

except the Company and their undertaking from such of the provisions of those Acts as may be considered inapplicable or unnecessary.

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 ordnance or published maps, with the lines of the said intended railways delineated thereon, so as to show their general course and direction, 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 books of reference, and a copy of this notice, will be deposited with the respective Parish Clerks of the parishes of St. Mary Cardiff, Canton, 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, 1891.

FABER and Co., 66, Lincoln's-inn-fields;
JOHN STUART CORBETT, Cardiff;

Solicitors for the Bill.

GRAHAMES, CURREY, and SPENS, 30, Great
George-street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1892.

Liverpool Tramways.

(Powers to the Liverpool United Tramways and Omnibus Company to Construct and Work New Tramways; Gauge and Motive Power; Compulsory Purchase of Lands; Levying of Tolls, Fares, Rates, and Charges; Bye-Laws as to Omnibus Tickets; Agreements with and Powers to Local Authorities and Others; Additional Capital; Power to Build, Sell, Purchase, Hire, and Work Omnibuses, Cabs, Carriages, and other Vehicles, and carry on any Business connected therewith, and other Provisions in relation thereto; Provision as to quorum of Meetings of Directors; Amendment and Incorporation 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 United Tramways and Omnibus Company (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") for all or some of the following purposes (that is to say):

To empower the Company to make, form, lay down, and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, and to work and use the tramways hereinafter described, or some or one of them, and each of the tramways will be a single line, except in the case of the hereinafter described passing places, where they will be laid as double lines. The tramways hereinbefore-mentioned are:—

Tramway No. 1, commencing at the termination of the existing tramway in Stanley-road, opposite the end of Knowsley-road, proceeding thence in a north-westerly direction along the proposed extension of Stanley-

road, to be constructed in the position shown on the deposited plans, in lieu of part of Linacre-road, and proceeding thence from Stanley-road into and along Linacre-road, and terminating at a point on the boundary line between the borough of Bootle, and the district of the Litherland Local Board, at a point 22 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel in Linacre-road.

Tramway No. 1A, a passing place wholly in the proposed Stanley-road extension, commencing by a junction with Tramway No. 1, 4.53 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1, at a point 1.25 chains, or thereabouts, measured in a north-westerly direction, from the commencement of the intended Tramway No. 1A.

Tramway No. 1B, a passing place wholly in the proposed extension of Stanley-road, commencing by a junction with Tramway No. 1, at a point 10.33 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1, at a point 1.25 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1B.

Tramway No. 1C, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1, 1 furlong, 7.23 chains, or thereabouts, in length, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 2A, at a point 26 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel in Linacre-road.

Tramways Nos. 1, 1A, 1B, and 1C, will be situate in the parish of Walton-on-the-Hill, and township of Bootle-cum-Linacre.

Tramway No. 2, commencing in Linacre-road, at the termination of Tramway No. 1, and proceeding thence in a northerly direction along Linacre-road, and terminating therein, at a point 70 feet, or thereabouts, measured in a southerly direction, from the south side of the weighing machine in Linacre-road.

Tramway No. 2A, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1C, 26 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel, in Linacre-road, and terminating by a junction with Tramway No. 2, at a point 0.62 chain, or thereabouts, measured in a northerly direction, from the commencement of the intended Tramway No. 2A.

Tramway No. 2B, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 4.80 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1.25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2B.

Tramway No. 2C, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 9.81 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1.25 chains, or thereabouts, measured in a