

of Walton Inferior, Walton Superior, Acton Grange, Moore, Keckwick, Norton and Halton, and terminating in the parish and township of Runcorn at a point at the junction of the public road known as Station-road with the public road known as Lowlands-road.

Dated this 25th day of May, 1900.

For the International Electric Traction and Power Syndicate Limited,

HALL and SON, 23, Fountain-street, Manchester, Solicitors.

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

The Light Railway Commissioners.—May 1900.

The Light Railway Act, 1896.

Southwold Railway.

(Alteration of Gauge of existing Line; Extension to Kessingland; further Capital Powers, &c.)

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners, this present month of May, 1900, by the Southwold Railway Company for an Order pursuant to the Light Railways Act, 1896, to authorize the Company:—

(a.) To convert the existing railway of the Company between Halesworth and Southwold, in the county of East Suffolk, from a 3 feet gauge railway to one of 4 feet 8½ inches, and in connection therewith, to lengthen, widen, alter, or reconstruct the bridges, and in the parishes of Holton and Blythburgh, in the county of East Suffolk, to raise the public roads carried over the said railway, and to raise further capital for such conversion of gauge and works;

(b.) To construct, maintain, and work a Light Railway from Southwold to Kessingland, wholly in the county of East Suffolk, commencing in the borough and parish of Southwold, passing from, through, or into the parishes of Southwold, Reydon, Frostenden, South Cove, Wrentham, Benacre, Henstead, and Kessingland, and terminating in the parish of Kessingland.

Dated this 17th day of May, 1900.

The Southwold Railway Company,  
H. WARD, Secretary.

F. C. MATHEWS and Co., 151, Cannon-street, London, E.C., Solicitors.

Light Railways Act, 1896.

Nidd Valley Light Railway.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners on or before the 31st day of May, 1900, by the Power and Traction (Limited) for an Order pursuant to the Light Railways Act, 1896, to authorize the construction of the following railways in the West Riding of the county of York, that is to say:—

A Railway No. 1, commencing in the parish of High and Low Bishopside by a junction with the North-Eastern Railway at a point 217 yards or thereabouts measured in a north-westerly direction from the centre of the level crossing at Pateley Bridge, thence in a north-westerly direction to a point on the road from Pateley Bridge to Wath 100 yards or thereabouts, measured in an easterly direction from the centre of Packhorse Bridge, thence through the parish of Fountains Earth in a northerly, north-westerly, and westerly direction to a point on the road from Ramsgill to Bouthwaite 310 yards or thereabouts measured in an easterly direction from the centre of the bridge over the River Nidd at Ramsgill,

thence in a north-westerly direction to a point in the centre of the River Nidd 167 yards or thereabouts measured in a southerly direction from the Crown Inn, Lofthouse, and terminating in the parish of Fountains Earth at a point 64 yards or thereabouts measured in an easterly direction from Park House, Lofthouse.

Railway No. 2, commencing in the parish of High and Low Bishopside by a junction with Railway No. 1 at a point on the east side of the River Nidd 197 yards or thereabouts measured in an easterly direction from Brigg House, thence in a north-westerly direction through the parish of Bewerley, on the south-west side of Foster Beck, to a point in the parish of Stonebeck Down, on the road from Pateley Bridge to Ramsgill, 27 yards or thereabouts measured in a northerly direction from the bridge over Foster Beck, thence in a westerly direction, and terminating in the parish of Stonebeck Down at a point 4 yards measured in a south-easterly direction from the south-west corner of Heathfield Smelting Mills.

Railway No. 3, wholly in the parish of High and Low Bishopside, commencing at a point on the private road from Pateley Bridge Police Station to Pateley Bridge 170 yards or thereabouts measured in a northerly direction from the centre of the level crossing at Pateley Bridge, thence in a north-westerly direction, terminating by a junction with Railway No. 1 at a point 567 yards or thereabouts measured in a north-westerly direction from the centre of the level crossing at Pateley Bridge.

The said railways will be made or pass from, in, through, or into, or be situate within the following parishes, townships, or other places following, or some or one of them, that is to say, High and Low Bishopside, Bewerley, Stonebeck Down, and Fountains Earth, all in the West Riding of the county of York.

Dated this 21st day of May, 1900:

BAKER, LEES, and Co., 54, Parliament-street, Westminster, London, S.W., Solicitors, and Parliamentary Agents for POWER and TRACTION (LIMITED), Palace-chambers, Westminster, Promoters of the Order.

The Light Railway Commissioners.—May, 1900.

Cleobury Mortimer and Ditton Priors Light Railway.

NOTICE is hereby given that application is intended to be made in the present month to the Light Railway Commissioners by the Viscount Boyne, of Burwarton Hall, in the county of Salop, and Admiral Robert Woodward, C.B., of Hopton Court, Cleobury Mortimer, in the county of Salop, for an Order under the Light Railways Act, 1896, authorizing a Light Railway from Cleobury Mortimer on the Great Western Railway to Ditton Priors, both in the county of Salop, in and through the district of the Shropshire County Council, the Cleobury Mortimer and Bridgnorth District Councils, and the following Parish Councils, that is to say, Cleobury Mortimer, Neen Savage, Stottesden, Aston Botterell, Cleobury North and Ditton Priors.

The intended railway will commence in the parish of Cleobury Mortimer, in the county of Salop, by a junction with the Tenbury and Bewdley Branch of the Great Western Railway and terminate in the parish of Ditton Priors in the same county.

After leaving the junction with the Great Western Railway the proposed line will pass through lands of Sir Walter de Sodington Blount,