Remover, and General Carrier	Sunderland ...	Nov. 22, 1887	11 of 1887	Nov. 22, 1887	11	Debtor's	

RECEIVING ORDERS—*continued.*

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4391	Dovell, Philip	Residing at 19, Henrietta-street, and carrying on business at 37, Wind-street, both in Swansea, Glamorganshire	Commission Agent	Swansea	Oct. 26, 1887	50 of 1887	Nov. 18, 1887	40	Creditor's...	Sec. 4-1 (G.)
4392	Wells, James	Tonbridge, Kent... ..	Cabinet Maker and Upholsterer	Tunbridge Wells	Nov. 21, 1887	21 of 1887	Nov. 21, 1887	21	Debtor's	
4393	Brackwell, Henry	Ashlack Hall, Kirkby-in-Furness, Lancashire	Farmer	Ulverston and Barrow-in-Furness	Nov. 15, 1887	17B of 1887	Nov. 15, 1887	14B	Debtor's	
4394	Weeks, William	Late 37, Oxford-street, Bilston, Staffordshire, now in lodgings at 79, North-street, Wolverhampton, Staffordshire	Out of business, late Grocer and Provision Dealer	Wolverhampton	Nov. 23, 1887	31 of 1887	Nov. 23, 1887	26	Debtor's	

FIRST MEETINGS AND PUBLIC EXAMINATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Badger, William James	122, Allcroft-road, Havestock Hill, and 161, Drury-lane, both in Middlesex	Mineral Water Manufacturer	High Court of Justice in Bankruptcy	1256 of 1887	Dec. 2, 1887	2.30 P.M.	33, Carey-street, Lincoln's-inn, London	Dec. 14, 1887	12 noon	34, Lincoln's-inn-fields, London, W.C.	Nov. 12, 1887
Bowack, George	13, Moorgate-street, lately trading at 39, Lombard-street, both in London	East India Merchant	High Court of Justice in Bankruptcy	946 of 1887	Dec. 2, 1887	12 noon	33, Carey-street, Lincoln's-inn, London	Dec. 14, 1887	12 noon	34, Lincoln's-inn-fields, London, W.C.	Nov. 7, 1887
Hughes, William and Parr, Edwin (trading as W. Hughes and Co.)	30, West Avenue-road, Walthamstow, Essex 84, Guildford-street, Russell-square, Middlesex 23, Valentine-road, Hackney, Middlesex	Boot and Shoe Manufacturers	High Court of Justice in Bankruptcy	1234 of 1887	Dec. 2, 1887	11 A.M.	33, Carey-street, Lincoln's-inn, London	Dec. 16, 1887	1 P.M.	34, Lincoln's-inn-fields, London, W.C.	Nov. 7, 1887
Jay, Alfred (trading as Jay Père et Fils)	Lately residing and trading at 46, Fitzroy-street, Enton-road, Middlesex, present address unknown	Wholesale Perfumer	High Court of Justice in Bankruptcy	1196 of 1887	Dec. 2, 1887	12 noon	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Dec. 16, 1887	1 P.M.	34, Lincoln's-inn-fields, London, W.C.	Nov. 12, 1887
Russell, John William	Lately 72, Three Colt-street, Limehouse, Middlesex, Upton Park, Essex, and Stainsby-road, East India Dock-road, Middlesex, now believed to be residing at Brockley-lane, Lewisham, Kent	Boot Manufacturer	High Court of Justice in Bankruptcy	1096 of 1887	Dec. 2, 1887	11 A.M.	33, Carey-street, Lincoln's-inn, London	Dec. 20, 1887	12 noon	34, Lincoln's-inn-fields, London, W.C.	
Simpson, James	East Harfwick, near Pontefract, Yorkshire, formerly Wincover, Royston, near Barnsley	Late Innkeeper, now out of business	Barnsley	20 of 1887	Dec. 5, 1887	10.30 A.M.	Offices of the Official Receiver, 3, East-gate, Barnsley	Dec. 15, 1887	11.30 A.M.	County Court-hall, Regent-street, Barnsley	Nov. 23, 1887
Arnall, William	The Coach and Horses Inn, Swinbridge, DEXONSHIRE.	Publican and Farmer	Barnstaple	17 of 1887	Dec. 2, 1887	2 P.M.	Office of Messrs. Sanders and Son, High-street, Barnstaple	Dec. 9, 1887	2 P.M.	Bridge Hall, Barnstaple	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Smith, Thomas Dawson	82, Hamilton-street and William-street, both in Birkenhead, and Willmer-road, Tranmere, all in Cheshire, and 47, Tithe-barn-street, Liverpool, Lancashire	Nurseryman and Seedsman	Birkenhead	20 of 1887	Dec. 7, 1887	2 P.M.	Office of the Official Receiver, 48, Hamilton-square, Birkenhead	Dec. 7, 1887	11 A.M.	County Court, Pilgrim-street, Birkenhead	
Bradley, Samuel (trading as John Payne)	36, Vyse-street, Birmingham, Warwickshire, residing at Piers-road, Handsworth, Staffordshire 7, Market-street, Blackpool, Lancashire	Jeweller and Watch Factor Jeweller	Birmingham	119 of 1887	Dec. 6, 1887	3 P.M.	25, Colmore-row, Birmingham	Dec. 22, 1887	2 P.M.	County Court, Birmingham	
Casey, Arthur Harry Richard	265, Arthur-street, Small-heath, near Birmingham, Warwickshire	Builder and Contractor	Birmingham	115 of 1887	Dec. 5, 1887	11 A.M.	25, Colmore-row, Birmingham	Dec. 15, 1887	2 P.M.	County Court, Birmingham	Oct. 28, 1887
Green, Walter	Trading at 47, Northampton-street, Birmingham, Warwickshire, and residing in lodgings at 158, New John-street, West Hockley, Birmingham	Manufacturing Jeweller	Birmingham	125 of 1887	Dec. 8, 1887	3 P.M.	25, Colmore-row, Birmingham	Dec. 22, 1887	2 P.M.	County Court, Birmingham	
Heath, William, the elder, and Heath, William, the younger (trading as William Heath and Sons)	Crabbs Cross, parish of Feckenham, Worcestershire Crabbs Cross, parish of Feckenham Neveaux Works, Crabbs Cross, parish of Feckenham	Needle Manufacturers	Birmingham	123 of 1887	Dec. 7, 1887	11 A.M.	Offices of Messrs. Byrch, Cox, and Tunbridge, Solicitors, Redditch	Dec. 22, 1887	2 P.M.	County Court, Birmingham	Nov. 23, 1887
Heath, William, the elder (Separate Estate)	Crabbs Cross, parish of Feckenham, Worcestershire	Needle Manufacturer	Birmingham	123 of 1887	Dec. 7, 1887	11 A.M.	Offices of Messrs. Byrch, Cox, and Tunbridge, Solicitors, Redditch	Dec. 22, 1887	2 P.M.	County Court, Birmingham	Nov. 23, 1887

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Heath, William, the younger (Separate Estate)	Crabbs Cross, parish of Feckenham, Worcestershire	Needle Manufacturer	Birmingham ...	123 of 1887	Dec. 7, 1887	11 A.M.	Offices of Messrs. Byrch, Cox, and Tunbridge, Solicitors, Redditch	Dec. 22, 1887	2 P.M.	County Court, Birmingham	Nov. 23, 1887
Parker, George ...	120, Bissell-street, Birmingham, Warwickshire	Baker	Birmingham ...	116 of 1887	Dec. 5, 1887	3 P.M.	25, Colmore-row, Birmingham	Dec. 14, 1887	2 P.M.	County Court, Birmingham	Oct. 28, 1887
Almond, John ...	Bull and Butcher Inn, Northgate, Blackburn, Lancashire	Publican	Blackburn ...	20 of 1887	Dec. 2, 1887	2 P.M.	County Court-house, Blackburn	Dec. 13, 1887	11.30 A.M.	County Court-house, Blackburn	Nov. 23, 1887
Thorne, Clement Cooper	Magdala Villa, Taunton-road, Bridgwater, Somersetshire	Commercial Traveller	Bridgwater ...	23 of 1887	Dec. 3, 1887	11 A.M.	The Bristol Arms, Hotel, Bridgwater	Dec. 5, 1887	11 A.M.	County Court, Queen-street, Bridgwater	Nov. 22, 1887
Pinker, Ernest ...	Station-road, Steyning, Sussex	Stonemason and General Merchant	Brighton ...	80 of 1887	Dec. 2, 1887 ..	12 noon	4, Pavilion-buildings, Brighton	Dec. 29, 1887	11 A.M.	Court-house, Church-street, Brighton	Nov. 19, 1887
King, Edward ...	Ernest House, Napier-road, Stapleton, Gloucestershire	Carpenter... ..	Bristol	75 of 1887	Dec. 14, 1887	12 noon	Offices of the Official Receiver, Bank-chambers, Bristol	Dec. 16, 1887	12 noon	Guildhall, Bristol	
Summers, William ...	4, Napier-road, Eastville, Gloucestershire, lately residing and trading at 7, Chancery-street, St. Philips, Bristol	Lately Grocer, now out of business	Bristol	76 of 1887	Dec. 14, 1887	12.30 P.M.	Offices of the Official Receiver, Bank-chambers, Bristol	Dec. 16, 1887	12 noon	Guildhall, Bristol	
Smith, James ...	17, Cotswold-terrace, Cheltenham, Gloucestershire	Jeweller	Cheltenham ...	28 of 1887	Dec. 3, 1887 ...	4.15 P.M.	County Court Office, Cheltenham	Dec. 21, 1887	12 noon	County Court, Cheltenham	
Bosworthick, Martin	1, Catherine-street, Devonport, Devonshire	Bootmaker	East Stonehouse	55 of 1887	Dec. 2, 1887 ...	11 A.M.	18, Frankfort-street, Plymouth	Dec. 7, 1887 ...	11 A.M.	County Court, East Stonehouse	Nov. 21, 1887
Tamlin, Charles ...	Gibbons-street, Plymouth, Devonshire	Painter and Glazier	East Stonehouse	57 of 1887	Dec. 2, 1887 ...	12 noon	18, Frankfort-street, Plymouth	Dec. 7, 1887 ...	11 A.M.	County Court, East Stonehouse	Nov. 21, 1887

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

No. 25761.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Barr, Robert ...	2, Edward-street, Great Grimsby, Lincolnshire	Beerhouse Keeper and Greengrocer	Great Grimsby...	55 of 1887	Dec. 7, 1887 ...	12 noon	Office of the Official Receiver, 3, Haven-street, Great Grimsby	Dec. 7, 1887 ...	11 A.M.	Townhall, Great Grimsby	Nov. 17, 1887
Milner, George ...	Beverley, Yorkshire ...	Hairdresser ...	Kingston-upon-Hull	64 of 1887	Dec. 2, 1887 ...	11 A.M.	Office of the Official Receiver, Lincoln's-inn-buildings, Bowl-alley-lane, Hull	Dec. 5, 1887 ...	2 P.M.	Court - house, Townhall, Hull	Nov. 22, 1887
Burrows, Alfred Kenworthy	Late Howden, Yorkshire, now Walker's-yard, Manor-street, Roundhay - road, Leeds, Yorkshire	Formerly Pork Butcher and Provision Merchant, now 'Bus Driver	Leeds ...	79 of 1887	Dec. 5, 1887 ...	11 A.M.	Official Receiver's Office, 22, Park-row, Leeds	Dec. 20, 1887	11 A.M.	County Court-house, Leeds	Nov. 18, 1887
Chadwick, Edwin Mentor	Layton-road, New Humberstone, Leicestershire	General Carter and Contractor	Leicester ...	72 of 1887	Dec. 3, 1887 ...	12.30 P.M.	28, Friar-lane, Leicester	Dec. 14, 1887	10 A.M.	The Castle, Leicester	Nov. 22, 1887
Lucas, Thomas ...	High - street, Quorndon, Leicestershire	Watchmaker and Jeweller	Leicester ...	71 of 1887	Dec. 2, 1887 ...	12.30 P.M.	28, Friar-lane, Leicester	Dec. 14, 1887	10 A.M.	The Castle, Leicester	Nov. 22, 1887
Porter, John ...	Willoughby-on - the-Wolds, Nottinghamshire	Farmer, Carrier, and Coal Dealer	Leicester ...	74 of 1887	Dec. 7, 1887 ...	12.30 P.M.	28, Friar-lane, Leicester	Dec. 14, 1887	10 A.M.	The Castle, Leicester	
Wilkins, George ...	80, Saint Savour's-road, Leicester	Builder ...	Leicester ...	69 of 1887	Dec. 5, 1887 ...	12.30 P.M.	28, Friar-lane, Leicester	Dec. 14, 1887	10 A.M.	The Castle, Leicester	Nov. 22, 1887
Mason, John ...	8 and 13, Church-street, Macclesfield, Cheshire	Provision Dealer ...	Macclesfield ...	22 of 1887	Dec. 2, 1887 ...	11.30 A.M.	Official Receiver's Offices, 23, King-Edward - street, Macclesfield	Dec. 6, 1887 ...	11 A.M.	Townhall, Macclesfield	Nov. 21, 1887
Clifford, John ...	Ridding Farm, Lenham, Kent	Farmer ...	Maidstone ...	12 of 1887	Dec. 5, 1887 ...	3 P.M.	Official Receiver's Office, Week-street, Maidstone	Dec. 20, 1887	3 P.M.	Sessions House, Maidstone	
Taylor, Thomas Hargreaves	3, Pall Mall, Manchester, Lancashire, and 46, Cresswell-grove, Didsbury, near Manchester	Stationer ...	Manchester ...	80 of 1887	Dec. 2, 1887 ...	11 A.M.	Official Receiver's Offices, Ogden's-chambers, Bridge-street, Manchester	Dec. 21, 1887	11 A.M.	Court - house, Quay - street, Manchester	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Maddox, John ...	Water-street, Aberavon, Glamorganshire	Butcher and Green-grocer	Neath	28 of 1887	Dec. 3, 1887 ...	12 noon	Castle Hotel, Neath	Dec. 13, 1887	10.30 A.M.	Townhall, Neath	Nov. 22, 1887
Goodfellow, Jacob ...	18 and 19, Middle-street, Consett, county of Durham	Draper	Newcastle - on - Tyne	89 of 1887	Dec. 6, 1887 ...	2.30 P.M.	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 6, 1887 ...	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Mitchelson, Thomas	39, Dean-street and Station Approach, South Shields, county of Durham	Confectioner ...	Newcastle - on - Tyne	90 of 1887	Dec. 7, 1887 ...	11 A.M.	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 6, 1887 ...	11.30 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Trigg, Henrietta Lucy (trading as Mrs. Thomas Trigg)	17, Pilgrim - street, Newcastle-on-Tyne	Mantle and Costume Maker and Ladies' Outfitter	Newcastle - on - Tyne ...	88 of 1887	Dec. 6, 1887 ...	2 P.M.	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 6, 1887 ...	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Lepper, William ...	Pitsford, Brampton Station, and Althorp Park Station, Northamptonshire	Coal Merchant ...	Northampton ...	31 of 1887	Dec. 7, 1887 ...	2 P.M.	County Court buildings, Northampton	Dec. 20, 1887	12 noon	County - hall, Northampton	
Peirce, R., and Peirce, — (trading as R. Peirce and Son and Brice and Company)	61, Sheep-street, Horse-market, and St. Giles-street, both in Northampton	Ironmongers ...	Northampton ...	30 of 1887	Dec. 8, 1887 ...	1 P.M.	Office of Official Receiver for Birmingham, 25, Colmore-row, Birmingham	Dec. 20, 1887	12 noon	County - hall, Northampton	Nov. 19, 1887
Widdowson, James ...	Main-street and Regent-street, Kimberley, Nottinghamshire	Baker and Grocer	Nottingham ...	102 of 1887	Dec. 2, 1887 ...	12 noon	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 6, 1887	10 A.M.	County Court-house, Petergate, Nottingham	Nov. 22, 1887
Lindsey, Frederick William Henry	Bicester, Oxfordshire ...	Solicitor	Oxford	29 of 1887	Dec. 6, 1887 ...	11.30 A.M.	1, St. Aldates, Oxford	Dec. 22, 1887	11.30 A.M.	County - hall, Oxford	Nov. 23, 1887
Bedford, William ...	High Fen, Warboys, Huntingdonshire	Farmer	Peterborough ...	31 of 1887	Dec. 7, 1887 ...	12 noon	County Court, Peterborough	Dec. 7, 1887 ...	12 noon	County Court, Peterborough	Nov. 21, 1887

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Smith, John ...	Byron-road, Wealdstone, Middlesex	General Dealer ...	St. Albans ...	11 of 1887	Dec. 2, 1887 ...	1 P.M.	42, the Outer Temple Strand, London, W.C.	Dec. 16, 1887	2 P.M.	Court-house, St. Albans	Nov. 22, 1887
Kirby, Stephen, and Kirby, Thomas	Buskhill Farm, Leavening, Yorkshire	Farmers ...	Scarborough ...	45 of 1887	Dec. 2, 1887 ...	11.30 A.M.	Talbot Hotel, Malton	Dec. 13, 1887	12 noon	Court - house, Scarborough	
Marson, Richard ...	Scampstone and Wintringham, Yorkshire	Blacksmith ...	Scarborough ...	47 of 1887	Dec. 2, 1887 ...	2 P.M.	Talbot Hotel, Malton	Dec. 13, 1887	12 noon	Court - house, Scarborough	
Harrison, George ...	Newhill, near West Melton, Yorkshire	Grocer and Butcher	Sheffield ...	91 of 1887	Dec. 5, 1887 ...	10 A.M.	Offices of the Official Receiver, 3, East-gate, Barnsley	Dec. 8, 1887	11.30 A.M.	County Court Hall, Bank-street, Sheffield	Nov. 22, 1887
Slater, Fred. ...	6, Owler-lane, Pitsmoor, Sheffield, Yorkshire	Agent ...	Sheffield ...	90 of 1887	Dec. 5, 1887 ...	2 P.M.	Offices of the Official Receiver, Figtreet-lane, Sheffield	Dec. 8, 1887	11.30 A.M.	County Court Hall, Bank-street, Sheffield	Nov. 22, 1887
Fearn, John ...	27, Goddard-street, East Vale, Longton, Staffordshire	Beerseller and Grocer	Stoke - upon - Trent and Longton	16 of 1887	Dec. 5, 1887 ...	11.30 A.M.	Official Receiver's Office, Newcastle-under-Lyme	Dec. 20, 1887	10.45 A.M.	Townhall, Stoke-upon-Trent	Nov. 22, 1887
Grosvenor, John ...	Long - lane, Halesowen, Worcestershire	Builder and Contractor	Stourbridge ...	9 of 1887	Dec. 6, 1887 ...	1.40 P.M.	Talbot Hotel, Stour-bridge	Dec. 6, 1887	2 P.M.	Court - house, Stourbridge	Nov. 19, 1887
Pickering, Edward ...	Residing at 4, Paley-street, and trading at 2, Thornton-place, both in Sunderland, county of Durham	Butcher ...	Sunderland ...	8 of 1887	Dec. 5, 1887 ...	3.30 P.M.	Official Receiver's Offices, 21, Fawcett-street, Sunderland	Dec. 15, 1887	2.30 P.M.	Court - house, John - street, Sunderland	Nov. 22, 1887
Vaux, Ralph Thomas	12, Fawcett-street, 8, Bedford-street, and residing at 25, Park-place West, Sunderland, county of Durham	Ironmonger ...	Sunderland ...	9 of 1887	Dec. 2, 1887 ...	2.30 P.M.	Royal Victoria Hotel, Sheffield	Dec. 15, 1887	2.30 P.M.	Court - house, John - street, Sunderland	
Dovill, Philip. ...	Residing at 19, Henrietta-street, and carrying on business at 37, Wind-street, both in Swansea, Glamorganshire	Commission Agent	Swansea ...	50 of 1887	Dec. 2, 1887 ...	3 P.M.	Official Receiver's Offices, 6, Rutland-street, Swansea	Dec. 22, 1887	11 A.M.	Townhall, Swansea	Nov. 21, 1887

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THE LONDON GAZETTE, NOVEMBER 25, 1887.

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Towner, Alfred Stephen	Late the Primrose Inn, Tonbridge, Kent, now 31, Barden-road, Tonbridge, Kent	Carpenter ...	Tunbridge Wells	20 of 1887	Dec. 2, 1887 ...	2.30 P.M.	Messrs. Spencer and Reeves' Offices, Mount Pleasant, Tunbridge Wells	Dec. 8, 1887	2 P.M.	Townhall, Tunbridge Wells	Nov. 19, 1887
Lawrence, Miriam Sarah	111, High-street, Winchester, Hampshire	Greengrocer ...	Winchester ...	13 of 1887	Dec. 2, 1887 ...	2 P.M.	Official Receiver's Office, 4, East-street, Southampton	Dec. 14, 1887	10 A.M.	The Castle of Winchester	
Hughes, Alfred	Saint Martin's, near Chirk, Salop	Cattle Dealer ...	Wrexham ...	20 of 1887	Dec. 5, 1887 ...	11 A.M.	Queen's Hotel, Oswestry	Dec. 13, 1887	12 noon	County Hall, Wrexham	

NOTICE OF DAY APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATION ADJOURNED SINE DIE.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Birchall, Frederick	356, Park-road and 50, Manchester-street, both in Liverpool Lancashire	Jeweller	Liverpool	129 of 1887	Dec. 1, 1887 ...	11 A.M.	Court - house, Government - buildings, Victoria-street, Liverpool

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Blyth, Alfred...	52, Cambridge-gardens, North Kensington, Middlesex	Engineer	High Court of Justice in Bankruptcy	89 of 1887	Nov. 22, 1887	Jan. 20, 1887
Braithwaite, Thomas	Alderboro Cottage, 38, Devonshire Hill, Hampstead, Middlesex, and 5, Bond-court, Walbrook, London	Solicitor	High Court of Justice in Bankruptcy	1045 of 1887	Nov. 22, 1887	Order made under sec. 103
Butler, Francis	92, Edith-grove, Fulham-road, Earl's Court, Middlesex	Architect	High Court of Justice in Bankruptcy	1141 of 1887	Nov. 21, 1887	Oct. 7, 1887
Ellis, Edwin	10, North-crescent, Bedford-square, Middlesex	Artist	High Court of Justice in Bankruptcy	1325 of 1887	Nov. 21, 1887	Nov. 21, 1887
Kirby, Theodore	Ravenna House, Green Gate, Plaistow, Essex	Oilman	High Court of Justice in Bankruptcy	1330 of 1887	Nov. 22, 1887	Nov. 22, 1887
Pittman, Henry	1, Guildhall-chambers, Basinghall-street, London, and 7, St. John-street, Islington, Middlesex	Agent	High Court of Justice in Bankruptcy	1242 of 1887	Nov. 23, 1887	Nov. 3, 1887
Slade, Thomas George (trading as Thomas Slade)	146, Rodney-road, Walworth, Surrey	Bootmaker, and employed as a Packer	High Court of Justice in Bankruptcy	1307 of 1887	Nov. 23, 1887	Nov. 17, 1887
Moir, Alexander Mitchell	6, Ravenscroft Park, Barnet, Hertfordshire, and 114, Palmerston-buildings, Old Broad-street, late 4, Cullum-street, London	Commission Agent	Barnet	8 of 1887	Nov. 21, 1887	Aug. 15, 1887
Wakeling, James Whiteley	Plough Inn, Elstree, Hertfordshire	Licensed Victualler	Barnet	9 of 1887	Nov. 21, 1887	Oct. 13, 1887
Ayre, John	Torrington, Devonshire	Innkeeper	Barnstaple	15 of 1887	Nov. 21, 1887	Nov. 2, 1887
Gammon, William Henry	Bear-street, Barnstaple, Devonshire	Grocer	Barnstaple	16 of 1887	Nov. 23, 1887	Nov. 11, 1887
Swain, David	Residing in lodgings at 28, New King-street, Bath	Engineer's Manager	Bath	27 of 1887	Nov. 23, 1887	Nov. 5, 1887
Dyer, William	Hartington-buildings, 78, Branston-street, Birmingham, Warwickshire, and residing at 16, Mayfield-road, Handsworth, Staffordshire	Jeweller	Birmingham	128 of 1887	Nov. 23, 1887	Nov. 21, 1887

ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Almond, John	The Bull and Butcher Inn, Northgate, Blackburn, Lancashire	Publican	Blackburn	20 of 1887	Nov. 23, 1887	Oct. 29, 1887
Mercer, Albert	Late 7, Ross-street, Brown Royd, now West View, Daisy-hill, both in Bradford	Greengrocer	Bradford	80 of 1887	Nov. 22, 1887	Nov. 21, 1887
Leech, Mary	42, Dyke-road, lately residing and carrying on a Ladies' School at 5 and 6, Belvedere, Belmont Dyke-road, Brighton, Sussex	Spinster, lately Schoolmistress	Brighton	76 of 1887	Nov. 22, 1887	Oct. 24, 1887
Barraud, Mark Henry	16, Leigh-road, South Clifton, Bristol	Scenic Artist	Bristol	73 of 1887	Nov. 22, 1887	Nov. 15, 1887
Parlour, Frederick	33, Victoria-street, Clifton, Bristol	Oil and Lamp Dealer...	Bristol	74 of 1887	Nov. 22, 1887	Nov. 17, 1887
Francis, John	Cotton, Suffolk	Farmer and Threshing Machine Proprietor	Bury St. Edmunds	10 of 1887	Nov. 23, 1887	Nov. 22, 1887
Francis, Thomas Richer	Mendlesharr, Suffolk	Farmer...	Bury St. Edmunds	9 of 1887	Nov. 23, 1887	Nov. 22, 1887
Smith, James	17, Cotsworth-terrace, Cheltenham, Gloucester	Jeweller	Cheltenham	28 of 1887	Nov. 23, 1887	Nov. 21, 1887
Newman, Thomas Henry, and Newman, George	Wisdom Mills, parish of Cornwood, Devonshire	Millers	East Stonehouse	58 of 1887	Nov. 21, 1887	Nov. 19, 1887
Palmer, Thomas	North Coombe Farm, Highampton, Devonshire	Farmer!	East Stonehouse	51 of 1887	Nov. 21, 1887	Oct. 18, 1877
Curtis, Albert Augustus	121, Westgate-street; 2 and 3, Saint Mary-street, and 52, Northgate-street, all in Gloucester, also Sharpness New Docks, Sharpness, Gloucestershire	Chemist, Druggist, and Sauce Manufacturer	Gloucester	29 of 1887	Nov. 23, 1887	Nov. 1, 1887
Waddams, Thomas Richard	3, Kendrick-street, Stroud, Gloucestershire	Hatter	Gloucester	30 of 1887	Nov. 21, 1887	Nov. 14, 1887
Dawson, Charles	4, Mangle-street, New Clee, Lincolnshire	Fish Merchant...	Great Grimsby	57 of 1887	Nov. 22, 1887	Nov. 22, 1887
Naulls, Alfred	62, Guildford-street, New Clee, Lincolnshire	Smack Captain	Great Grimsby	56 of 1877	Nov. 19, 1887	Nov. 19, 1887

ADJUDICATIONS —continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Bower, William, the younger (trading as Mitchell and Bower)	Residing at Croft House, Holmfirth, Yorkshire, and trading at Honley, Yorkshire, until recently in partnership with Alexander Littlewood Mitchell	Corn Miller	Huddersfield ...	22 of 1887	Nov. 23, 1887 ...	Nov. 10, 1887
Edmonds, Philip	Gaywood, Norfolk, lately trading at Railway-road, King's Lynn	Stone Mason	King's Lynn... ..	9 of 1887	Nov. 21, 1887 ...	Nov. 17, 1887
Sanders, William Frederick	High-street, Staines, Middlesex	Clockmaker and Dairyman	Kingston, Surrey ...	26 of 1887	Nov. 23, 1887 ...	Nov. 16, 1887
Milner, George	Beverley, Yorkshire	Hairdresser	Kingston-upon-Hull	64 of 1887	Nov. 22, 1887 ...	Nov. 15, 1887
Porter, John	Willoughby-on-the-Wolds, Nottinghamshire	Farmer, Carrier, and Coal Dealer ...	Leicester	74 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Thompson, Parkinson	Market Rasen, Lincolnshire	Tailor and Hatter	Lincoln	26 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Mason, John	8 and 13, Church-street, Macclesfield, Cheshire	Provision Dealer	Macclesfield... ..	22 of 1887	Nov. 17, 1887 ...	Oct. 27, 1887
Clifford, John	Ridding Farm, Lenham, Kent	Farmer... ..	Maidstone	12 of 1887	Nov. 21, 1887 ...	Nov. 21, 1887
Taylor, Thomas Hargreaves	3, Pall Mall, Manchester, Lancashire, and 46, Cresswell-grove, Didsbury, near Manchester	Stationer	Manchester	80 of 1887	Nov. 23, 1887 ...	Sept. 5, 1887
Anton, Henry	12, Mill-street, Crewe, Cheshire	Ironmonger	Nantwich and Crewe	17 of 1887	Nov. 22, 1887 ...	Nov. 18, 1887
Goodfellow, Jacob	18 and 19, Middle-street, Consett, county of Durham	Draper	Newcastle-on-Tyne... ..	89 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Jenkins, Edward	61, Dock-street, Newport, Monmouthshire	Grocer	Newport, Mon.	52 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Harker, John... ..	Reeth, Yorkshire	Grocer and Provision Dealer... ..	Northallerton	18 of 1887	Nov. 18, 1887 ...	Nov. 15, 1887
Masterman, Thomas Henry	Late Black Bull Inn, Middleham, Yorkshire, now Middleham, Yorkshire	Late Licensed Victualler, now out of business	Northallerton	17 of 1887	Nov. 18, 1887 ...	Nov. 7, 1887

ADJUDICATIONS—*continued.*

No. 25761.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Peirce, R., and Peirce, — (trading as R. Peirce and Son and Brice and Company)	61, Sheep-street, Horsemarket, and St. Giles-street, both in Northampton	Ironmongers	Northampton ...	30 of 1887	Nov. 19, 1887 ...	Oct. 7, 1887
Story, Philip William	Fawsley, Northamptonshire	Clerk in Holy Orders	Northampton ...	32 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Widdowson, James	Main-street and Regent-street, Kimberley, Nottinghamshire	Baker and Grocer	Nottingham ...	102 of 1887	Nov. 22, 1887 ...	Nov. 18, 1887
Hacker, Isaac	Newbury-street, Wantage, Berkshire, formerly residing and trading at West Lavington, Wiltshire	Baker's Assistant, formerly Baker, Grocer, and Beer Retailer	Oxford ...	31 of 1887	Nov. 23, 1887 ...	Nov. 23, 1887
Bedford, William	High Fen, Warboys, Huntingdonshire	Farmer	Peterborough ...	31 of 1887	Nov. 21, 1887 ...	Nov. 9, 1887
Davies, Evan	Pontyclown, Glamorganshire	Mason and Coffee Tavern Keeper, formerly Builder	Pontypridd ...	30 of 1887	Nov. 21, 1887 ...	Nov. 19, 1887
Marson, Richard	Scampston and Wintringham, Yorkshire	Blacksmith	Scarborough ...	47 of 1887	Nov. 22, 1887 ...	Nov. 22, 1887
Carr, Richard Heels... ..	20, Abbey-terrace and 28, Flowergate, both in Whitby, Yorkshire	Lodging-house Keeper, Boot and Shoe Maker, and Dealer in Boots and Shoes	Stockton - on - Tees and Middlesborough	63 of 1887	Nov. 21, 1887 ...	Nov. 21, 1887
Grosvenor, John	Long-lane, Halesowen, Worcestershire	Builder and Contractor	Stourbridge ...	9 of 1887	Nov. 19, 1887 ...	Nov. 15, 1887
Witty, Charles	Lower Reed-street, West Hartlepool, county of Durham, and formerly trading at Meadowfield-place, Brandon Colliery, near Durham, with Richard Witty and Christopher Witty, ss C. Witty and Co.	Provision Merchant, formerly Contractor, Furniture Remover, and General Carrier	Sunderland ...	11 of 1887	Nov. 22, 1887 ...	Nov. 22, 1887
Wells, James	Tonbridge, Kent	Cabinet Maker and Upholsterer ...	Tunbridge Wells ...	21 of 1887	Nov. 21, 1887 ...	Nov. 19, 1887
Culliford, Samuel	Martock and Rookham, near Priddy, Somersetshire	Butcher and Farmer	Yeovil ...	9 of 1887	Nov. 22, 1887 ...	Nov. 5, 1887

THE LONDON GAZETTE, NOVEMBER 25, 1887.

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Ambrose, Harry	3, Quiet-street, Bath	Jeweller	Bath	18 of 1887	Nov. 10, 1887 ...	Composition of 6s. 8d. in the pound, payable within one month from approval by the Court, and secured by Mr. Ambrose Ambrose, of 3, Railway-place, Bath. Preferential payments, costs, charges, and expenses to be paid by debtor and said Ambrose Ambrose. Henry William Bowles, of Bath, Accountant, to be Trustee to receive and distribute Composition at remuneration of £10 10s., and amount for guarantee bond on payment of Composition, priority debts, Solicitors' and Trustees' costs and charges, and all expenses, including fees of Official Receiver and Board of Trade; the Official Receiver to transfer debtor's estate to said Ambrose Ambrose. Receiving Order rescinded
Cook, Arthur	56, Saint Giles-street, Oxford, formerly trading at 8, Market-place, Great Yarmouth, Norfolk	Grocer	Oxford	22 of 1887	Nov. 17, 1887 ...	A Composition of 6s. in the pound, payable within one month from the date of the Order of Court confirming the Composition, in addition to the payment of all preferential debts, costs, charges, and expenses, to be secured to the satisfaction of the Official Receiver one month before confirmation. Composition to be paid to Mr. Charles Laker, of High-street, Oxford, to distribute and pay to the creditors. The Receiving Order is rescinded

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Bloomfield, Robert (trading as R. Bloomfield and Co.)	Imperial Saw Mills and 129 and 90, Conway-street and 90, Goldstone-villas, all in Hove, and Aldrington Basin, Aldrington, all in Sussex	Builders' Merchant	High Court of Justice in Bankruptcy; transferred from Brighton	1135 of 1884	Dec. 8, 1887 ...	Robert Crosthwaite ...	24, Upper Thames-street, London, E.C.
Forbes, James (trading as Jones and Forbes)	149 and 150, Shoreditch High-street, Middlesex, Manchester, Lancashire, Newcastle-on-Tyne, Northumberland, and Falkirk, Stirlingshire, also trading with R. Bloomfield, as Bloomfield and Co., at 90, Goldstone-villas, Brighton, Conway-street, Hove, and Aldrington Basin, Portslade, all in Sussex, Builders' Merchants and Timber, Cement, and Stone Merchants	Ironfounder and Factor	High Court of Justice in Bankruptcy	783 of 1884	Dec. 8, 1887 ...	Robert Crosthwaite ...	24, Upper Thames-street, London, E.C.
Bruff, Edmund Thomas ...	33, Chancery-lane, Middlesex, and Storth Holme, Shortlands, Kent	Solicitor	High Court of Justice in Bankruptcy	1201 of 1885	Dec. 13, 1887 ...	C. L. Nichols	1, Queen Victoria-street, London, E.C.
Bryce, George	Lately trading at 86, Marchmont-street, Brunswick-square, Middlesex, present address unknown	Cheesemonger	High Court of Justice in Bankruptcy	1111 of 1887	Dec. 10, 1887 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Dyson, James Edwin ...	46, Duke-street, Manchester-square, Middlesex, formerly the Beach House Hotel, Westgate-on-Sea, and the Railway Hotel, Broadstairs, both in Kent, and afterwards of the Wool Exchange Toilet Club, Coleman-street, London, and the Stamford Hill Cigar Stores, Stamford Hill, and the Red Lion and Spread Eagle, 94, High-street, Whitechapel, both in Middlesex	Licensed Victualler, now out of business	High Court of Justice in Bankruptcy	423 of 1887	Dec. 12, 1887 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Holland, William Henry ...	1, Pembroke-square, and Earl's Court-road, Kensington, Middlesex	Builder	High Court of Justice in Bankruptcy	719 of 1886	Dec. 12, 1887 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Hudson, Edward William	81, Chancery-lane, Middlesex	Builder	High Court of Justice in Bankruptcy	291 of 1886	Dec. 12, 1887 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Keeble, Frederick Thomas Coleman	11, Augustus-road, Hammersmith, Middlesex						
Howell, Emanuel George Clapp and Paul, William Finlay (trading as Keeble, Howell, and Paul)	Lately residing at 35, Vauxhall Bridge-road, Westminster, now residing at 164, Tachbrook-street, Pimlico, Middlesex 11, Augustus-road, Hammersmith 73, Jermyn-street, parish of St. James, Westminster, and at 27A, King's-road, Brighton, Sussex	Italian Warehousemen	High Court of Justice in Bankruptcy	723 of 1887	Dec. 13, 1887 ...	C. L. Nichols	1, Queen Victoria-street, London, E.C.

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NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Keeble, Frederick Thomas Coleman (Separate Estate)	11, Augustus-road, Hammersmith, Middlesex ...	Italian Warehouseman ...	High Court of Justice in Bankruptcy	723 of 1887	Dec. 13, 1887 ...	C. L. Nichols ...	1, Queen Victoria-street, London, E.C.
Turnpenny, Walter Daniel Talbot (trading as W. D. T. Turnpenny and Co.)	8, Red Lion-court, Cannon-street, London, residing at 42, Linden-grove, Nunhead, Surrey	Button and Braid Manufacturer	High Court of Justice in Bankruptcy	179 of 1887	Dec. 9, 1887 ...	Thomas Bullock ...	Cleveland, Birchfield, Birmingham
Tyrrell, Richard ...	56, Great Queen-street, Lincoln's-inn-fields, Middlesex	Coach Builder ...	High Court of Justice in Bankruptcy	424 of 1885	Dec. 9, 1887 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Owen, Robert Edward ...	Bulkeley-place, Beaumaris, Anglesey ...	General Medical Practitioner	Bangor ...	40 of 1887	Dec. 9, 1887 ...	Official Receiver ...	Crypt-chambers, Chester
Mayon, William ...	63-65, Holloway Head; and Exeter-street, both in Birmingham	Furniture Dealer and Brass Knob Manufacturer	Birmingham ...	51 of 1887	Dec. 12, 1887 ...	C. H. Jaques ...	95, Colmore-row, Birmingham
Reece, George Henry ...	65, Bull-street, Birmingham ...	Tobacconist and Cigar Dealer	Birmingham ...	85 of 1887	Dec. 6, 1887 ...	E. J. Abbott ...	77, Colmore-row, Birmingham
Sarsons, Jabez ...	310, Coventry-road, Smallheath, Birmingham, 64, Cattell-road, Smallheath, and 105, Stratford-road, Sparkbrook, Birmingham	Baker and Confectioner ...	Birmingham ...	97 of 1887	Dec. 6, 1887 ...	E. J. Abbott ...	77, Colmore-row, Birmingham
Sharpe, John (trading as J. Sharpe and Co.)	180, Warstone-lane, Birmingham, lately living in lodgings at 82, Fincle-road, Handsworth, near Birmingham	Wholesale Jeweller ...	Birmingham ...	58 of 1887	Dec. 6, 1887 ...	E. J. Abbott ...	77, Colmore-row, Birmingham
Trainor, Joseph ...	Late 114, Sandpits, Birmingham, Warwickshire	Draper ...	Birmingham ...	120 of 1887	Dec. 12, 1887 ...	Luke Jesson Sharp, Official Receiver	Whitehall-chambers, 25, Colmore-row, Birmingham
Ingham, William Rushton	Grange Ironworks, Rawtenstall, Lancashire ...	Ironfounder ...	Blackburn ...	14 of 1887	Dec. 9, 1887 ...	Thos. Edleston, Official Receiver	14, Chapel-street, Preston
Hunt, Josiah Septimus ...	Sandy-lane and Chapel Brow, both in Leyland, Lancashire	Builder and Contractor ...	Bolton ...	29 of 1887	Dec. 10, 1887 ...	John Clark Forrester ...	Mawdsley-street, Bolton
Price, Joshua Charles ...	The Central Tea Stores, 3, South Crwys-road, Cardiff, Glamorganshire	Grocer and Provision Dealer	Cardiff ...	58 of 1886	Dec. 9, 1887 ...	Thomas Henry Stephens, Official Receiver	3, Crockherbtown, Cardiff
Haughton, Joseph... and Peile, Stoddart ... (trading as Haughton and Thompson)	The Grove, Scotby, Cumberland 31, Aglionby-street, Carlisle Botchergate, Carlisle ...	Agricultural Implement Manufacturers	Carlisle ...	15 of 1884	Dec. 19, 1887 ...	James Bavidon Affleck McKinnel	Ironworks, Dumfries

NOTICES OF INTENDED DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Stockbridge, William ...	Barclose, parish of Scaleby, Cumberland, formerly West Clift, parish of Kirklington, Cumberland	Innkeeper, formerly Farmer	Carlisle ...	18 of 1887	Dec. 10, 1887 ...	E. Leadam Hough, Official Receiver	34, Fisher-street, Carlisle
Williams, David ...	45, High-street, Mold, Flintshire...	General Dealer ...	Chester ...	3 of 1887	Dec. 16, 1887 ...	Samuel Tilzey ...	79, Mosley - street, Manchester
Bonshor, Charles T. ...	104, Oxford-street, and premises at the back of a Coffee House, in Midland-road, and late 6, Oxford-street, all in Derby, Derbyshire	Plumber and Glazier ...	Derby ...	6 of 1887	Dec. 12, 1887 ...	Official Receiver ...	St. James'-chambers, Derby
Toft, Eli ...	Youlgreave, Derbyshire ...	Blacksmith ...	Derby ...	17 of 1887	Dec. 12, 1887 ...	Official Receiver ...	St. James'-chambers, Derby
Towler, John ...	Matlock Bath, Derbyshire ...	Joiner and Cabinet Maker ...	Derby ...	15 of 1887	Dec. 12, 1887 ...	Official Receiver ...	St. James'-chambers, Derby
Wilcox, Henry (trading as R. Lake and Co.)	45, Gibbons-street, Plymouth, and 24, Gilwell-street, Plymouth, Devonshire	Aërated Water and Syrup Manufacturer	East Stonehouse ...	2 of 1887	Dec. 12, 1887 ...	William Luxon ...	2, Courtenay-street, Plymouth
Hitchcock, Arthur Kenyon	Formerly Broughton, Huntingdonshire, now 448, Victoria-street North, Great Grimsby, Lincolnshire	Formerly Butcher and Sadler and Beer Retailer, now Butcher	Great Grimsby ...	18 of 1887	Dec. 14, 1887 ...	Henry Forder ...	Lincoln's - inn - buildings, Bowlalley-lane, Hull
Lundy, James Freer ...	159, Hainton-street, Weelsby, Lincolnshire, and Fish Dock-road, Great Grimsby	Nautical Instrument Maker and Compass Adjuster	Great Grimsby ...	27 of 1887	Dec. 14, 1887 ...	Henry Forder ...	Lincoln's - inn - buildings, Bowlalley-lane, Hull
Ansdell, Thomas ...	Oak-villas, Hessle, Yorkshire, and lately trading at Crown Oil Mills, Green-lane, Kingston-upon-Hull	Seed Crusher ...	Kingston-upon-Hull	40 of 1886	Dec. 14, 1887 ...	Henry Forder ...	Lincoln's - inn - buildings, Bowlalley-lane, Hull
Ainsley, Andrew ...	3, Venetian-place, Institution-street, Leeds, Yorkshire	Builder ...	Leeds ...	95 of 1886	Dec. 13, 1887 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Crawshaw, Albert Edward	13, Upper Mill-hill, Leeds, Yorkshire ...	Tobacco, Cigar, Mustard, and Tea Dealer	Leeds ...	60 of 1887	Dec. 13, 1887 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Scott, James ...	Formerly 232, Tong-road, afterwards 11, Evelyn-terrace, now 125, Tong-road, all in Leeds, Yorkshire	Knitter ...	Leeds ...	77 of 1887	Dec. 13, 1887 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Stringer, Griffin ...	34, Halford-street, Leicester ...	General Dealer ...	Leicester ...	62 of 1887	Dec. 9, 1887 ...	J. G. Burgess, Official Receiver	23, Friar-lane, Leicester
Boraston, William ...	Ackleton, Shropshire, late Constitution Hill, Birmingham	Late Grocer ...	Madeley ...	3 of 1887	Dec. 6, 1887 ...	E. J. Abbott ...	77, Colmore-row, Birmingham
Frost, John ...	35, York-street and 55, Blossom-street, both in Manchester, residing at 40, Spring-bank, Swinton-road, Pendlebury, near Manchester, Lancashire	Silk Manufacturer and Finisher and Plain and Fancy Box Maker	Manchester ...	73 of 1886	Dec. 9, 1887 ...	William Stavert, and David Smith ...	1, Piccadilly, Manchester 22, Booth-street, Manchester

NOTICES OF INTENDED DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Johnson, Thomas Clarke (trading as J. Johnson and Co.)	Ducie-street, London-road, Manchester, and 153, Great Ducie-street, Manchester	Plain and Fancy Box Manu- facturer and Hairdresser	Manchester ...	94 of 1887	Dec. 23, 1887 ...	Samuel Tilzey ...	79, Mosley-street, Man- chester
Lec, John ...	111, Deansgate and 23 Princess-street, both in Manchester, and residing at Fulshaw Villa, Demesne-road, Alexandra-road, Moss Side, Manchester	Jeweller ...	Manchester ...	21 of 1887	Dec. 9, 1887 ...	James Eckersley ...	46, Pall Mall, Manchester
Taylor, George Henry and Taylor, Allen ... (trading as George Taylor and Sons)	170, Arkwright-street, Nottingham Sherwood Villa, Loughborough-road, West Bridgford, Nottinghamshire Arkwright Mills, Bell-street, Nottingham ...	Spinners ...	Nottingham...	102 of 1886	Dec. 13, 1887 ...	Thomas Leman, and Fred Carter ...	1, Greyhound-street, Not- tingham Cloth Hall-street, Hudders- field
Taylor, George Henry (Separate Estate)	170, Arkwright-street, Nottingham ...	Spinner, trading with Allen Henry Taylor, as George Taylor and Sons	Nottingham...	102 of 1886	Dec. 13, 1887 ...	Thomas Leman, and Fred Carter ...	1, Greyhound-street, Not- tingham Cloth Hall-street, Hudders- field
Taylor, Allen ... (Separate Estate)	Sherwood Villa, Loughborough-road, West Bridgford, Nottinghamshire	Spinner, trading with George Henry Taylor, as George Taylor and Sons	Nottingham...	102 of 1886	Dec. 13, 1887 ...	Thomas Leman, and Fred Carter ...	1, Greyhound-street, Not- tingham Cloth Hall-street, Hudders- field
Nuttall, Frederick ...	325, Chapel-street, Salford, Lancashire...	Grocer...	Salford ...	1 of 1887	Dec. 10, 1887 ...	Samuel Tilzey ...	79, Mosley-street, Man- chester
Indge, Thomas Coventry ...	Holyrood-street, Chard, Somersetshire ...	Clock and Watch Maker and Jeweller	Taunton ...	12 of 1887	Dec. 6, 1887 ...	E. J. Abbott ...	77, Colmore-row, Birming- ham
Priddis, Matilda, and Godwin, Francis (trading as Priddis and Godwin)	Formerly 103, High-street, now 38, Jewry- street, both in Winchester	Boot and Shoe Makers ...	Winchester ...	10 of 1887	Dec. 9, 1887 ...	Official Receiver ...	4, East-street, Southamp- ton
Spicer, Frank ...	Fleat Farm, Fleet, Hampshire ...	Farmer ...	Winchester ...	13 of 1886	Dec. 9, 1887 ...	Official Receiver ...	4, East-street, Southamp- ton
White, David ...	The Hermitage, Eastrop, near Basingstoke, and Basingstoke, Hampshire	Auctioneer ...	Winchester ...	15 of 1886	Dec. 9, 1887 ...	Official Receiver ...	4, East-street, Southamp- ton
Banner, Elijah ...	The Star Ironworks, Heath Town, and Bush- bury-road, Wolverhampton, Staffordshire	Ironmaster ...	Wolverhampton ...	47 of 1886	Dec. 12, 1887 ...	Lawley T. Smith ...	22, Darlington-street, Wol- verhampton

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Dillon, Francis Charles John William	19, Villers-street, Strand, Middlesex ...	A Clerk in the Audit Department, Somerset House	High Court of Justice in Bankruptcy	1308 of 1885	1s. 6d.	First	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Housden, Charles ...	116, Chatsworth-road, Clapton, 99, Wells-street, Hackney, and 17, Clyde-road, Tottenham, all in Middlesex	Grocer	High Court of Justice in Bankruptcy	475 of 1887	1s. 3½d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Mason, Thomas Joseph (trading as Mason and Co.)	2, Percy-terrace, Lordship-lane, East Dulwich, Surrey	China, Glass, Earthenware, and Hardware Dealer	High Court of Justice in Bankruptcy	961 of 1887	4s. 9d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Mavrogordato, Emanuel Antonio	19, Bishopsgate-street Within, London ...	Merchant	High Court of Justice in Bankruptcy	165 of 1885	0½d.	Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Metcalfe, Francis Henry	1, Gracechurch-street, London	Stationer	High Court of Justice in Bankruptcy	969 of 1887	5s. 5d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Powell, Thomas	45, Oxford-street, Mountain Ash, Glamorganshire	Bootmaker	Aberdare	2 of 1887	1s.	First	Nov. 29, 1887 ...	Official Receiver's Office, Merthyr Tydfil
Brooks, James	Tiddington, Oxfordshire	Farrier	Aylesbury	7 of 1887	5s. 1½d.	First and Final	Nov. 28, 1887 ...	Office of the Official Receiver, 1, St. Aldates, Oxford
Phillips, William... ..	Brimpton Farm, Tetsworth, Oxfordshire ...	Farmer and Dealer ...	Aylesbury	1 of 1887	2s. 6d.	First and Final	Nov. 15, 1887 ...	Office of the Official Receiver, 1, St. Aldates, Oxford
Careless, Richard ...	Chipping Campden, Gloucestershire ...	Commission Agent and Seedsman	Banbury	4 of 1887	2d.	First and Final	Nov. 28, 1887 ...	Office of the Official Receiver, 1, St. Aldates, Oxford
Payne, James	4, Northgate-street, Bath	Bootmaker	Bath	16 of 1887	9s. 1d.	First and Final	Nov. 28, 1887 ...	Office of Official Receiver, Bank-chambers, Bristol
Tomlinson, Jane (trading as the Administratrix of the late John Tomlinson)	Railway Sawmills, off Gorton-street, Church, Lancashire	Joiner, Builder, and Timber Merchant	Blackburn	22 of 1884	6¼d.	Second and Final	Dec. 1, 1887	Official Receiver's Office, 14, Chapel-street, Preston

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
MacMahon, Robert Bateson	Late 12, Bloomsbury Mansion, Hart-street, Bloomsbury, Middlesex, now 2, Princes-terrace, West Worthing, Heene, Sussex	Gentleman	Brighton	49 of 1887	4s.	First	Dec. 2, 1887	Official Receiver's Office, 4, Pavilion-buildings, Brighton
Pringle Catharine Wilson	59, Lansdowne-place, Hove, Sussex	School Mistress	Brighton	29 of 1886	7d.	Third and Final	Dec. 5, 1887	Official Receiver's Office, 4, Pavilion-buildings, Brighton
Broad, George Winstone	Union Tavern, Easton-road, Bristol	Beer Retailer	Bristol	10 of 1887	2s. 6d.	First and Final	Dec. 5, 1887	Office of Official Receiver, Bank-chambers, Bristol
Chadney, Harriett	16, Royal York-crescent, Clifton, Bristol	Lodging-house Keeper ...	Bristol	8 of 1887	7½d.	First and Final	Dec. 5, 1887	Office of Official Receiver, Bank-chambers, Bristol
Champion, George John (trading as Champion and Co.)	Formerly 27, Old Market-street, late 71, Stokes-croft, now 2, Lower Cheltenham-place, Montpelier, all in Bristol	General Warehouseman and Commission Agent	Bristol	32 of 1887	2s. 6d.	First and Final	Nov. 28, 1887	Office of Official Receiver, Bank-chambers, Bristol
Grimsdale, Charles	2, Lower Castle-street, Bristol, and lodging at 34, Castle-green, Bristol	Chair and Couch Manufacturer	Bristol	34 of 1887	3s. 7d.	First and Final	Dec. 5, 1887	Office of Official Receiver, Bank-chambers, Bristol
Jones, Frederick Brookholding	8, Berkeley-square and the Bristol Horse Repository, College-street, Bristol	Horse Repository Proprietor	Bristol	60 of 1886	2s.	First and Final	Aug. 29, 1887, or any subsequent day	Office of Trustee, Royal Insurance-buildings, Corn-street, Bristol
Kingston, Henry	Staple Hill, Gloucestershire	Coach Builder, Wheelwright, and Builder	Bristol	54 of 1886	2s. 6d.	First and Final	Nov. 28, 1887	Office of Official Receiver, Bank-chambers, Bristol
Taylor, John	The Wagon and Horses, the Causeway, Chippenham, Wiltshire, and late Staple Hill, Gloucestershire	Baker	Bristol	70 of 1886	3s. 10d.	First and Final	Nov. 28, 1887	Office of Official Receiver, Bank-chambers, Bristol
Welman, Elizabeth Sprackett Welman, Sarah, and Welman, Robert	All lately of Court Farm, Hanham, Gloucestershire	Farmers	Bristol	53 of 1886	2s. 6d.	First and Final	Nov. 28, 1887	Office of Official Receiver, Bank-chambers, Bristol
Nuttall, Thomas	Roomfield-lane, Todmorden, Lancashire	Hawker of Drapery Goods	Burnley	5 of 1887	8½d.	First and Final	Dec. 1, 1887	Official Receiver's Office, 14, Chapel-street, Preston

NOTICES OF DIVIDENDS—continued.

No. 25761.

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Debtor's Name.	Address.	Description	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Elbourn, William ...	Bassingbourn, Cambridgeshire ...	Farmer ...	Cambridge ...	12 of 1885	3s. 7d.	Final	Nov. 28, 1887 ...	Trustee's Office, Royston, Cambridgeshire
Scott, Thomas, and Scott, John Wesley (trading as T. and J. W. Scott) ...	Wordsworth-street, Penrith, and 9, Devonshire-street, Penrith, Cumberland	Drapers, Tailors, and Milliners	Carlisle ...	12 of 1884	1d.	Supplementary	Nov. 30, 1887 ...	Chambers of Thomson, Jackson, Gamley, and Taylor, 24, George-square, Glasgow.
Turner, Thomas ...	69, Water-street, Carlisle ...	General Dealer ...	Carlisle ...	16 of 1887	2s. 8d.	First	On and after Nov. 28, 1887	Official Receiver's Offices, 34, Fisher-street, Carlisle
Parry, Graham ...	2, Paragon-buildings, Cheltenham, Gloucestershire	Gentleman ...	Cheltenham ...	2 of 1886	9s. 8½d.	First and Final	Nov. 21, 1887, and any subsequent day between 12 and 1	11, Grovesnor-place, Cheltenham
Bridgart, Samuel Ebenezer	Chesterfield, Derbyshire ...	Provision Merchant ..	Chesterfield...	6 of 1886	2s. 2½d.	First and Final	Nov. 28, 1887 ...	Official Receiver's Offices, St. James's-chambers, Derby
Buxton, William...	14, Holywell-street, Chesterfield, Derbyshire	Glass and China Dealer...	Chesterfield...	9 of 1886	3½d.	First and Final	Nov. 28, 1887 ...	Official Receiver's Offices, St. James's-chambers, Derby
Mole, Isaac ...	13, Crouch-street, Colchester, Essex ...	Boot and Shoe Maker ...	Colchester ...	16 of 1887	5s. 6d.	First and Final	Nov. 26, 1887 ...	Official Receiver's Office, Trinity-chambers, Colchester
Temple, John ...	Sheldon, Devonshire, lately 3, Gloucester-road, Teignmouth, Devonshire	Ship Owner and Coal Merchant	Excter ...	54 of 1886	1s. 8d.	Second and Final	Dec. 8, 1887 ...	Office of the Trustee, 33, Excter-road, Teignmouth
Wigg, William Smith ...	4, Regent-street, Great Yarmouth, Norfolk	Jeweller ...	Great Yarmouth ...	26 of 1887	8s. 0½d.	First and Final	Nov. 29, 1887 ...	Office of Mr. H. P. Gould, 8, King-street, Norwich
Jordan, William Henry...	Rothwell Haigh, Rothwell, Yorkshire ...	Farmer ...	Leeds ...	10 of 1887	4s. 9d.	First and Final	Nov. 30, 1887 ...	Official Receiver's Office, 22, Park-row, Leeds
Jones, Thomas Cutler ...	Residing at 72, Avenue de l'Industrie, Antwerp, Kingdom of Belgium							
De Wolfe, James Otis ...	Residing at 12, Prescott-street, New Brighton, Cheshire, and lately residing at 172, Upper Parliament-street, Liverpool, Lancashire							
and								
Jones, Harold Boyd (trading as T. C. Jones and Co.) ...	Residing at 72, Avenue de l'Industrie, Antwerp 26, Chapel-street, Liverpool, and 2, Rue de Londres, Antwerp	Shipowners and Ship-brokers	Liverpool ...	76 of 1887	9d.	First	Dec. 5, 1887...	Office of the Trustee, 24, North John-street, Liverpool

NOTICES OF DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Thompson, William ...	41, Pinfold-gate, Loughborough, Leicestershire	Tobacconist and Sinker Maker	Leicester	9 of 1887	9d.	First and Final	Dec. 5, 1837... ..	28, Friar-lane, Leicester
Davies, Thomas Hancock	Westgate House, Aberavon, Glamorganshire	Grocer	Ncath	15 of 1887	4s. 5½d.	First and Final	Nov. 29, 1887 ...	Offices of Official Receiver, 6, Rutland-street, Swansea
Burns, Annie	108, Clayton-street, Jarrow, county of Durham	Confectioner	Newcastle-on-Tyre...	73 of 1887	4s. 7¾d.	First and Final	Nov. 30, 1887 ...	Office of Official Receiver, Pink-lane, Newcastle-on-Tyne
Ellwood, William ...	Residing at Church Way, North Shields, Northumberland, and trading at Albion-road, North Shields, Northumberland, and North-street, South Shields, county of Durham	Saddler	Newcastle-on-Tyne...	101 of 1886	2s.	Second and Final	Nov. 30, 1887 ...	Office of Official Receiver, Pink-lane, Newcastle-on-Tyne
Shield, William George...	Corner of Carr-street, and Ellison-street, Hebburn, and Boldon Colliery, both in the county of Durham	Boot and Shoe Dealer ...	Newcastle-on-Tyne...	64 of 1887	7s. 3¾l.	First and Final	Nov. 30, 1887 ...	Office of Official Receiver, Pink-lane, Newcastle-on-Tyne
Walker, William...	20, Clayton-park-road, Newcastle-on-Tyne, trading at Osborne-road, Newcastle, and formerly residing at 12, Mistletoe-road, Newcastle	Builder	Newcastle-on-Tyne...	64 of 1885	5d.	Second	Nov. 30, 1887 ...	Office of Official Receiver, Pink-lane, Newcastle-on-Tyne
Jones, Cadwalladr ...	The New Inn, Llangynog, Montgomeryshire	Innkeeper... ..	Newtown	9 of 1837	5s. 9d.	First and Final	Dec. 1, 1887... ..	Official Receiver's Office, Llanidloes
Bray, Henry	Southcote, Burton-on-Ure, Masham, Yorkshire	Farmer	Northallerton	4 of 1887	3s. 7d.	First and Final	Dec. 12, 1887 ...	Office of the Official Receiver, 8, Albert-road, Middlesborough
Atkins, John	Portland-road, Hucknall Torkard, Nottinghamshire	Beerseller, Grocer, and Provision Dealer	Nottingham... ..	23 of 1886	3s. 1d.	First and Final	Dec. 5, 1887... ..	Official Receiver's Offices, 1, High-pavement, Nottingham
Nuttall, James	27, Dane-street and Amen-corner, Newgate, Rochdale, Lancashire	Tin Plate Worker ...	Oldham	37 of 1886	4s. 0½d.	First and Final	Nov. 25, 1887 ...	Official Receiver's Office, Priory-chambers, Union-street, Oldham
Brown, George	Ryhall, Rutlandshire	Farmer	Peterborough	29 of 1886	2s. 11¼d.	First and Final	Nov. 26, 1887 ...	Official Receiver's Offices, 5, Petty Cury, Cambridge
Edwards, Thomas ...	82, Gwendolyn-street, Treherbert, Glamorganshire	Tailor and Draper ...	Pontypridd	45 of 1886	1s. 9½d.	First and Final	Nov. 29, 1887 ...	Official Receiver's Office, Merthyr Tydfil

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Rielly, Hugh Joseph ...	Trading at Portrack-lane, Stockton-on-Tees, county of Durham, and residing at the Blue Posts Inn, High-street, Stockton-on-Tees	Grocer and Provision Dealer, and Innkeeper	Stockton - on - Tees, and Middlesborough	38 of 1887	4s.	First and Final	Dec. 12, 1887 ...	Office of the Official Receiver, 8, Albert-road, Middlesborough
Smallwood, William ...	23, Church-street, Whitby, Yorkshire ...	Fishing Boat Owner, formerly Blacksmith and General Dealer	Stockton - on - Tees and Middlesborough	77 of 1886	4d.	First and Final	Dec. 12, 1887 ...	Office of the Official Receiver, 8, Albert-road, Middlesborough
Tuck, John ...	1, Yarm-lane and 7, Leybourne-terrace, Stockton-on-Tees, lately 71, Hampton-road, Stockton-on-Tees	Fraiterer and Tobacconist	Stockton - on - Tees and Middlesborough	8 of 1887	3s.	First and Final	Dec. 12, 1887 ...	Office of the Official Receiver, 8, Albert-road, Middlesborough
Whitehead, Thomas Sunter	6, Northcote-street, Stockton-on-Tees ...	Sodawater Manufacturer and Coal Merchant	Stockton - on - Tees and Middlesborough	3 of 1887	1s. 4d.	First and Final	Dec. 12, 1887 ...	Office of the Official Receiver, 8, Albert-road, Middlesborough
Baythorp, Thomas ...	The Adelphi Hotel, 13 and 15, Ramsden-street, Barrow-in-Furness, Lancashire	Licensed Victualler ...	Ulverston and Barrow-in-Furness	10B of 1887	1s. 7½d.	First and Final	Nov. 30, 1887 ...	Official Receiver's Office, 2, Paxton-terrace, Barrow-in-Furness
Ashton, George ...	133, Bridge-road, West Battersea, Surrey...	Corn Dealer and Coal Merchant	Wandsworth ...	12 of 1886	3s. 5d.	Second and Final	Dec. 2, 1887 ...	57, Belvedere-road, Lambeth, S.E.
Elleray, John, and Elleray, Daniel, the younger (trading as J. and D. Elleray) ...	Bowness, Westmorland ...	Wine and Spirit Merchants	Kendal ...	17 of 1886	1s. 11d.	Second and Final	Nov. 25, 1887 ...	Official Receiver's Office, 2, Paxton-terrace, Barrow-in-Furness
<i>The following Amended</i>		<i>Notice is substituted for that published in the</i>		<i>London</i>	<i>Gazette of the</i>	<i>4th October,</i>	<i>1887.</i>	

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Higgins, S....	16, Leather-lane, Middlesex	Provision Dealer	High Court of Justice in Bankruptcy	852 of 1887	Jan. 13, 1888, 11 A.M.
Longhurst, James...	Late the King's Head Public-house, Newington Causeway, Surrey, present address unknown	Licensed Victualler	High Court of Justice in Bankruptcy	1181 of 1885	Jan. 12, 1888, 11 A.M.
Okely, Charles	16, Beresford-street, Walworth, Surrey	Tobacconist and Dealer in Tobacconists' Fancy Goods	High Court of Justice in Bankruptcy	1059 of 1887	Jan. 12, 1888, 11 A.M.
Pryor, George and Pryor, Alfred (trading as G. Pryor and Son)...	1, Granville-terrace, Albert-road, Walthamstow, Essex 58, Hillside-road, Stamford Hill, Middlesex	Builders and Contractors	High Court of Justice in Bankruptcy	440 of 1887	Jan. 12, 1888, 11 A.M.
Wightman, John William	21, Cambridge-street, Pimlico, Middlesex	No occupation, late Bank Clerk	High Court of Justice in Bankruptcy	1099 of 1887	Dec. 20, 1887, 11 A.M.
Lazenby, Richard...	25, Union-street, Leyland, Lancashire	Blacksmith	Bolton	33 of 1886	Jan. 18, 1888
Rees, Henry	Formerly Eithinduonuchaf, in the parish of Treleach-ar-Bettws, Carmarthenshire, now in lodgings at the Swansea Castle Inn, Water-street, Carmarthen	Labourer, formerly Farmer, afterwards Farm Servant	Carmarthen	8 of 1885	Dec. 21, 1887
Statham, William...	Matlock, Derbyshire	Butcher	Derby	29 of 1884	Jan. 16, 1888, 10.30 A.M.
Beer, John...	Stokeinteignhead and Shaldon, both in Devonshire	Baker and Innkeeper	Exeter	11 of 1887	Jan. 5, 1888, 10.30 A.M.
Busk, Charles Westly	17, Morden-road, Blackheath, Kent, lately residing at the City of Victoria, in the Province of British Columbia, Dominion of Canada	Civil Engineer and Surveyor, out of business	Greenwich	9 of 1887	Jan. 13, 1888, 10 A.M.
Brissenden, Thomas	18, Wyatt-street, Maidstone, Kent	Baker	Maidstone	8 of 1887	Feb. 10, 1888

ORDERS MADE ON APPLICATION FOR DISCHARGE

No 25761.

2 E.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Culver, Arthur ...	The Railway Tavern, 5, Sandall-road, Camden-road, Middlesex	Public-house Manager ...	High Court of Justice in Bankruptcy	604 of 1887	Oct. 26, 1887	Discharge suspended for six months from the 13th August, 1887. Bankrupt to be discharged as from the 13th February, 1888	Bankrupt had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them
Fernbach, Salómon ...	166, St. John's-road, Hoxton, Middlesex	Clock and Watch Maker	High Court of Justice in Bankruptcy	757 of 1886	Oct. 28, 1887	Discharge suspended for fourteen months from the 12th day of November, 1886. Bankrupt to be discharged as from the 12th January, 1888	The books of account kept by the bankrupt do not sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy, and he had continued to trade after knowing himself to be insolvent
Hempleman, Henry Hérman	35, Lauriston-road, South Hackney, formerly residing at 36, Tynemouth-road, Tottenham, lately residing at 36, Peshurst-road, South Hackney, all in Middlesex, and employed at 19, St. Dunstan's-hill, London	Mercantile Clerk...	High Court of Justice in Bankruptcy	343 of 1887	Oct. 28, 1887	Discharge suspended for two months. Bankrupt to be discharged as from the 28th December, 1887	Bankrupt had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them
James, William ...	18, Porchester-road, Bayswater, Middlesex	Gasfitter ...	High Court of Justice in Bankruptcy	1252 of 1885	Oct. 28, 1887	Discharge suspended for one month. Bankrupt to be discharged as from the 28th November, 1887	The Bankrupt had continued to trade after knowing himself to be insolvent
Kempton, Edward ...	Trading at 149 and residing at 445, Hackney-road, Shoreditch, Middlesex	Bed and Mattress Manufacturer	High Court of Justice in Bankruptcy	334 of 1887	Oct. 27, 1887	Discharge suspended for twelve months. Bankrupt to be discharged as from the 27th October, 1888	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy
Maley, Edward Bostock	4, Camden Park-road, Middlesex						
Young, Robert ...	5, St. Paul's-crescent, Middlesex						
Oldknow, Alfred ...	93, St. Augustine-road, Camden Town, Middlesex						
Maley, Young, and Oldknow)	21, now 32, King's-road, St. Pancras, Middlesex	Organ Builders ...	High Court of Justice in Bankruptcy	353 of 1887	Aug. 30, 1887	Discharge suspended for nine months from the 8th July, 1887.	Bankrupts had omitted to keep such books of account as are usual and

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ORDERS MADE ON APPLICATION FOR DISCHARGE—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Stidder, James George... (trading as J. G. Stidder and Co.)	50, Southwark Bridge-road, lately residing at 172, Loughborough-road, Brix- ton, both in Surrey, lately carrying on business at 172, High-street, Notting Hill, Middlesex Also carrying on business at the Victoria Toilet Club, 2, Marlboro'-mansions, Vic- toria-street, Westminster, Middlesex	Sanitary Engineer ... Hair Dresser	High Court of Justice in Bankruptcy	511 of 1887	Nov. 1, 1887	Bankrupts to be discharged as from the 8th April, 1888 Discharge suspended for six months. Bankrupt to be dis- charged as from the 1st May, 1888	proper in the business carried on by them, and as sufficiently disclose their business transactions and financial position within the three years imme- diately preceding their bankruptcy; and had continued to trade after knowing themselves to be insolvent Bankrupt had continued to trade after knowing himself to be insolvent
Welling, Henry William	236, High-street, Poplar, Middlesex	Wholesale and Retail Leather Seller	High Court of Justice in Bankruptcy	429 of 1887	Nov. 1, 1887	Discharge suspended for six months. Bankrupt to be dis- charged as from the 1st May, 1888	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business trans- actions and financial position within the three years immediately preceding his bankruptcy
Bottomley, John ... and Worsick, Fred ...	113, Bolton-brow, Sowerby Bridge, Yorkshire Grove-terrace, Mytholmroyd, Yorkshire	Printers, trading with Joseph Moses Wilson Crook, as Crook and Co., at South-parade, Halifax	Halifax ...	12 of 1887	Oct. 19, 1887	Discharge suspended until the 1st January, 1888	Bankrupts had omitted to keep such books of account as are usual and proper in the business carried on by them, and as sufficiently disclose their business transactions and financial position since the time they com- menced business.
Taylor, Jonathan ...	78, Whiterock-street, Liver- pool	Clerk in the Liverpool General Post Office	Liverpool ...	67 of 1887	Oct. 28, 1887	Discharge granted subject to the following conditions, viz.: After retaining annually out of his future earnings, income, and after ac-	It appearing to the Court that the Order of Discharge should be granted subject to conditions

ORDERS MADE ON APPLICATION FOR DISCHARGE—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
George, Esau	Woburn Sands, parish of Wavendon, Buckinghamshire	Builder	Northampton ...	35 of 1886	Oct. 19, 1887	<p>quired property, the sum of £100 for the maintenance of himself and family, the Bankrupt to pay to the Official Receiver, Trustee, the residue of his future earnings, income, and after-acquired property, until such payments shall, with any assets which his estate may realise, pay the costs of the bankruptcy proceedings, and a dividend of 10s. in the pound to his creditors. The annual statement required to be filed by the Bankruptcy Rules to be filed (verified by affidavit), within 14 days after the 28th October in every year, commencing in the year 1888</p> <p>Discharge suspended for one month. Bankrupt to be discharged as from the 19th November, 1887</p>	<p>Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy.</p>

2 E 2

ADJUDICATIONS ANNULLED AND RECEIVING ORDERS RESCINDED.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Receiving Order.	Date of Adjudication.	Date of Annulment of Adjudication and Rescission of Receiving Order.	Grounds of Annulment and Rescission.
Vickers, Herbert, and ... Vickers, William Edward ... (trading as John Vickers and Company) ...	16, Waterway-street, Nottingham ... 16, Carrington-street, Nottingham ... Waterway-street, Nottingham ...	Timber Merchants ...	Nottingham ...	93 of 1887	Sept. 10, 1887 ...	Sept. 10, 1887 ...	Nov. 15, 1887 ...	Approval by Court of composition
Vickers, Herbert ... (Separate Estate)	16, Waterway-street, Nottingham	Timber Merchant, trading with William Edward Vickers, as John Vickers and Company, at Waterway-street, Nottingham	Nottingham	93 of 1887	Sept. 10, 1887 ...	Sept. 10, 1887 ...	Nov. 15, 1887 ...	Bankrupt having procured legal release from principal creditors of his separate estate, and satisfied the remainder of such creditors
Vickers, William Edward (Separate Estate)	16, Carrington-street, Nottingham	Timber Merchant, trading with Herbert Vickers as John Vickers, and Company, at Waterway-street, Nottingham	Nottingham	93 of 1887	Sept. 10, 1887 ...	Sept. 10, 1887 ...	Nov. 15, 1887 ...	Bankrupt having no creditors on his separate estate

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Dix, John	The Adelphi Club, Maiden-lane, Covent-garden, Middlesex, and the Sussex Restaurant, Leadenhall-street, London	Club Proprietor and Restaurateur	High Court of Justice in Bankruptcy	1070 of 1887	Moore, Edward Cecil	3, Crosby-square, E.C. ...	Nov. 21, 1887
Madeley, Frederick	32, Dean-street, Birmingham, Warwickshire, residing at Oxhill, Rookery-road, Handsworth, Staffordshire, also trading with Ralph Stanley Sadler, at Stonehouse Works, Perry Barr, Staffordshire, as Mortimer and Co.	Merchant and Tube Manufacturer	Birmingham ...	118 of 1887	Lewis, John... ..	Waterloo-street, Birmingham, Chartered Accountant	Nov. 23, 1887
Smith, Timothy John	Brinkley, Cambridgeshire, lately Six Mile Bottom, Cambridgeshire, formerly trading at 6, Castle-street, Exeter	Turf Agent	Cambridge	18 of 1887	Tebbitt, Robert	Soham, Cambridgeshire ...	Nov. 22, 1887
Wainwright, John	Damside, Huddersfield, Yorkshire, formerly trading at Damside, but more recently trading at Cloth Hall-street, Huddersfield	Printer and Newspaper Proprietor	Huddersfield ...	21 of 1887	Phelps, Walter	Shut-lane, Moor-street, Birmingham	Nov. 22, 1887
Atkins, George (trading as G. Atkins and Co.)	3, Sycamore-lane, Leicester, and 1A, Friars-causeway, Leicester,	Boot Manufacturer... ..	Leicester	59 of 1887	Palmer, Augustus Cufaude	Grey Friars, Leicester ...	Nov. 22, 1887
Lander, John (trading as John Lander and Co.)	Central-chambers, 17A, South Castle-street, Liverpool, Lancashire, and Llandudno, Carnarvonshire	Merchant	Liverpool	116 of 1887	Robinson, George Andrew	10, St. James's-square, Manchester, Accountant	Nov. 23, 1887
Maddock, James	Cork Wharf and Roslyn House, Newport, Monmouthshire	Shipping Agent and Carrier	Newport, Mon. ...	50 of 1887	Williams, Alfred	4, Skinner-street, Newport, Monmouthshire	Nov. 18, 1887
Midgley, James	Bury Mill, Hemel Hempstead, Hertfordshire	Corn Miller	St. Albans	10 of 1887	Taylor, Colin	Rickmansworth, Herts, Corn Merchant	Nov. 17, 1887
Gage, James (trading as James Gage and Co.)	37, Sussex-street and Lower Mill-street, Scarborough, Yorkshire	Fish Curer	Scarborough	42 of 1887	Bradley, Charles Edwin	8, Market-street, Scarborough	Nov. 17, 1887
Woodger, Henry Lamble	Sandside, Scarborough, and 44, Aberdeen-walk, Scarborough, Yorkshire	Fish Salesman, Fish Merchant, and Fish Curer	Scarborough	44 of 1887	Bradley, Charles Edwin	8, Market-street, Scarborough	Nov. 21, 1887
McWalker, William	26, Albion-street and 15, Kendrew-street, Darlington, county of Durham	Travelling Draper	Stockton - on - Tees and Middlesborough	45 of 1887	Chesney, Peter Kerr	Bradford, Chartered Accountant	Nov. 22, 1887
Mills, Henry (trading as H. Mills and Co.)	Corporation-street, Walsall, Staffordshire, and Upper Brook-street, Walsall	Malleable Ironfounder	Walsall	36 of 1887	Bytheway, George	Walsall, Accountant	Nov. 21, 1887

NOTICE OF RELEASE OF TRUSTEES.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Wade, William James Tomes and Hawkins, Augustus Richard (lately trading as Tomes and Co.)	98, High Holborn, Middlesex ...	Gunmakers	High Court of Justice in Bankruptcy	855 of 1884	Leigh Tonks	13 and 14, King-street, Chapside, E.C.	Agent	Nov. 23, 1887
Mathers, Samuel	3, Park-place, Leeds, and Albion Mills, Morley, both in Yorkshire	Cloth Manufacturer ...	Leeds	7 of 1886	Edward Richardson	16, Bath-street, Batley ...	Dyer	Nov. 21, 1887

Pursuant to the Act and Rules, notices to the above effect have been received by the Board of Trade,
JOHN SMITH, Inspector-General in Bankruptcy.

THE estates of William Charles Stephen, James Henderson, and Daniel McGregor, all Coal Merchants, in Glasgow, the sole Partners of the now dissolved Company of Stephen Henderson and McGregor, Coal Merchants, 40, St. Enoch-square, Glasgow, as such Partners and as Individuals, and the said William Charles Stephen also as carrying on business for his own behoof under the said firm of Stephen Henderson and McGregor, at 40, St. Enoch-square aforesaid, were sequestered on the 21st day of November, 1887, by the Sheriff of the county of Lanark.

The first deliverance is dated the 21st day of November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 2nd day of December, 1887, within the Faculty Hall, Saint George's-place, in 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 21st day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MAIR, GEMMILL, and HISLOP, Writers,
162, St. Vincent-street, Glasgow, Agents.

THE estates of George Gerard and Company, Tailors and Clothiers, carrying on business at No. 81, Canning-street, Glasgow, and George Gerard, Tailor and Clothier there, sole Partner thereof, as such Partner and as an Individual, were sequestered on the 22nd day of November, 1887, by the Sheriff of the county of Lanark.

The first deliverance is dated 22nd November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on the 5th day of December, 1887, within the Faculty Hall, St. 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 22nd day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

CAMPBELL and CROALL, Writers,
95, Bath-street, Glasgow, Agents.

THE estates of Donald Macleod, Builder, Wells-street, Inverness, were sequestered on the 19th day of November, 1887, by the Sheriff of Inverness, Elgin, and Nairn.

The first deliverance is dated the 19th day of November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 30th day of November, 1887, within the Procurators' Rooms, the Castle, Inverness.

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 19th March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

FRANCIS SQUAIR, 51, Church-street,
Inverness, Agent.

THE estates of Watt and Duff, Grocers and Provision Merchants, carrying on business at No. 8, Union-street, Edinburgh, under said style and designation; and at Montrose, under the style or designation of John M'William, at Nos. 141 and 143, High-street there; and at Berwick-on-Tweed, under the style of the London Civil Service Stores, at Nos. 11 and 13, High-street there; and David Watt, presently residing at 18, Leopold-place, Edinburgh, and John Duncan Duff, presently residing at 1, Balcarres-street there, the Individual Partners of said firm, as such Partners, and as Individuals, were sequestered on 19th November, 1887, by the Court of Session.

The first deliverance is dated the 19th November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Friday, the 2nd day of December, 1887, within Dowell's Rooms, No. 18, George-street, Edinburgh.

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 19th March, 1888.

The sequestration has been remitted to the Sheriff of the Lothians and Peebles at Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

P. DOUGLAS, S.S.C., Agent.

Edinburgh, 22nd November, 1887.

THE estates of George Christie, Draper, Cowan-street, Stirling, were sequestered on the 21st day of November, 1887, by the Sheriff of Stirling, Dumbarton, and Clackmannan, at Stirling.

The first deliverance is dated the 21st day of November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on the 30th day of November, 1887, within the Golden Lion Hotel, King-street, Stirling.

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 21st day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

A. and J. JENKINS, Solicitors,
Port-street, Stirling, Agents.

THE estates of David Campbell, Spirit Dealer, Saddell-street, Campbeltown, were sequestered on 22nd November, 1887, by the Sheriff of Argyllshire.

The first deliverance is dated the 22nd November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 2nd day of December, 1887, within the Argyll Arms Hotel, in Campbeltown.

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 22nd day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN MURRAY, Solicitor,
Campbeltown, Agent.

THE estates of Walter Ross, Merchant, Kinbrace, Sutherland, were sequestered on the 18th day of November, 1887, by the Sheriff of the counties of Ross, Cromarty, and Sutherland, at Dornoch.

The first deliverance is dated the 18th day of November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at ten o'clock, forenoon, on Tuesday, the 29th day of November, 1887, within Mitchell's Hotel, Golspie, Sutherland.

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 18th day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

G. G. TAIT, Solicitor, Golspie, Agent.

THE estates of Thomas Finlayson, Spirit Merchant, Pollockshaws, were sequestered on the 22nd day of November, 1887, by the Sheriff Substitute of Renfrew and Bute.

The first deliverance is dated the 10th day of November, 1887.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 6th day of December, 1887, within Morrison's Globe Hotel, High-street, Paisley.

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 22nd day of March, 1888.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

C. D. DONALD, 172, St. Vincent-street,
Glasgow, Writer, Agent.

All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Friday, November 25, 1887.

Price One Shilling.

